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

# JUSTIFICATION TO SUPPORT A CATEGORICAL EXEMPTION

# 1666 N. VERMONT AVENUE PROJECT

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

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

**Community Plan Area:** Hollywood

**Council District:** 4 – Nithya Raman

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

**PREPARED FOR:**
The City of Los Angeles
Department of City Planning

**PREPARED BY:**
Parker Environmental Consultants, LLC

**APPLICANTS:**
Hollywood 26 Real Estate LLC and Vermont 26 Real Estate, LLC

**April 2024**

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**Attachments**

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Attachment 3 VMT Analysis / Transportation Impact Study
Attachment 4 Noise Calculations Worksheets
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Attachment 7 Environmental Site Assessment

# 1.0 Project Description

## A. Project Summary

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

The Applicants are requesting the following discretionary approvals:

1) Pursuant to **LAMC Section 11.5.7.C**, a Specific Plan Project Permit Compliance Review in the SNAP.

    a. The Applicants are also requesting permission to utilize the alternative Noise Control option discussed in the Section V.20 of the SNAP Development Standards and Design Guidelines.

2) Pursuant to **LAMC Section 12.22.A.31**, the Applicants request permission to utilize Base Incentives and two Additional Incentives defined by the TOC Guidelines to construct a maximum of 139 dwelling units in an Eligible Housing Development. The site's location qualifies it for Tier 4 level TOC approval. This application requests the use of the following incentives:

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

a. Base Incentives, Section VI of the TOC Guidelines:

   i. Section VI.1.a.iv: Permitting an 80% increase in the allowable density from an allowable base density of 77 units to 139 units.

   ii. Section VI.1.b.iv.: Permitting a 45% increase in the allowable FAR in Subarea C of the SNAP, from an allowable base FAR of 3.0:1 to 4.35:1.

   iii. Section VI.2.a.ii: Permitting no required parking for residential units in an Eligible Housing in Tier 4.

b. Additional Incentives, Section VII of the TOC Guidelines:

   i. Section VII.1.b.ii: Permitting a 25% decrease in required open space.

   ii. Section VII.1.g.iii: Permitting a height increase up to 33 feet above the 75-foot limitation. The Applicants are requesting 11 additional feet to permit an 86-foot-tall building.

3) Pursuant to **LAMC Section 16.05**, the Applicants request the approval of Site Plan Review findings for a development project which creates, or results in, an increase of 50 or more dwelling units.

4) Pursuant to the **City of Los Angeles Charter Section 558(a)5**, the Applicants request a street vacation of approximately 1,412 square feet of area within the public right-of-way located along N. Vermont Avenue between Hollywood Boulevard and Prospect Avenue, along the western border of the Project Site.

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

# B. Environmental Setting

## 1. Project Location

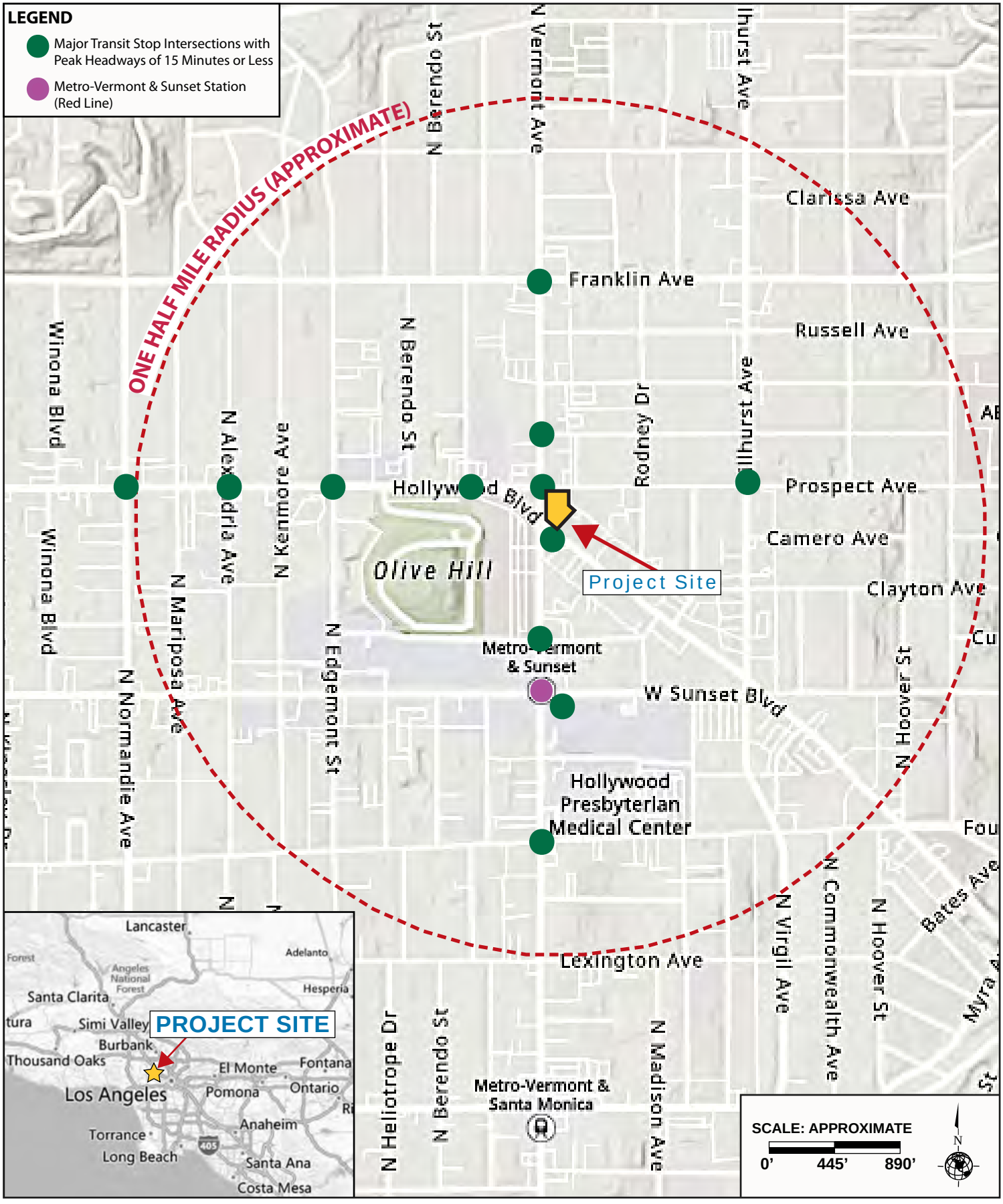
The Project Site is located in the Hollywood Community Plan ("Community Plan") area within the City of Los Angeles. The Project Site's location within the City of Los Angeles and the greater Los Angeles region is depicted in Figure 1, Project Location Map. The Project Site encompasses three parcels and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

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

**Table 1.1**
**Summary of Project Site**

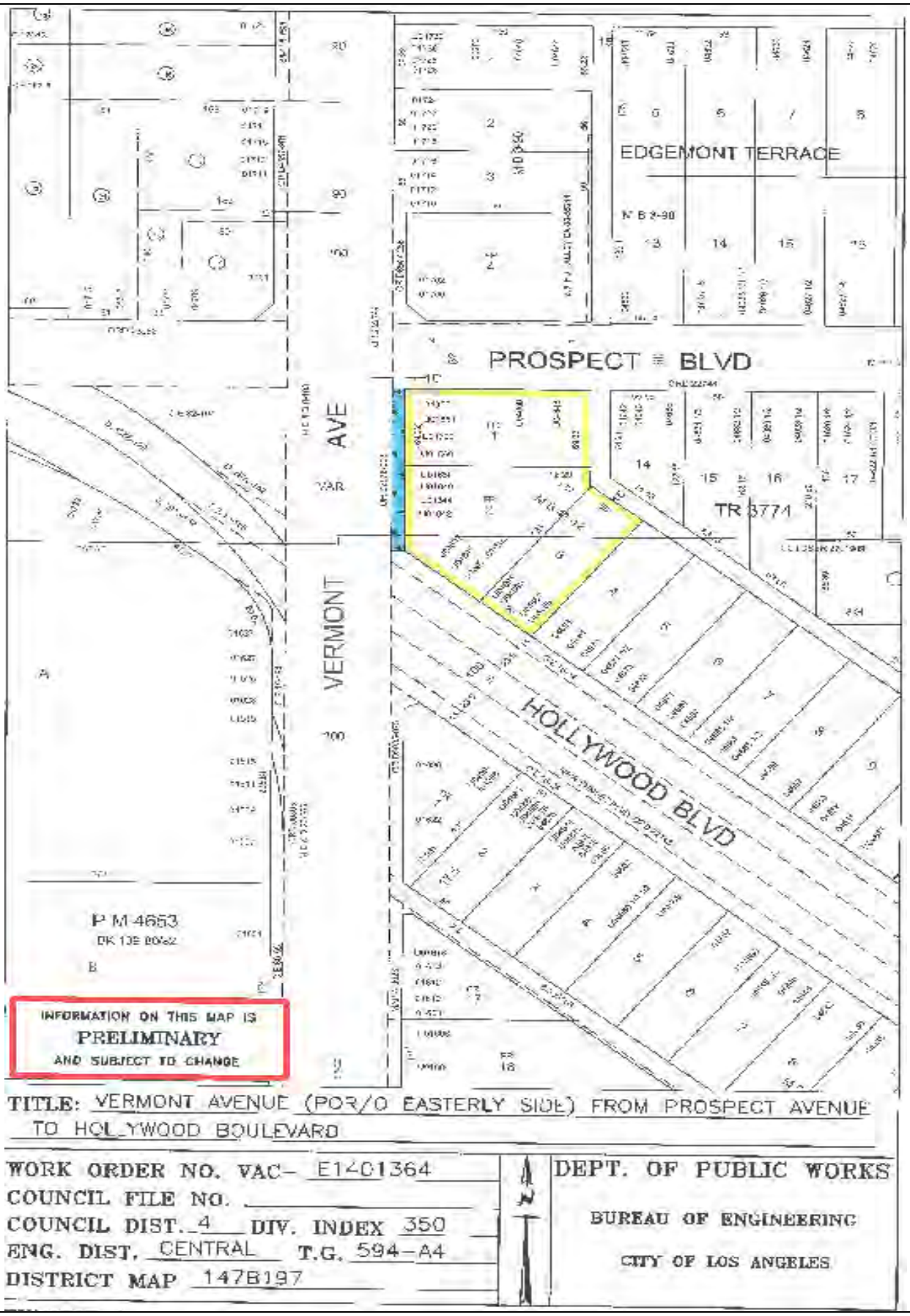
| Address | APN | Existing Land Use | Lot Area (square feet) |
|---|---|---|---|
| 4646 W. Prospect Avenue<br>1660 N. Vermont Avenue<br>1666 N. Vermont Avenue<br>1664 N. Vermont Avenue<br>1662 N. Vermont Avenue<br>4650 W. Prospect Avenue<br>4697 W. Hollywood Boulevard<br>4695 W. Hollywood Boulevard<br>4693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

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




Source: ArcGIS, 2021.

Figure 1
Project Location Map




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

Figure 2
Vacation of Public Right of Way

**Transit Priority Area**

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

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

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

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

# 2. Existing Conditions

## 2.1 Zoning and Land Use Designations

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

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

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

### *2.1.1 Hollywood Community Plan*

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

### *2.1.2 Vermont/Western Transit Oriented District Specific Plan ("SNAP")*

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

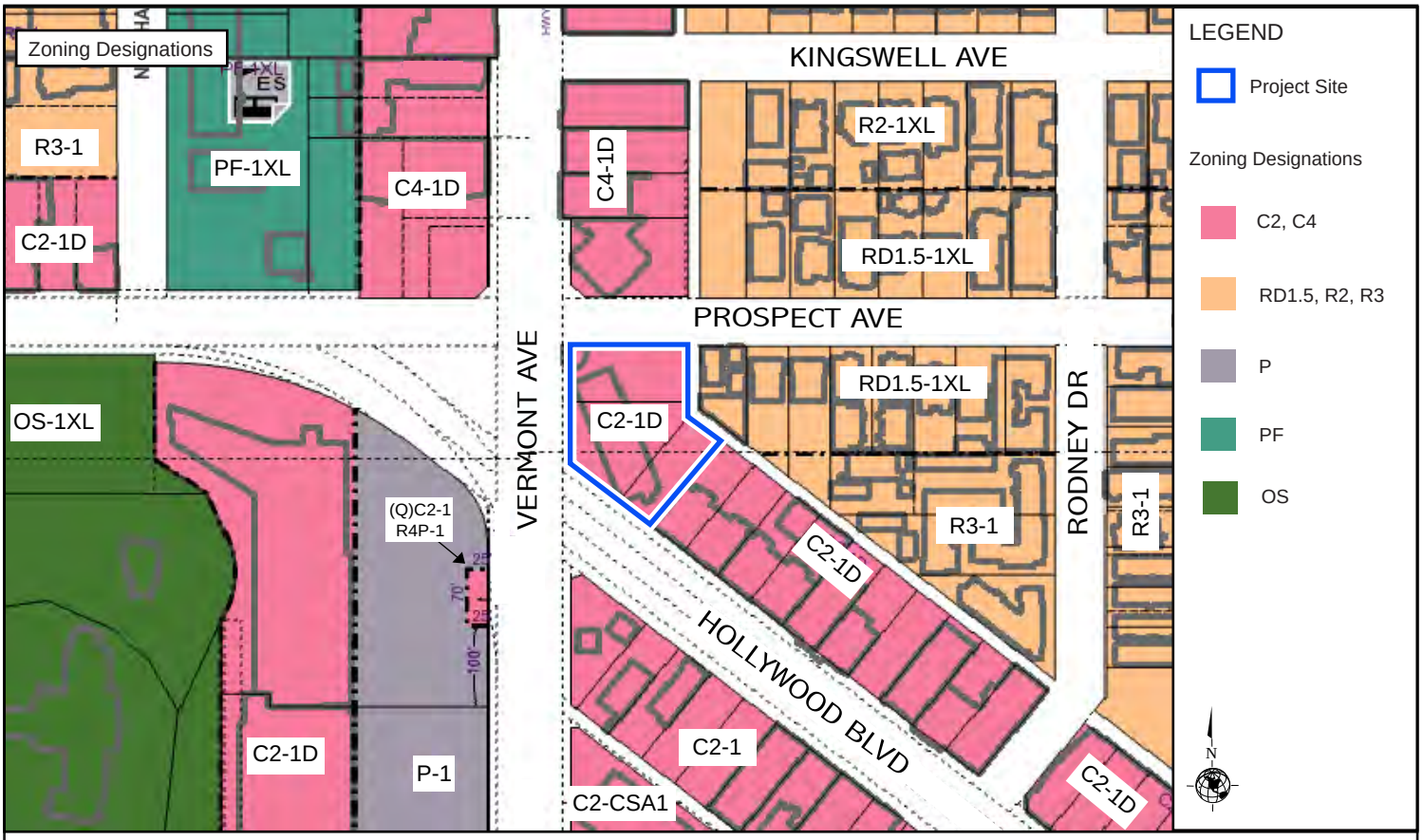
### *2.1.3 Transit-Oriented Communities Affordable Housing Incentive Area*

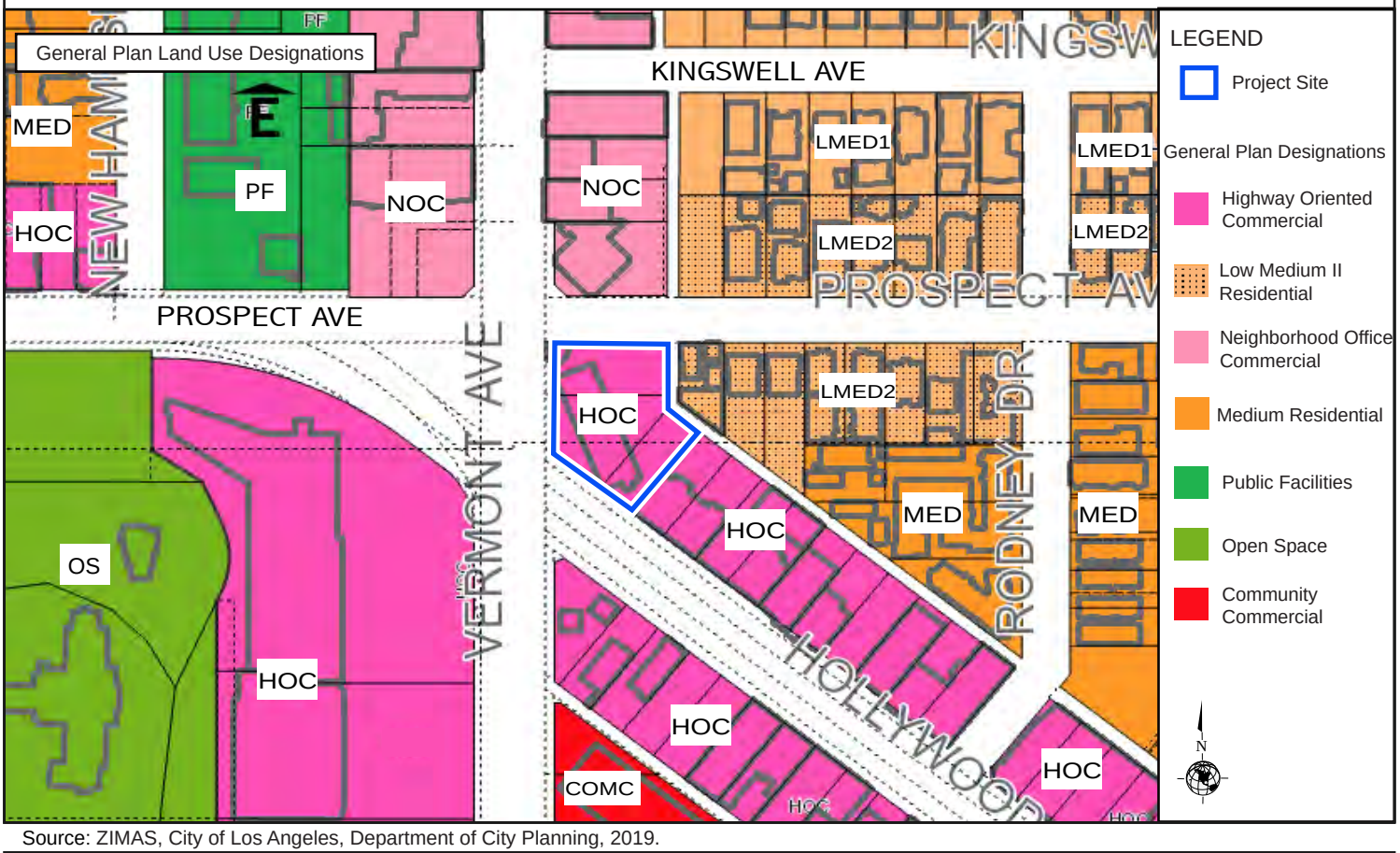
The Project Site is also located in a Tier 4 area of the City's Transit-Oriented Communities Affordable Housing Incentive Area. The Proposed Project would adhere to the City's Transit-Oriented Communities Affordable Housing Incentive Program Guidelines ("TOC Guidelines"), effective September 22, 2017,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

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

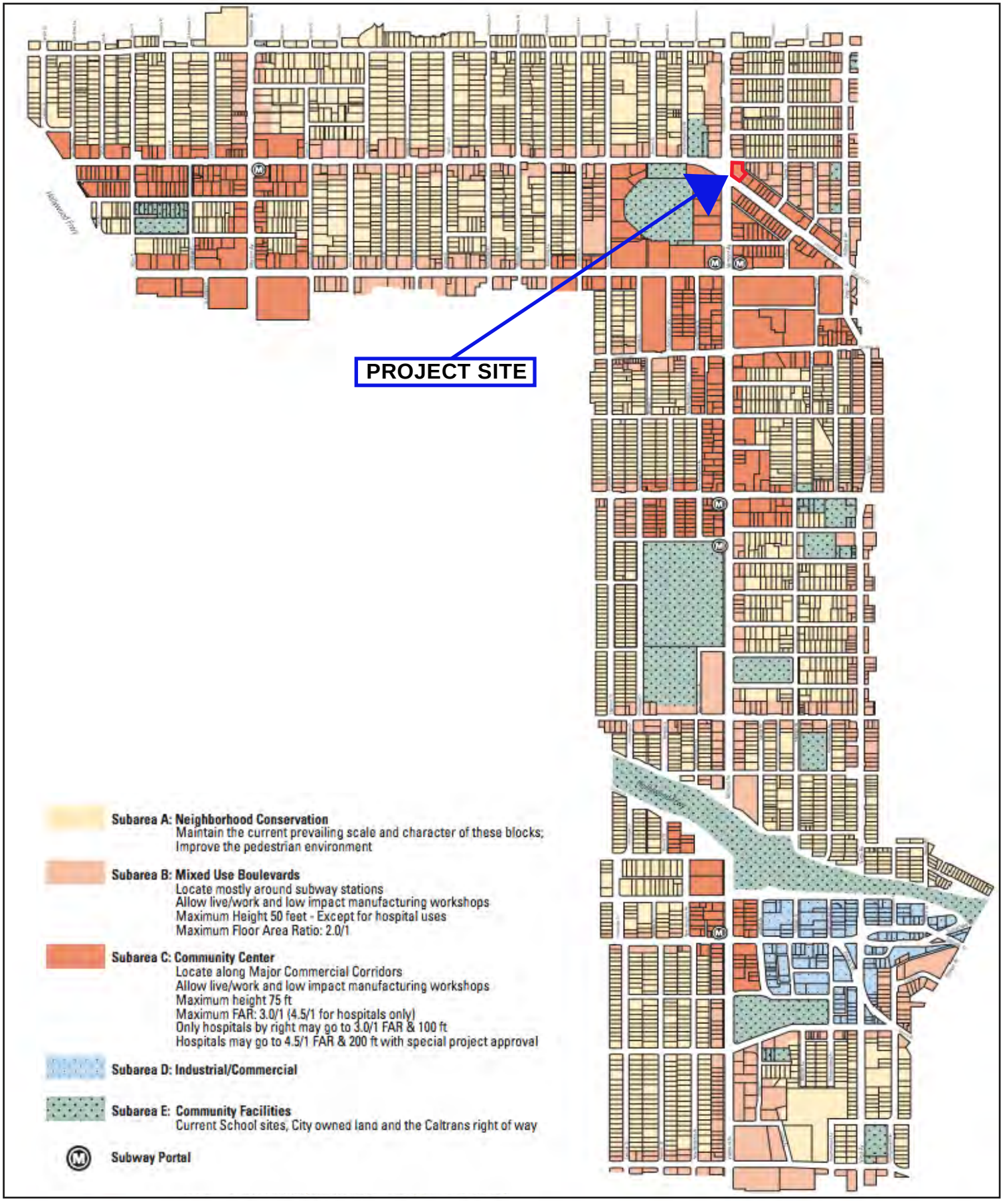
[4] *The Vermont/Western Transit Oriented District Specific Plan Is Also Known As The Station Neighborhood Area Plan Or "SNAP." These Terms Can Be Used Interchangeably And Refer To The Same Set Of Guidelines.*




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

Figure 3
Zoning and General Plan Land Use Designations




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

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

## 2.2 Existing Site Conditions

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

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

# 3. Surrounding Land Uses

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

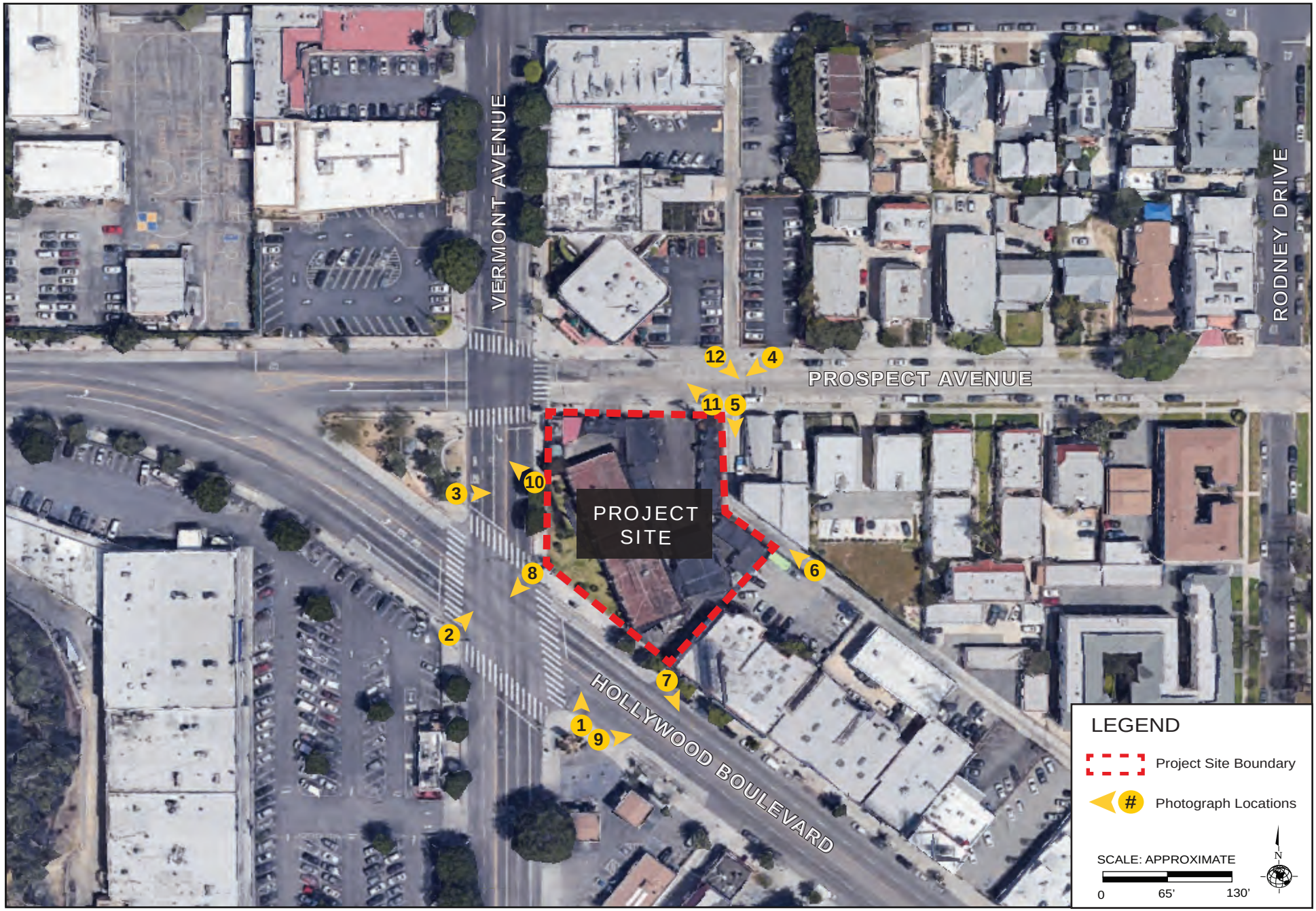
North: Prospect Avenue abuts the Project Site to the north. Across Prospect Avenue is a one-story commercial building consisting of a Starbucks and a US Bank, with an associated surface parking lot. Further north and northwest, along Vermont Avenue, is a commercial corridor that contains a variety of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

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

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

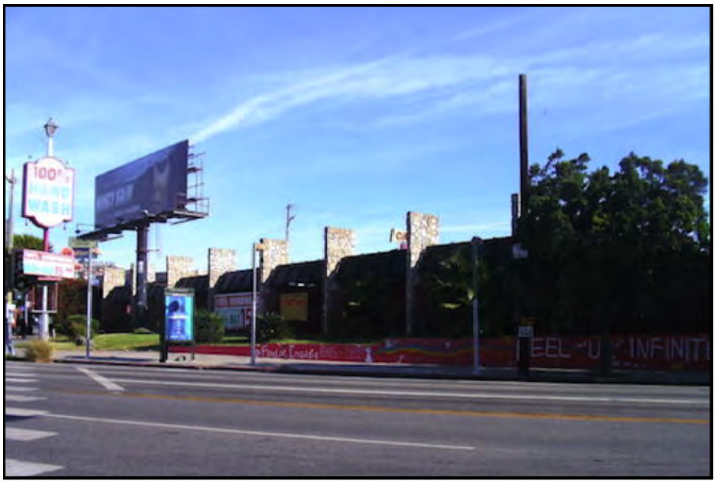
East: An approximate 15-foot public alley abuts the Project Site to the east. The alley extends southeast from Prospect Avenue to Rodney Drive. Refer to Figure 6, Views 5 and 6. Further east, past the alley, are multi-family residential buildings. These residential buildings are zoned RD1.5-1XL with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

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




Source: Google Earth, Aerial View, 2019.

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



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



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



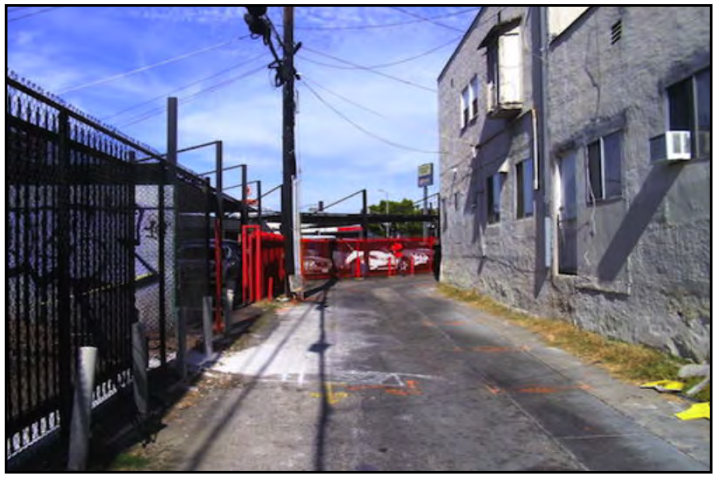

View 3: On the west side of Vermont Ave, in the pocket park, looking east at the Project Site.




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



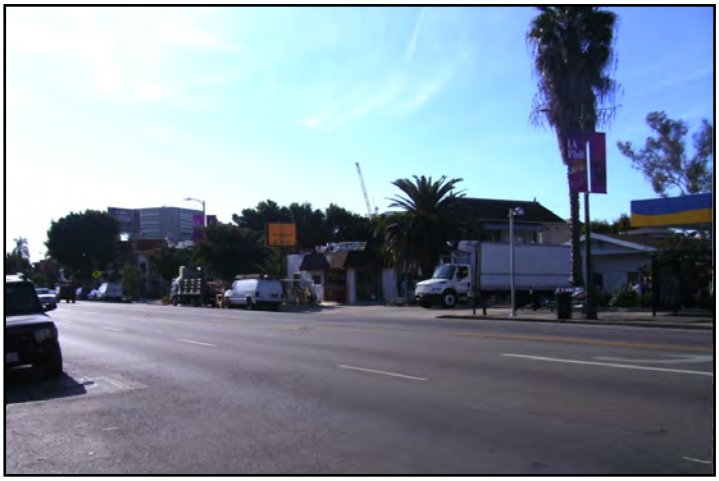
View 5: On the south side of Prospect Ave, looking south at the eastern border of the Project Site and public alleyway.



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

Source: Parker Environmental Consultants, October 16, 2019.

Figure 6
Photographs of the Project Site
Views 1-6



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



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



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



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



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



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

Source: Parker Environmental Consultants, October 16, 2019.

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

# C. Description of Project

## 1. Project Overview

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

**Table 1.2**
**Proposed Development Program**

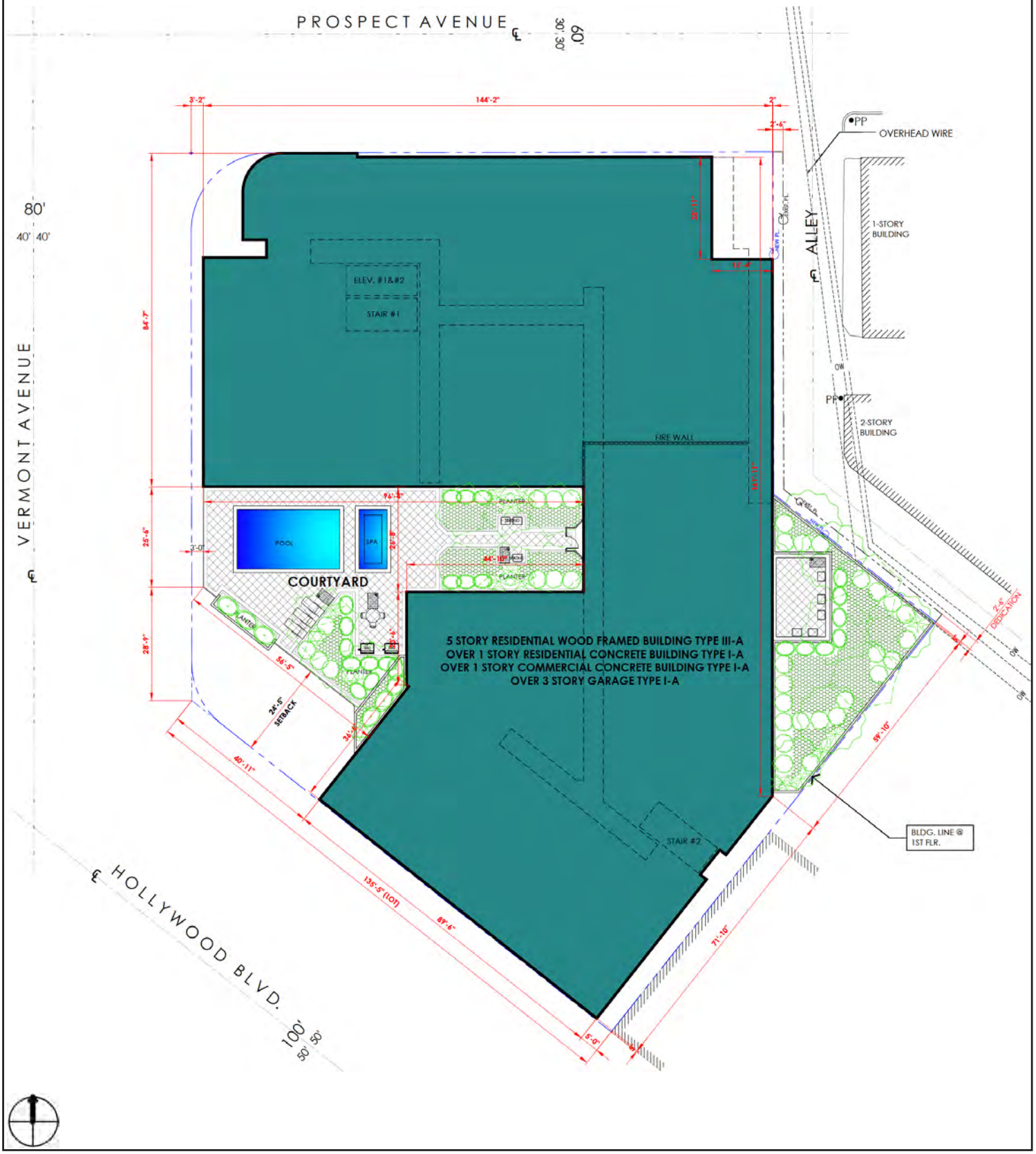
| Land Uses | Quantity (dwelling unit) | Proposed Floor Area (square feet) |
|---|---|---|
| **Residential** | | |
| Studio | 59 | 106,530 sf [a] |
| One-bedroom | 61 | |
| Two-bedroom | 19 | |
| **Commercial** | | |
| Market | -- | 20,240 sf |
| **TOTAL:** | **139 du** | **126,770 sf [b] (4.31:1 FAR)** |

*Notes:*

[a] *Residential floor area includes common areas, interior lobby and recreational amenity areas, and interior spaces within the proposed dwelling units.*

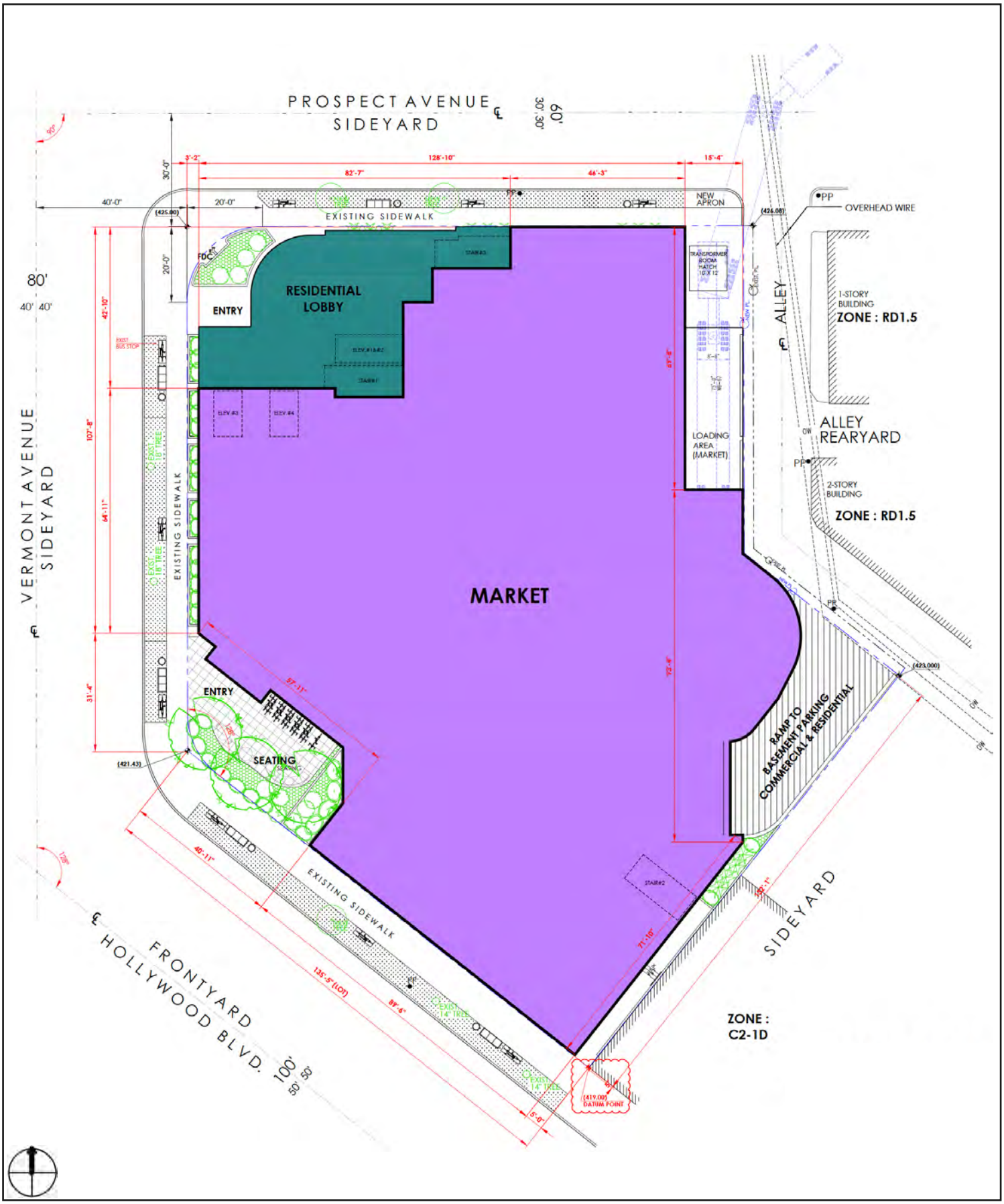
[b] *Pursuant to the definition of the term "floor area" in LAMC Section 12.03, structured parking areas are excluded from the floor area calculations for purposes of calculating floor area ratio (FAR). The Proposed Project includes three levels below grade and on the ground floor that is not counted towards the FAR.*

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



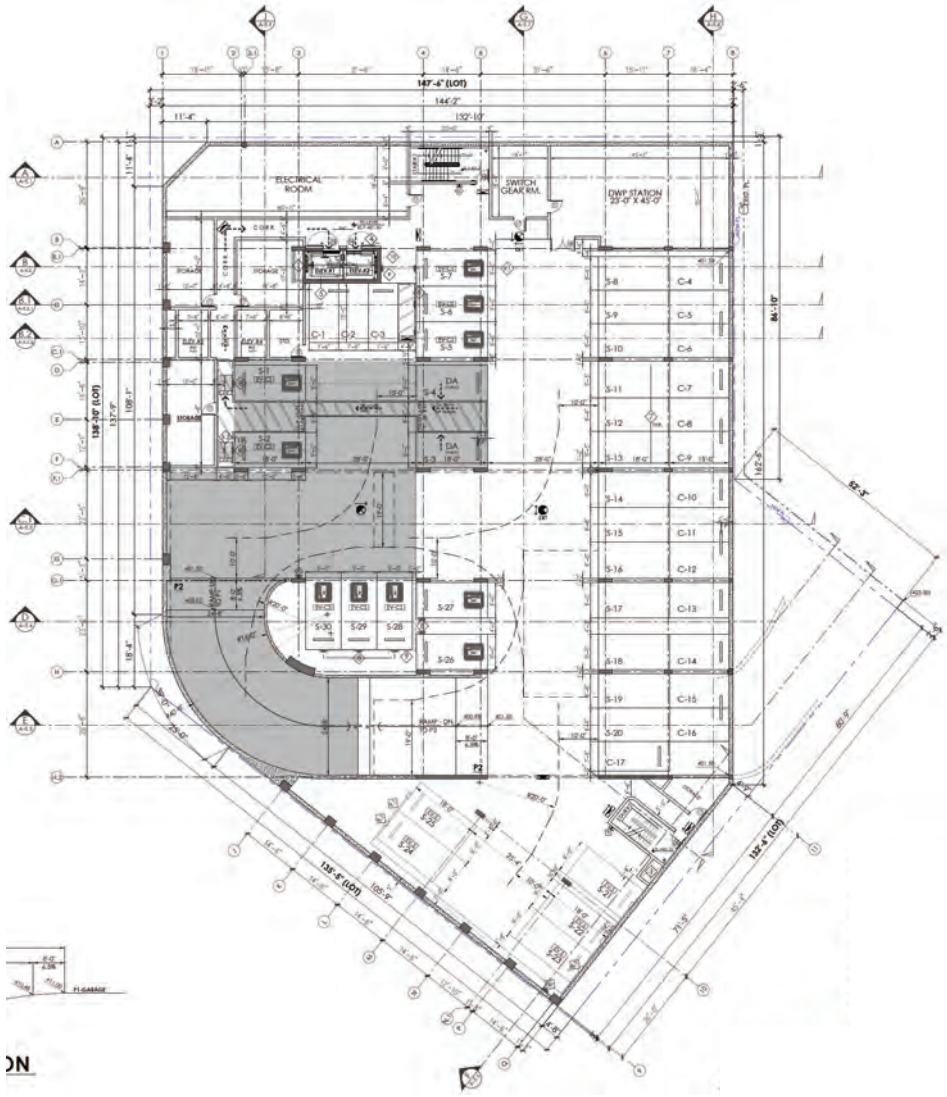

Source: Safai Architects, October 12, 2023.

Figure 8
Site Plan - Residential

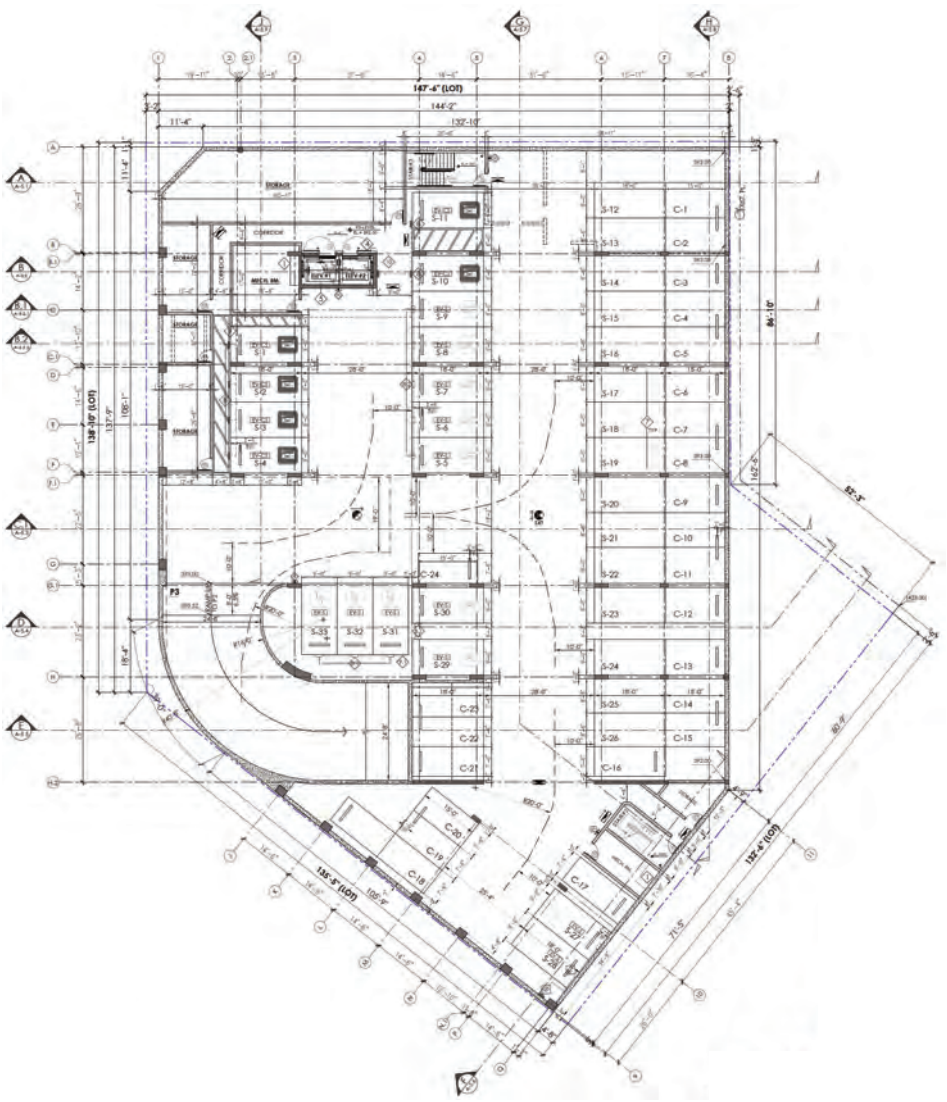



Source: Safai Architects, October 12, 2023.

Figure 9
Site Plan - Commercial



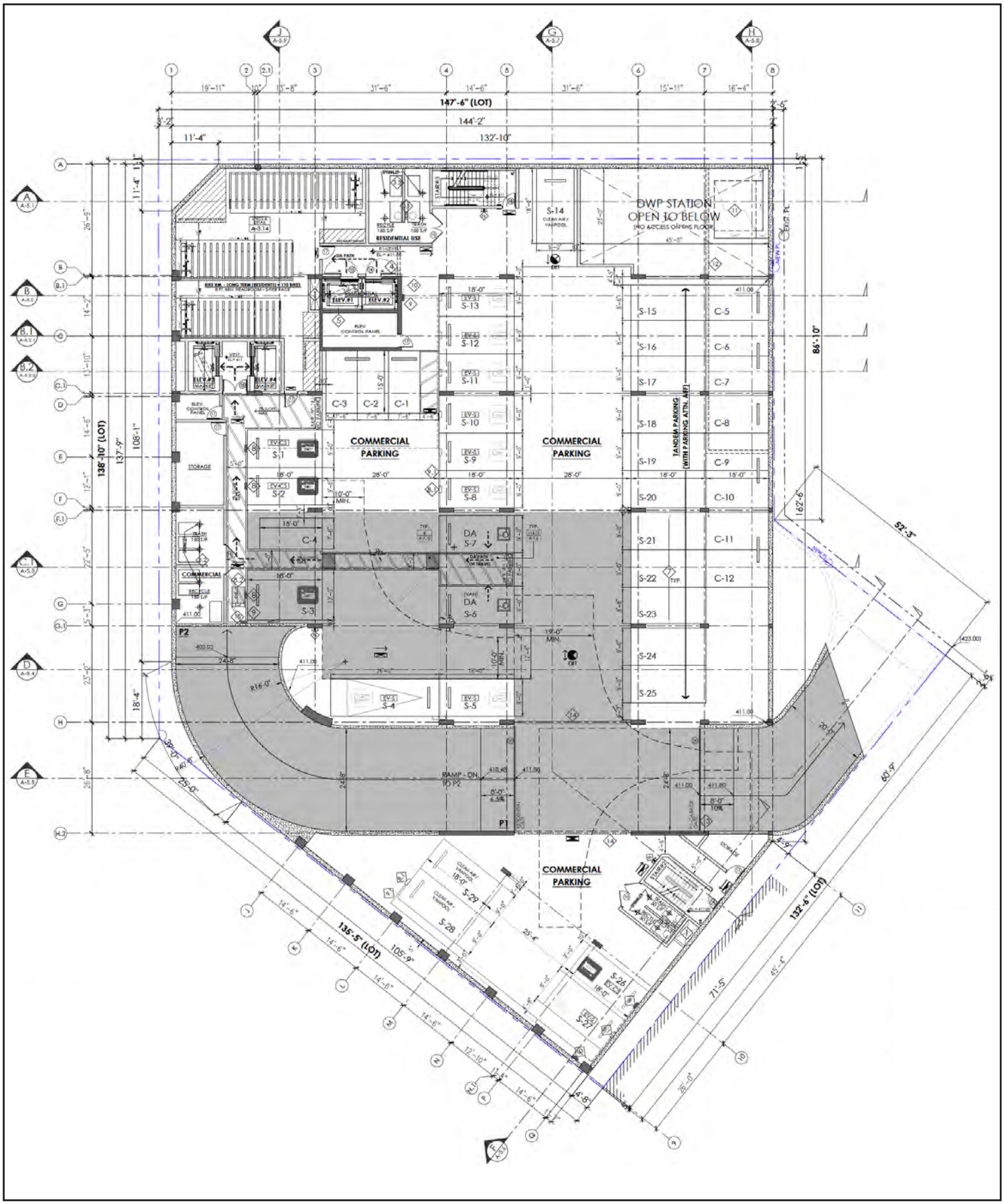

Parking Garage Floor Plan - Level P2




Parking Garage Floor Plan - Level P3

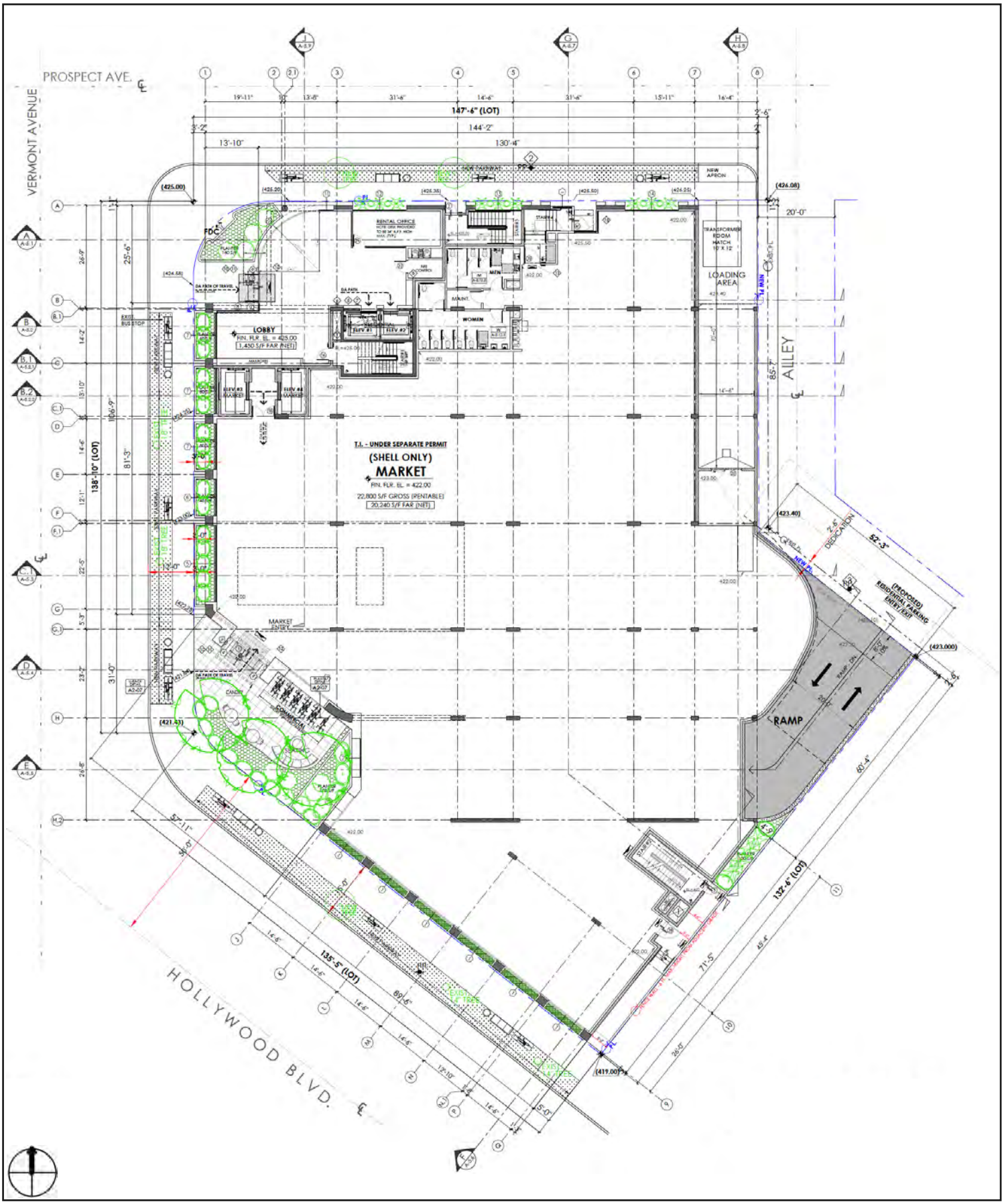
Source: Safai Architects, Inc., October 12, 2023.

Figure 10
Parking Garage Floor Plans Level P2 and P3



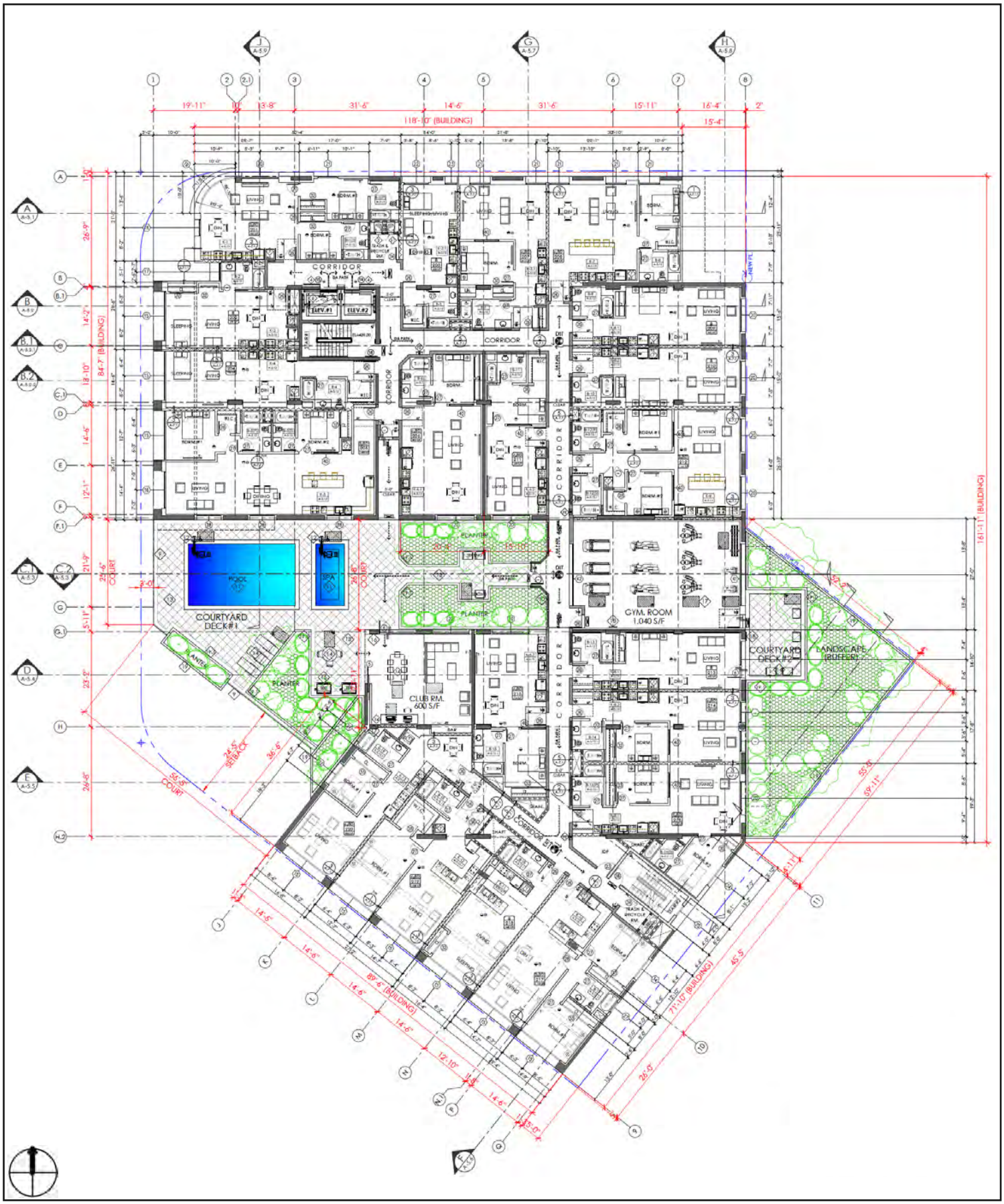

Source: Safai Architects, October 12, 2023.

Figure 11
Parking Garage Floor Plan
Level P1



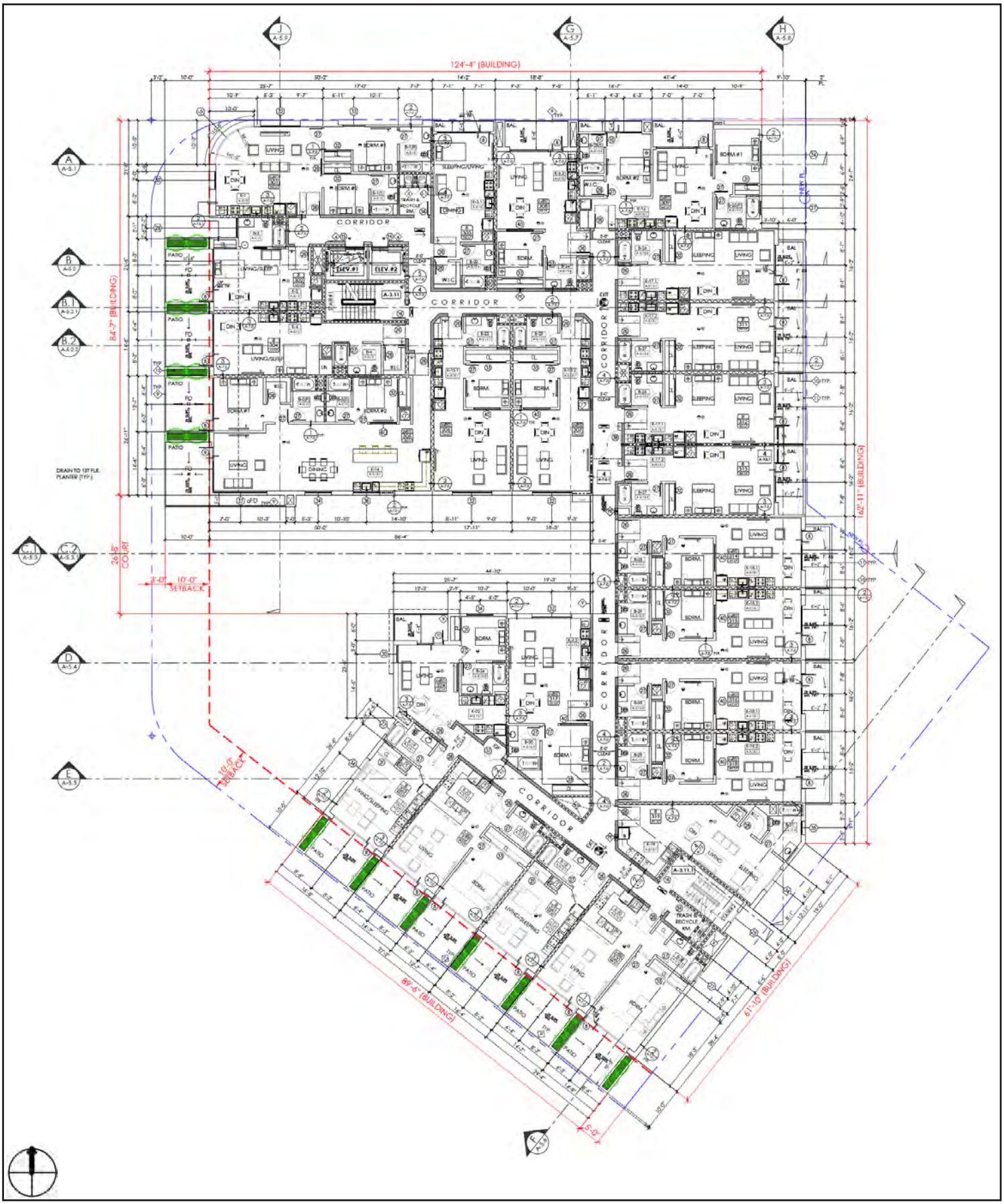

Source: Safai Architects, October 12, 2023.

Figure 12
1st Floor Plan




Source: Safai Architects, October 12, 2023.

Figure 13
2nd Floor Plan




Source: Safai Architects, October 12, 2023.

Figure 14
3rd Floor Plan



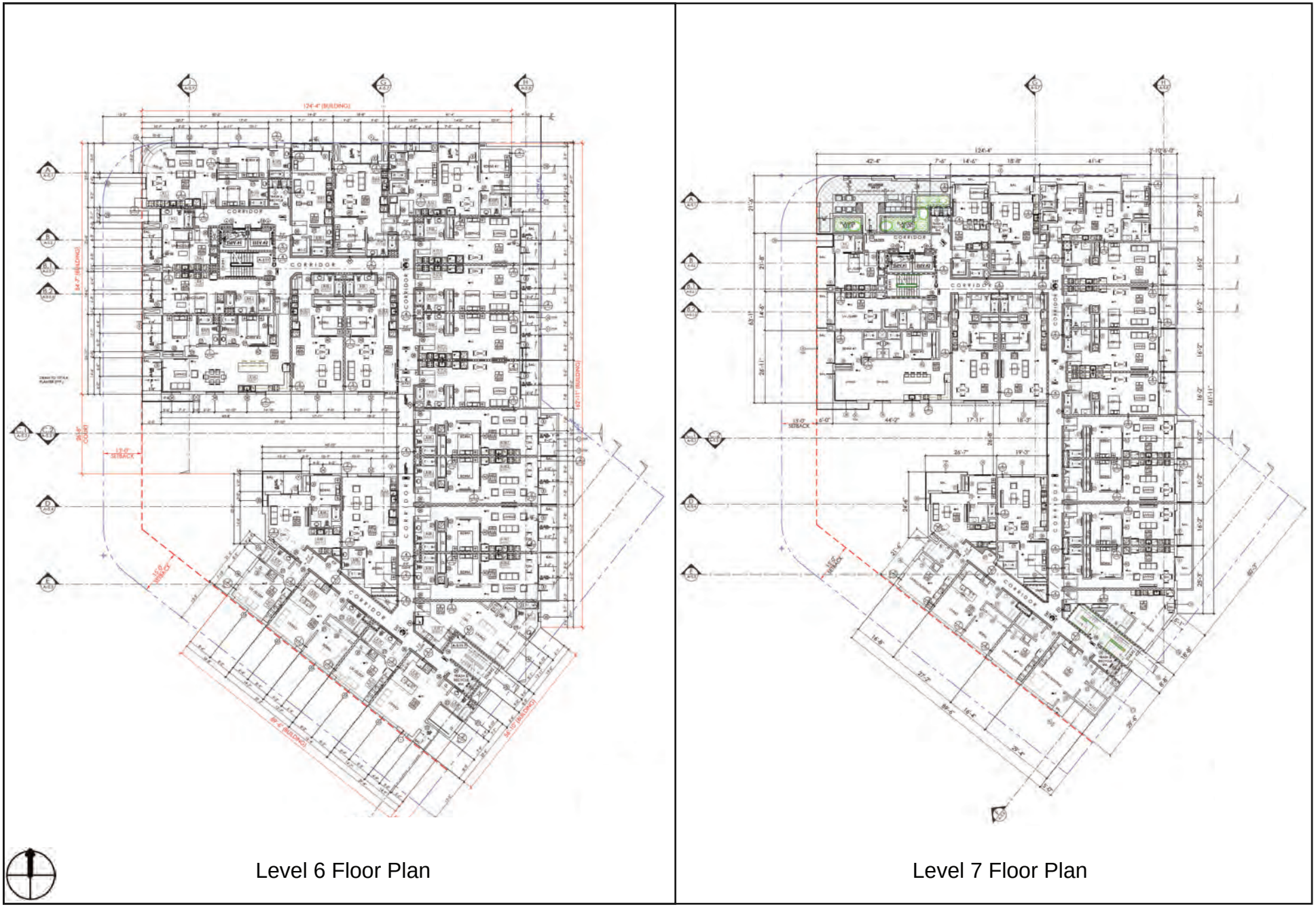
Level 4 Floor Plan



Level 5 Floor Plan

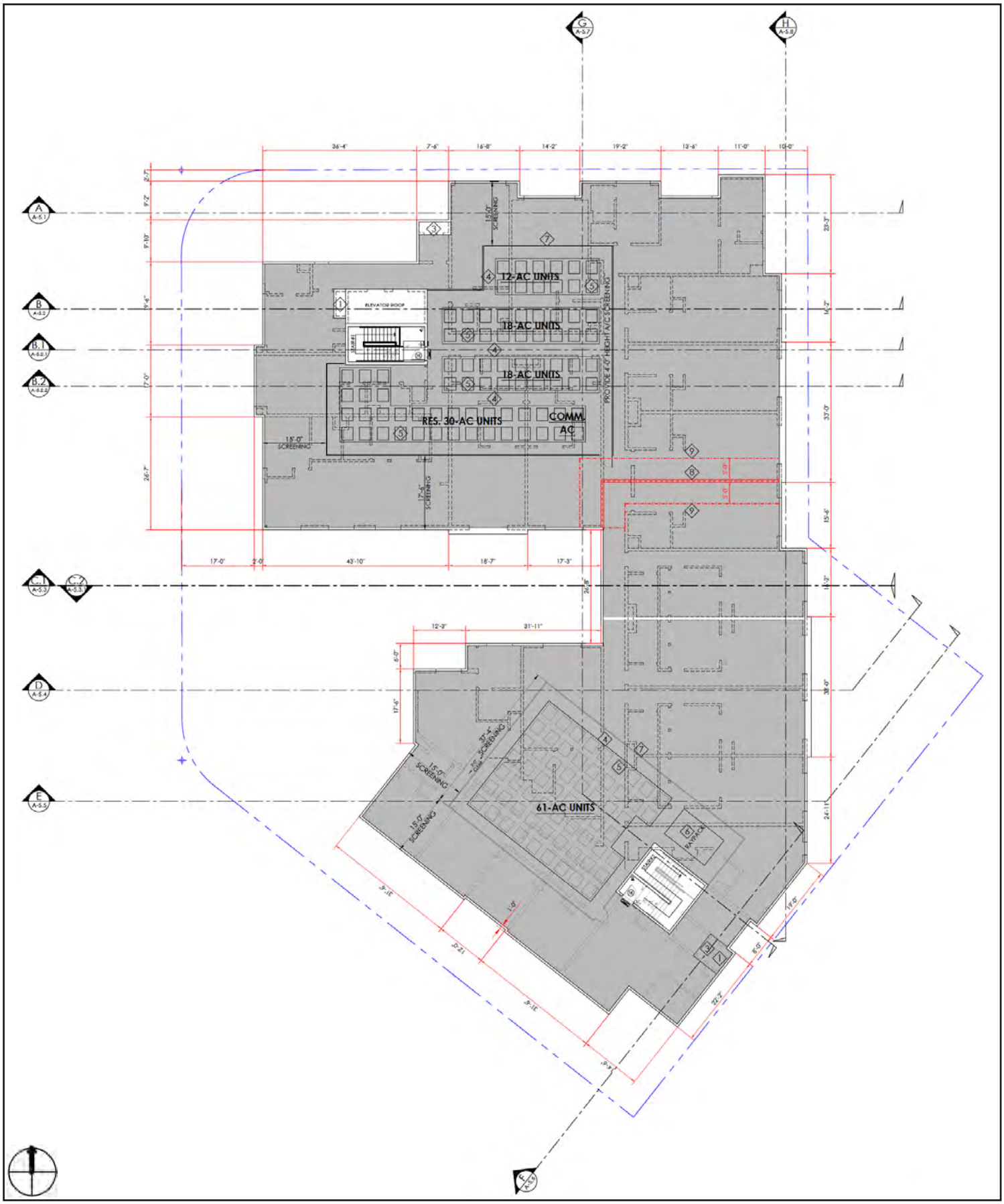
Source: Safai Architects, Inc., October 12, 2023.

Figure 15
Level 4 and Level 5 Floor Plans




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

Figure 16
Level 6 and Level 7 Floor Plans




Source: Safai Architects, October 12, 2023.

Figure 17
Roof Level Floor Plan

***Residential Uses***

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

***Commercial Uses***

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

## 2. Floor Area

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

## 3. Building Height

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



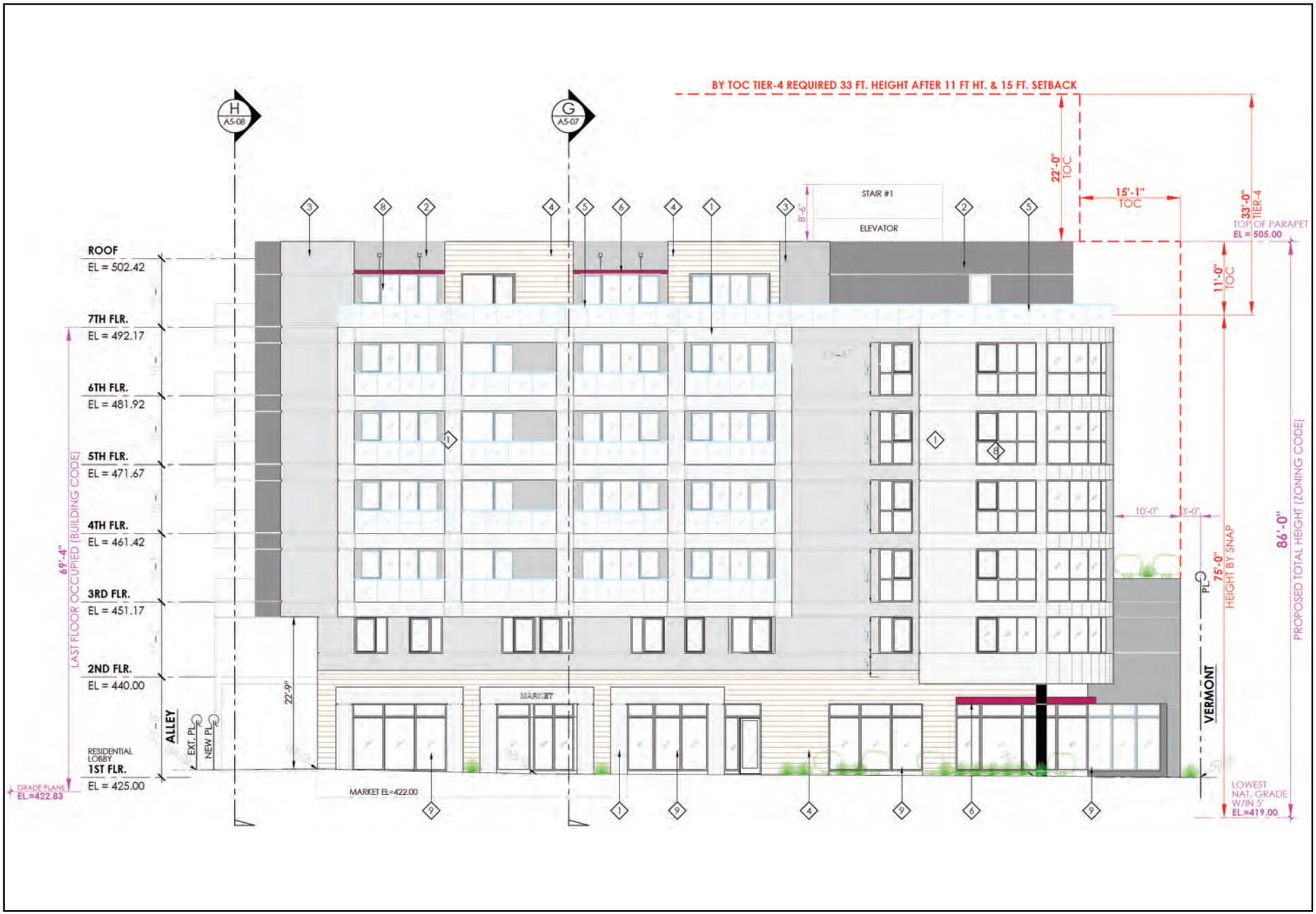

Source: Safai Architects, October 12, 2023.

Figure 18
West Elevation - Vermont Street




Source: Safai Architects, October 12, 2023.

Figure 19
Southwest Elevation - Hollywood Boulevard



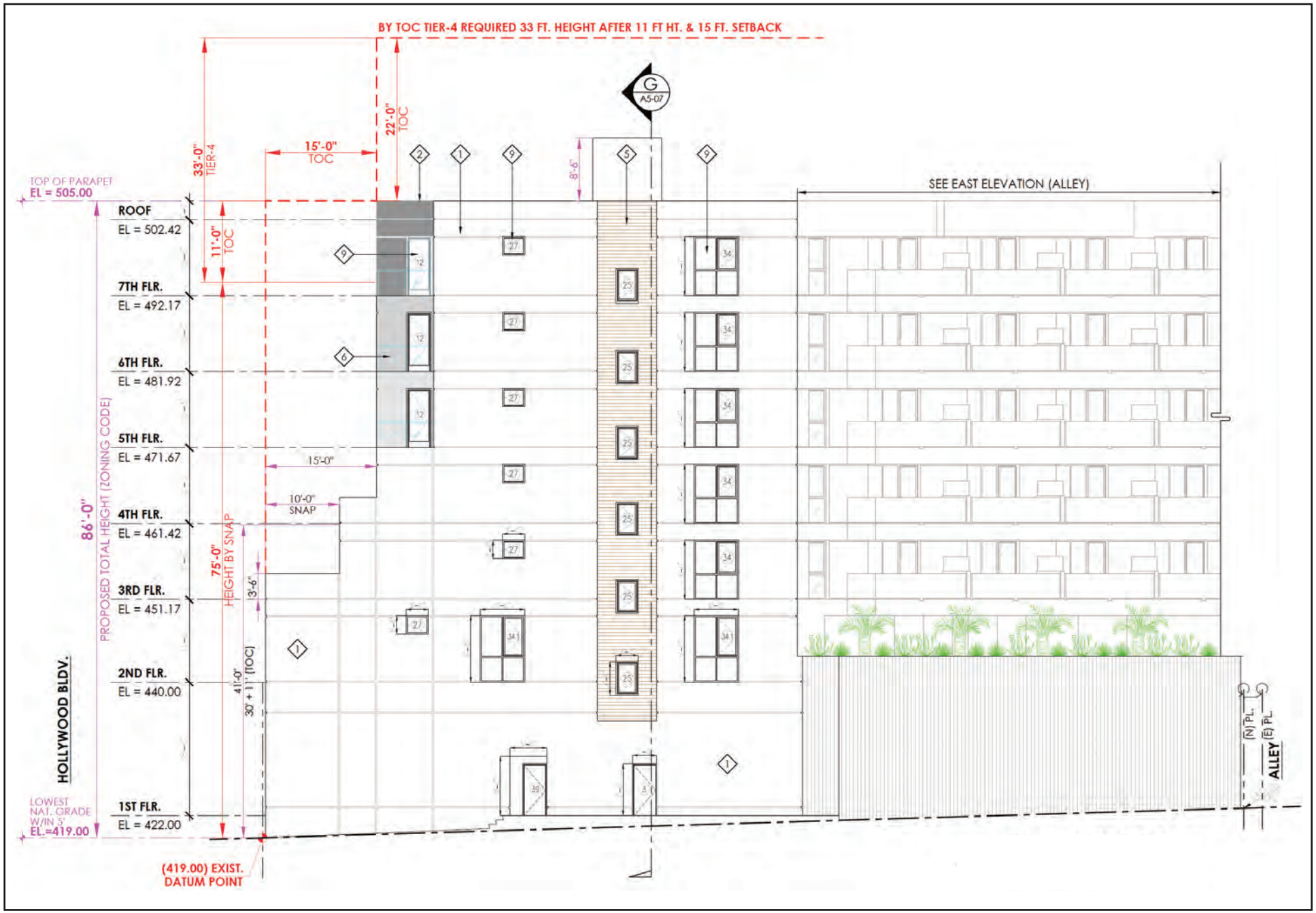

Source: Safai Architects, October 12, 2023.

Figure 20
North Elevation - Prospect Avenue




Source: Safai Architects, October 12, 2023.

Figure 21
East Elevation - Alley




Source: Safai Architects, October 12, 2023.

Figure 22
South Elevation

***Building Stepbacks***

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

## 4. Setbacks

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

## 5. Density

Pursuant to the LAMC Section 12.14.C, portions of buildings erected and used for residential purposes shall conform to the density requirements of the R4 Zone. Pursuant to LAMC Section 12.22.C.16, the area of one-half of the alley may be included for purposes of calculating density. As such, residential uses on the Project Site are limited to one dwelling unit per 400 square feet, or approximately 77[5] dwelling units for the Project Site based on an area of 30,412 square feet (29,418 square feet of lot area plus 994 square feet of one-half the alleyway). The Applicants are requesting a Base Incentive under the TOC Guidelines to permit an 80 percent increase in the allowable density from an allowable base density of 77 units to 139 units. The Proposed Project would provide 139 dwelling units, which is consistent with on-site density requirements pursuant to the LAMC and TOC Guidelines.

## 6. Design and Architecture

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

## 7. Open Space and Landscaping

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

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

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

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

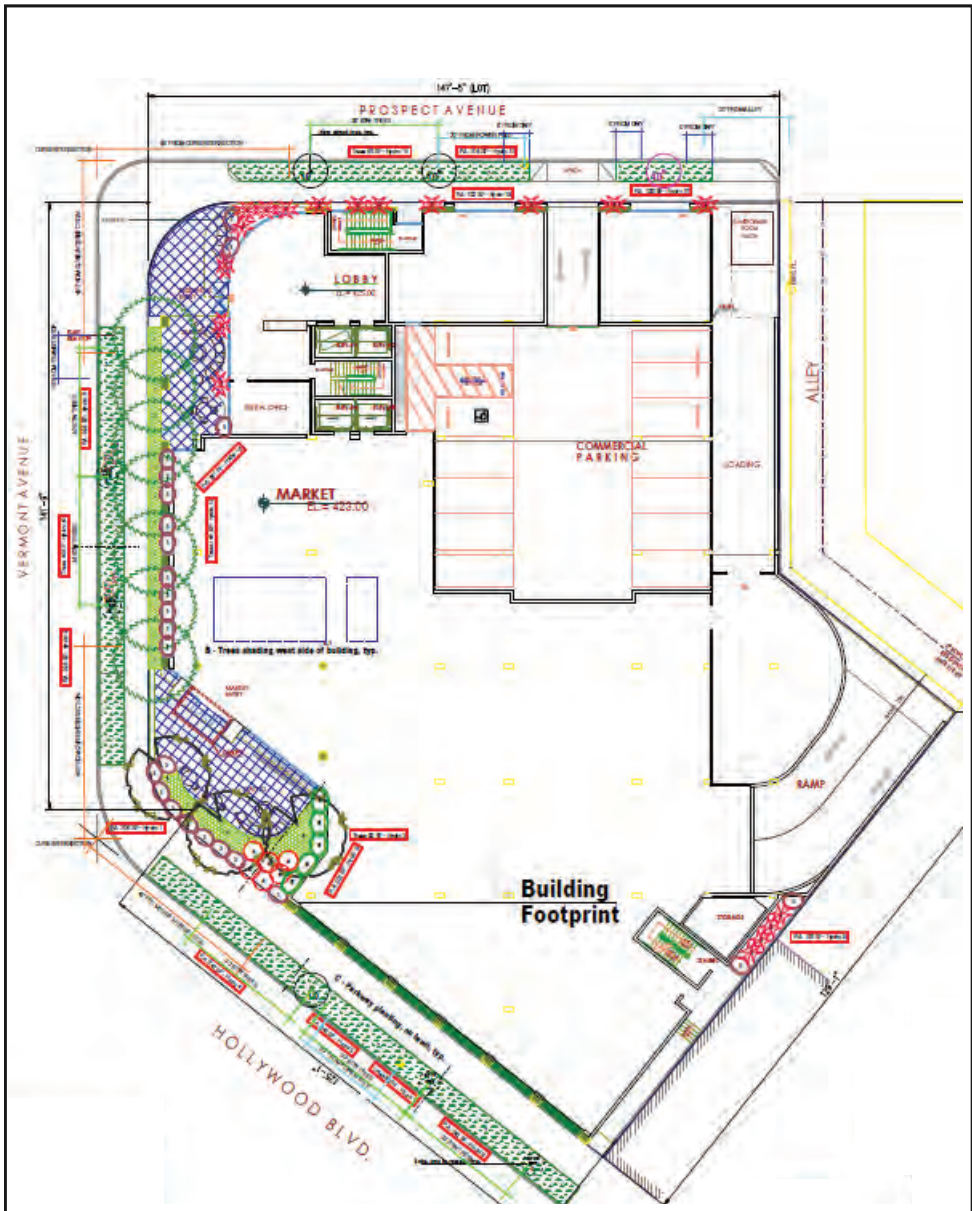
**Table 1.3**
**Summary of Required and Proposed Open Space Areas**

| **LAMC Open Space Requirements** | **Dwelling Units** | **Open Space (square feet)** |
|---|---|---|
| Less than 3 Habitable Rooms (100 sf/du) [a] | 120 | 12,000 |
| Equal to 3 Habitable Rooms (125 sf/du) [b] | 19 | 2,375 |
| ***Subtotal:*** | | ***14,375*** |
| *Reduction allowed per TOC Guidelines (25%):* [c] | | *(3,594)* |
| **TOTAL:** | | **10,781 sf** |
| **Proposed Open Space** | **Open Space (square feet)** | |
| Courtyard #1 | 3,420 | |
| Courtyard #2 | 1,250 | |
| Sky Lounge | 860 | |
| 2nd Floor Gym | 1,040 | |
| Club Room | 600 | |
| Private Balconies | 3,900 | |
| **TOTAL:** | **11,070 sf** | |

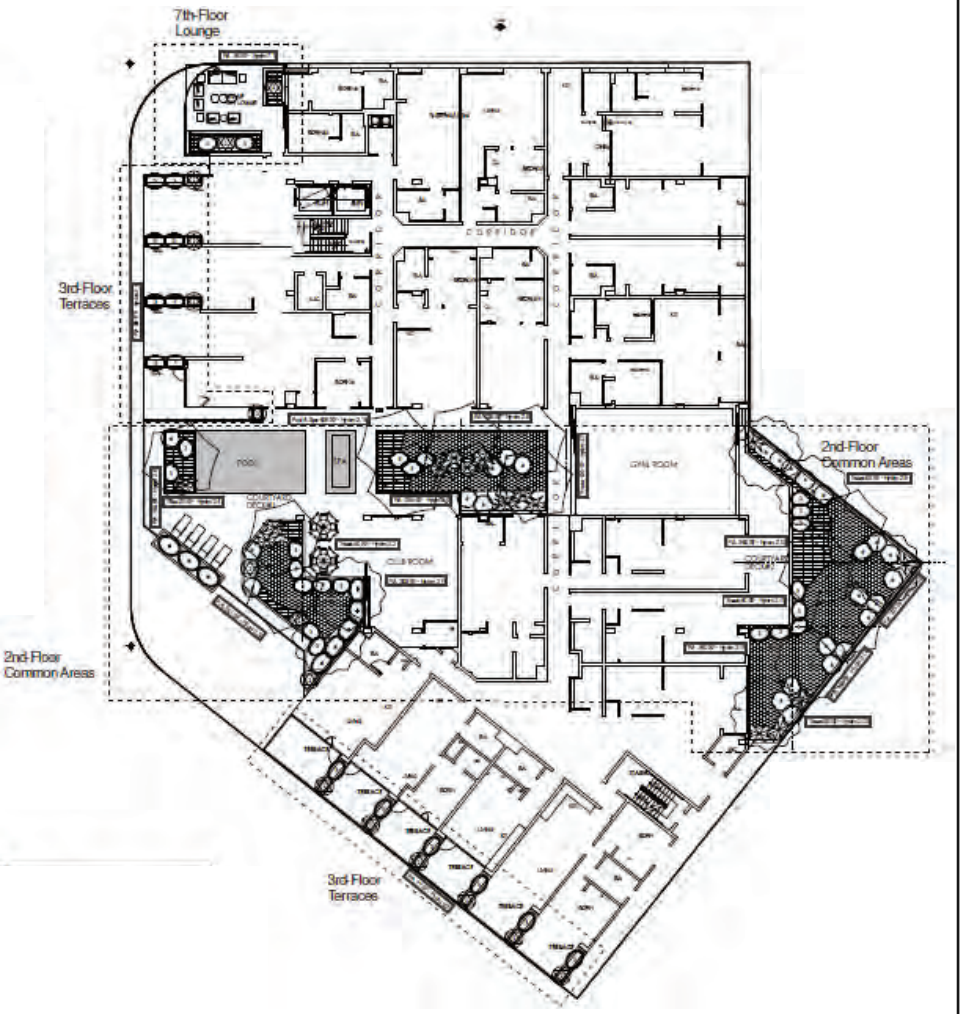
*Notes: sf = square feet*
[a] *Includes studio and one-bedroom units.*
[b] *Includes two-bedroom units.*
[c] *As an additional incentive pursuant to the TOC Guidelines for Tier 4, the Proposed Project would be requesting a 25% decrease in required open space.*
*Source: Safai Architects, October 12, 2023.*

## 8. Access, Circulation, and Parking

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




Level 1 Landscape Plan




Level 2 Landscape Plan

Source: Harmony Gardens Inc., August 30, 2021

Figure 23
Level 1 and Level 2 Landscape Plans

***Vehicle Parking***

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

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

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

- **Minimum Standards:** The minimum number of parking spaces required shall be provided at the following ratios: at least one (1) parking space for each dwelling unit having fewer than three habitable rooms, and at least one and one-half (1 ½) parking spaces for each dwelling unit having three or more habitable rooms, in addition to at least one quarter (¼) parking space for each dwelling unit as guest parking.

- **Maximum Standards:** The maximum number of parking spaces provided shall be limited to the following ratios: a maximum of one (1) parking space for each dwelling unit having fewer than three habitable rooms, a maximum of one and one-half (1 ½) parking spaces for each dwelling unit having three habitable rooms, a maximum of two (2) parking spaces for each dwelling unit having more than three habitable rooms, and a maximum of one-half (½) parking space for each dwelling unit as guest parking.

- **Guest Parking:** Guest parking spaces for residential uses in mixed-use projects, as set forth above, shall be provided through shared use of required commercial parking spaces.

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

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

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

| Description | Quantity | Parking Required | |
|---|---|---|---|
| | | Rate | Spaces |
| ***Residential Required*** | | | |
| Less than Three Habitable Rooms | 59 du | 1 stall per unit | 59 |
| Three Habitable Rooms | 61 du | 1.5 stalls per unit | 92 |
| More than Three Habitable Rooms | 19 du | 2 stalls per units | 38 |
| | | Maximum SNAP Required: | 189 |
| Tier 4 TOC Base Incentive [a] | 139 du | 0 | 0 |
| | | ***Total Required Residential Parking:*** | ***0*** |
| ***Commercial Required*** | | | |
| Market | 20,240 sf | 1 stall per 500 sf | 41 |
| | | ***Total Required Commercial Parking:*** | ***41*** |
| ***Total On-Site Parking Proposed*** | | | |
| | | ***Residential*** | ***104*** |
| | | ***Commercial*** | ***41*** |
| | | **TOTAL** | **145** |

*Notes: sf = square feet; du = dwelling unit*
[a] *The Proposed Project is requesting a Base Incentive under the TOC Guidelines to permit no required parking for residential units in a Tier 4 Eligible Housing Development. The incentive would also eliminate guest parking requirements per SNAP.*
*Source: Safai Architects, October 12, 2023.*

### *Bicycle Parking*

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

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

| Description | Rate | Total Spaces Required |
|---|---|---|
| **Residential** [a] | | |
| 139 units | 0.5 per unit | 70 |
| **Commercial** [a] | | |
| 10,000 sf | 1 per 1,000 sf for the first 10,000 sf | 10 |
| 10,240 sf | 1 per every additional 10,000 sf | 1.02 |
| | *Subtotal Required Commercial Spaces:* | *11* |
| | ***Total Required Bicycle Parking Spaces:*** | ***81*** |
| **SNAP Streetscape Element Bicycle Racks** | | |
| Prospect Avenue | 1 per 50 feet of street frontage | 3 |
| Vermont Avenue | 1 per 50 feet of street frontage | 2.8 |
| Hollywood Boulevard | 1 per 50 feet of street frontage | 2.7 |
| | ***Total Required Bicycle Racks:*** | ***9*** |
| | **Total Bicycle Parking Spaces Required:** | **90** |
| | **Total Bicycle Parking Spaces Proposed:** | **130** |

*Notes: sf = square feet*
*[a] Per SNAP Section 9.E.2*
*Source: Safai Architects, October 12, 2023.*

## 9. Lighting and Signage

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

## 10. Site Security

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

## 11. Sustainability Features

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

## 12. Anticipated Construction Schedule

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

***Demolition/Site Clearing Phase***

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

***Grading/Excavation Phase***

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

***Building Construction Phase***

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

***Finishing/Architectural Coating Phase***

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

***Temporary Right-of-Way Encroachment***

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

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

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

***Haul Route***

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

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

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

## D. Requested Permits and Approvals

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

1) Pursuant to **LAMC Section 11.5.7.C**, a Specific Plan Project Permit Compliance Review in the SNAP.

    a. The Applicants are also requesting permission to utilize the alternative Noise Control option discussed in the Section V.20 of the SNAP Development Standards and Design Guidelines.

2) Pursuant to **LAMC Section 12.22.A.31**, the Applicants request permission to utilize Base Incentives and two Additional Incentives defined by the TOC Guidelines to construct a maximum of 139 dwelling units in an Eligible Housing Development. The site's location qualifies it for Tier 4 level TOC approval. This application requests the use of the following incentives:

    a. Base Incentives, Section VI of the TOC Guidelines:

        iii. Section VI.1.a.iv: Permitting an 80% increase in the allowable density from an allowable base density of 77 units to 139 units.

        iv. Section VI.1.b.iv.: Permitting a 45% increase in the allowable FAR in Subarea C of the SNAP, from an allowable base FAR of 3.0:1 to 4.35:1.

        v. Section VI.2.a.ii: Permitting no required parking for residential units in an Eligible Housing in Tier 4.

    b. Additional Incentives, Section VII of the TOC Guidelines:

        vi. Section VII.1.b.ii: Permitting a 25% decrease in required open space.

        vii. Section VII.1.g.iii: Permitting a height increase up to 33 feet above the 75-foot limitation. The Applicants are requesting 11 additional feet to permit an 86-foot-tall building.

3) Pursuant to **LAMC Section 16.05**, the Applicants request the approval of Site Plan Review findings for a development project which creates, or results in, an increase of 50 or more dwelling units.

4) Pursuant to the **City of Los Angeles Charter Section 558(a)5**, the Applicants request a street vacation of approximately 1,412 square feet of area within the public right-of-way located along N. Vermont Avenue between Hollywood Boulevard and Prospect Avenue, along the western border of the Project Site.

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

# 2.0 Evaluation of Class 32 Criteria

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

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

a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

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

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

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

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

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

## A. Supporting Analysis for a Class 32 Categorical Exemption

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

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

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

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

***Transit Priority Area (SB 743)***

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

***Zoning Designations and Regulations***

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

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

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

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

***Land Use***

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

***Floor Area Ratio***

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

***Density***

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

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

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

***Height***

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

*Stepbacks*

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

***Setbacks***

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

***Vehicle Parking***

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

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

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

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

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

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

***Bicycle Parking***

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

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

***Open Space***

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

***Hollywood Community Plan***

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

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

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

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

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

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

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

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

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

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

***Los Angeles State Enterprise Zone (ZI-2374)***

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

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

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

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

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

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

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

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

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

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

***Traffic/Transportation***

*Operational Traffic Impacts*

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

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

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

*Screening Criteria*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

*Impact Criteria and Methodology*

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

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

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

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

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

*Summary of Project VMT Analysis*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

***Noise***

*Construction Noise Impacts*

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

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

**Los Angeles Municipal Code**

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

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

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

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

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

(a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;

(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

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

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

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

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

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

*Ordinance No. 178,048*

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

*SEC. 116.01. Loud, Unnecessary, And Unusual Noise*

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

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

**Project Design Features**

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

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

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

*Construction Noise*

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

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

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

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

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

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

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

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

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

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

As noted above, temporary noise barriers would be installed along the Project Site's property lines to block the line-of-sight between the noise sources and surrounding sensitive receptors. The construction of a temporary ¾ inch plywood noise barrier and noise barrier/absorbers would be capable of attenuating the noise level by approximately 20 dBA. Additionally, noise control efforts to limit the construction activities to permissible hours of construction, incorporate noise shielding devices such as sound mufflers and echo barriers, and operate machinery in a manner that reduces noise levels (i.e., not operating several pieces of equipment simultaneously if possible) would be effective in reducing noise impacts. Localized and portable sound enclosures would also be used, to significantly reduce noise from these types of equipment. Products such as Echo Barrier Outdoor noise barrier/absorbers can provide a 10 to 20 dBA noise reduction or more if the barrier is doubled up (see product data specifications included in Attachment 4).

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

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

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

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

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

*Notes:*
*[1] ID refers to the sensitive receptor locations identified in Figure 1, Noise Monitoring and Sensitive Receptor Location Map, of Attachment 4.*
*[2] Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity. Ambient noise levels measured represent noise for similar and nearby land use types.*
*[3] Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.*
*Source: Parker Environmental Consultants, LLC, (see Attachment 4, Noise Calculations Worksheets).*

*Operation*

*Mechanical/HVAC Equipment*

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

*Parking Structure Noise*

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

*Outdoor Courtyards*

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

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

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

*Roadway Noise*

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

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

LADOT performed on-peak commute hour traffic counts at the nearest intersection of Vermont Avenue and Prospect Avenue in 2018.[10] This intersection experienced a total of 12,311 vehicles during commute hours of 7:00 to 9:45 AM and 3:00 to 5:45 PM. Based on the VMT Analysis completed for the Proposed Project, the Proposed Project would result in an approximate net increase of 1,896 daily vehicle trips. Accounting for a 1% ambient annual trip increase plus 1,896 daily trips from the Proposed Project, this intersection roadway segment would experience approximately 15,095 trips during peak commute hours for the year 2025. This is based on a conservative estimate, assuming that all of the Proposed Project trips would utilize this intersection, and assuming that all trips would occur during the peak hours. Therefore, the generation of 1,896 trips is not anticipated to double the amount of peak hour traffic volumes along any of the nearby roadway segments or intersections. As such, increased mobile source noise from the Proposed Project's increase in traffic would be less than 3 dBA, and operational noise impacts due to roadway noise would be less than significant.

*Composite Noise Levels*

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

***Air Quality***

*Construction Emissions*

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

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

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

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

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

**Table 2.4**
**Estimated Peak Daily Construction Emissions**

| | Emissions in Pounds per Day | | | | | |
|---|---|---|---|---|---|---|
| **Emission Source** | **ROG** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| 2024 | 2.04 | 25.7 | 23.7 | 0.08 | 5.35 | 2.40 |
| 2025 | 13.6 | 12.8 | 24.4 | 0.03 | 2.52 | 0.91 |
| **Maximum Daily Construction Emissions:** | **13.6** | **25.7** | **24.4** | **0.08** | **5.35** | **2.40** |
| **SCAQMD Daily Significance Thresholds:** | **75** | **100** | **550** | **150** | **150** | **55** |
| **Significant Impact?** | **No** | **No** | **No** | **No** | **No** | **No** |

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

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

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

*Localized Construction Emissions*

The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: $NO_x$, CO, $PM_{10}$, and $PM_{2.5}$. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards and are developed based on the ambient concentrations of that pollutant for each source receptor areas (SRA). For $PM_{10}$, the LSTs were derived based on requirements in SCAQMD Rule 403 — Fugitive Dust. For $PM_{2.5}$, the LSTs were derived based on a general ratio of $PM_{2.5}$ to $PM_{10}$ for both fugitive dust and combustion emissions.

LSTs are provided for each of SCAQMD's 38 source receptor areas ("SRA") at various distances from the source of emissions. The Project Site is located within SRA 1. The nearest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the Proposed Project include the residential buildings to the east and northeast of the Project Site and Los Feliz Elementary School. Given the proximity of these sensitive receptors to the Project Site, and pursuant to SCAQMD guidance, the LSTs with receptors located within 25 meters (82.02 feet) are used to address the potential localized air quality impacts associated with the construction-related $NO_X$, CO, $PM_{10}$, and $PM_{2.5}$ emissions for each construction phase.

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

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

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

| Construction Phase [a] | Total On-site Emissions (Pounds per Day) | | | |
|---|---|---|---|---|
| | $NO_x$ [b] | CO | $PM_{10}$ | $PM_{2.5}$ |
| Demolition/Site Clearing | 15.6 | 16.0 | 0.9 | 0.65 |
| Grading/Excavation | 14.9 | 15.3 | 2.73 | 1.61 |
| Building Construction | 11.5 | 14.3 | 0.50 | 0.46 |
| Architectural Coatings | 4.98 | 6.11 | 0.12 | 0.11 |
| **SCAQMD Localized Thresholds [c]** | **74** | **680** | **5** | **3** |
| ***Potentially Significant Impact?*** | ***No*** | ***No*** | ***No*** | ***No*** |

*Notes:*
[a] *The localized thresholds for all phases are based on a receptor distance of 25 meters in SCAQMD's SRA 1 for a Project Site of one acre.*
[b] *The localized thresholds listed for $NO_x$ in this table takes into consideration the gradual conversion of $NO_x$ to $NO_2$, and are provided in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with $NO_x$ emissions is focused on $NO_2$ levels as they are associated with adverse health effects.*
[c] *SCAQMD, Final LST Methodology Document, Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009, and Sample Construction Scenarios for Projects Less than Five Acres in Size, Appendix K.*
*Source: CalEEMod 2022.1.1.21, Calculation sheets are provided in Attachment 5 to this Categorical Exemption.*

*Operational Emissions*

*Existing Emissions*

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

*Proposed Project Emissions*

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

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

| Emissions Source | Emissions in Pounds per Day | | | | | |
|---|---|---|---|---|---|---|
| | ROG | $NO_x$ | CO | $SO_x$ | $PM_{10}$ | $PM_{2.5}$ |
| **Summertime (Smog Season) Emissions** | | | | | | |
| Mobile Sources | 1.95 | 2.16 | 19.30 | 0.03 | 2.69 | 0.71 |
| Area Sources | 0.26 | <0.005 | 0.36 | <0.005 | <0.005 | <0.005 |
| Energy Sources | <0.005 | 0.08 | 0.07 | <0.005 | 0.01 | 0.01 |
| **Total Emissions** | **2.22** | **2.25** | **19.80** | **0.03** | **2.70** | **0.71** |
| **Wintertime (Non-Smog Season) Emissions** | | | | | | |
| Mobile Sources | 1.91 | 2.36 | 17.70 | 0.03 | 2.69 | 0.71 |
| Area Sources | 0.20 | -- | -- | -- | -- | -- |
| Energy Sources | <0.005 | 0.08 | 0.07 | <0.005 | 0.01 | 0.01 |
| **Total Emissions** | **2.11** | **2.45** | **17.70** | **0.03** | **2.70** | **0.71** |

*Source: CalEEMod 2022.1.1.21. Calculation worksheets are provided in Attachment 5 to this Categorical Exemption.*

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

| Emissions Source | Emissions in Pounds per Day | | | | | |
|---|---|---|---|---|---|---|
| | ROG | $NO_x$ | CO | $SO_x$ | $PM_{10}$ | $PM_{2.5}$ |
| **Summertime (Smog Season) Emissions** | | | | | | |
| Mobile Sources | 11.80 | 9.33 | 106.00 | 0.25 | 22.5 | 5.82 |
| Area Sources | 4.13 | 0.11 | 12.00 | <0.005 | 0.01 | 0.01 |
| Energy Sources | <0.005 | 0.07 | 0.06 | <0.005 | 0.01 | 0.01 |
| Stationary Sources | 1.64 | 7.34 | 4.18 | 0.01 | 0.24 | 0.24 |
| **Total Project Emissions:** | **17.50** | **16.90** | **123.00** | **0.26** | **22.70** | **6.07** |
| Less Existing Emissions: | *(2.22)* | *(2.25)* | *(19.80)* | *(0.03)* | *(2.70)* | *(0.71)* |
| **NET Project Site Emissions:** | **15.28** | **14.65** | **103.20** | **0.23** | **20.00** | **5.36** |
| **SCAQMD Thresholds** | **55** | **55** | **550** | **150** | **150** | **55** |
| **Potentially Significant Impact?** | **No** | **No** | **No** | **No** | **No** | **No** |
| **Wintertime (Non-Smog Season) Emissions** | | | | | | |
| Mobile Sources | 11.60 | 10.20 | 97.50 | 0.24 | 22.50 | 5.82 |
| Area Sources | 2.74 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy Sources | <0.005 | 0.07 | 0.06 | <0.005 | 0.01 | 0.01 |
| Stationary Sources | 1.64 | 7.34 | 4.18 | 0.01 | 0.24 | 0.24 |
| **Total Project Emissions:** | **16.0** | **17.60** | **102.00** | **0.24** | **22.70** | **6.07** |
| Less Existing Emissions: | *(2.11)* | *(2.45)* | *(17.70)* | *(0.03)* | *(2.70)* | *(0.71)* |
| **NET Project Site Emissions:** | **13.89** | **15.15** | **84.30** | **0.21** | **20.00** | **5.36** |
| **SCAQMD Thresholds** | **55** | **55** | **550** | **150** | **150** | **55** |
| **Potentially Significant Impact?** | **No** | **No** | **No** | **No** | **No** | **No** |

*Source: CalEEMod 2022.1.1.21, Calculation worksheets are provided in Attachment 5.*

***Greenhouse Gas Emissions***

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

Neither the City of Los Angeles, SCAQMD, nor the State CEQA Guidelines Amendments provide any adopted thresholds of significance for addressing a residential or commercial project's GHG emissions. In October 2008, SCAQMD staff proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 metric tons of $CO_2e$ per year (draft Tier 3 threshold). That draft screening threshold has not been adopted by SCAQMD or the City. Nonetheless, Section 15064.4 of the CEQA Guidelines Amendments serves to assist lead agencies in determining the significance of the impacts of GHGs. Because the City of Los Angeles does not have an adopted quantitative threshold of significance for a mixed-use multi-family residential and commercial project's generation of greenhouse gas emissions, the following analysis is based on the Proposed Project's consistency with applicable plans, policies and building code regulations that have been adopted for the purpose of reducing GHG emissions.

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

*Construction*

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

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

| Year | $CO_2e$ Emissions (Metric Tons per Year) [a] |
|---|---|
| 2024 | 523 |
| 2025 | 428 |
| **Total Construction GHG Emissions:** | **951** |

*Note:*
[a] *Construction $CO_2$ values were derived using CalEEMod Version 2022.1.1.21. Calculation data and results are provided in Attachment 5, Air Quality Modeling and Greenhouse Gas Emissions Worksheets.*

*Operation*

*Baseline GHG Emissions*

The existing Project Site is currently developed with two commercial structures (totaling approximately 8,300 square feet) and paved surface parking that serve as the existing conditions baseline. The operation of the commercial uses general GHG emissions as a result of vehicle trips and building operations involving the use of electricity, natural gas, water, and generation of solid waste and wastewater. The average daily GHG emissions generated by the existing Project Site have been estimated utilizing the CalEEMod computer model recommended by the SCAQMD. Table 2.9, Existing Project Site Greenhouse Gas Emissions, presents the GHG emissions associated with operation of the existing car wash and restaurant on the Project Site. As shown in Table 2.9, the existing operations on the Project Site generate approximately 669 $CO_2$eMTY.

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

| Emissions Source | $CO_2e$ Emissions (Metric Tons per Year) |
|---|---|
| Mobile | 336 |
| Area | 0.17 |
| Energy | 44.0 |
| Water | 2.96 |
| Waste | 10.6 |
| Refrigerants | 275 |
| **Total** | **669** |
| *Greenhouse gas emissions were estimated using CalEEMod Version 2022.1.1.21. Calculation data and results provided in Attachment 5 to this Categorical Exemption.* | |

*Project GHG Emissions*

The GHG emissions resulting from operation of the Proposed Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment and generation of solid waste and wastewater, was calculated with the implementation of the *L.A. Green Building Code* and other project design features that would be effective in reducing GHG emissions, such as the Project Site being an infill lot, its proximity to transit and walking distance to a major employment center. As shown in Table 2.10, below, the net increase in GHG emissions generated by the Proposed Project would result in a net increase of approximately 2,689 $CO_2e$ MTY, which is well below the draft 3,000 $MTCO_2e$ per year threshold of significance considered by the SCAQMD, but not adopted by the City. The Proposed Project's structural and operational features such as low-flow plumbing fixtures and implementing an operational recycling program during the life of the Proposed Project would reduce the Project's GHG emissions. The Proposed Project would comply with the various regulations, plans, and policies that have been adopted with the intent of reducing GHG emissions in furtherance of the State's GHG reduction targets under SB 32.

*Plan Consistency*

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

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

| Emissions Source | Estimated Project Generated $CO_2e$ Emissions (Metric Tons per Year) |
|---|---|
| Mobile | 2,173 |
| Area | 4.35 |
| Energy | 407 |
| Water | 21.60 |
| Waste | 20.30 |
| Refrigerants | 695 |
| Stationary | 4.58 |
| Construction Emissions [a] | 31.70 |
| **Proposed Project Total:** | **3,358** |
| *Less Existing Emissions:* | *(669)* |
| **Net Total GHG Emissions:** | **2,689** |

*Notes:*
[a] *The total construction GHG emissions were amortized over 30 years and added to the operation of the Project.*
*Calculation data and results provided in Attachment 5 to this Categorical Exemption.*

*Consistency with L.A. Green Building Code*

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

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

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

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

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

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

*Consistency with SB 375*

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

*Consistency with 2022 Scoping Plan*

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

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

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

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

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

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

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

*Consistency with Connect SoCal (2020 RTP/SCS)*

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

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

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

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

***Water Quality***

*Groundwater*

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

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

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

*Stormwater*

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

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

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

Additionally, the Proposed Project would be required to demonstrate compliance with Low Impact Development (LID) Ordinance standards and retain and treat the first ¾-inch of rainfall in a 24-hour period or the rainfall from an 85$^{th}$ percentile 24-hour runoff event, whichever is greater. To ensure that all stormwater related BMPs are constructed and / or installed in accordance with the approved LID Plan, the City of Los Angeles requires a Stormwater Observation Report to be submitted to the City prior to the issuance of the Certificate of Occupancy. Compliance with the LID Ordinance would ensure that the Proposed Project would not adversely affect water quality or significantly contribute to site runoff during the operation of the Proposed Project. Therefore, the Proposed Project would result in less than significant impacts to the existing stormwater infrastructure serving the Project Site.

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

***Water***

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

**Table 2.11**
**Proposed Project Estimated Water Demand**

| Type of Use | Size | Water Demand Rate (gpd/unit) [a] | Total Water Demand (gpd) |
|---|---|---|---|
| **Existing Conditions (To Be Removed)** | | | |
| Car Wash | 8,000 sf | 3,000 gallons total [b] | 3,000 |
| Restaurant | 13 seats [c] | 25 gpd/seat | 325 |
| | | **Total Existing Water Demand:** | **3,325** |
| **Proposed Project** | | | |
| Residential | | | |
| Studio Unit | 59 du | 75 gpd/du | 4,425 |
| One-Bedroom Unit | 61 du | 110 gpd/du | 6,710 |
| Two-Bedroom Unit | 19 du | 150 gpd/du | 2,850 |
| Commercial | | | |
| Grocery Store | 20,240 sf | 0.025 gpd/du | 506 |
| | | **Total Proposed Project Water Demand:** | **14,491** |
| | | Less Existing Water Demand: | -3,325 |
| | | **NET Project Site Water Demand:** | **11,166** |

*Notes: du= dwelling units; sf=square feet; gpd= gallons per day*
[a] *Consumption Rates based on City of Los Angeles Department of Public Works, Bureau of Sanitation, Sewer Generation Factor for Residential and Commercial Categories table, effective April 6, 2012. It is assumed that all water usage would convert to wastewater.*
[b] *Car Wash land use assumes 50 vehicles per day and 60 gallons of water per vehicle.*
[c] *Restaurant seats were estimated based on 15 sf per seat for the dining area, which is assumed to occupy 2/3 of the restaurant space. The remaining 1/3 of restaurant space is assumed to be occupied by kitchen and BOH space.*
*Source: Parker Environmental Consultants, 2023.*

***Sewer***

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

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

***Solid Waste***

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

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

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

| Type of Use | Size | Solid Waste Generation Rate [a] (lbs/unit/day) | Total Solid Waste Generated (lbs/day) |
|---|---|---|---|
| **Existing Uses (to be removed)** | | | |
| Car Wash (8,000 sf) | 8 emp | 10.53 lbs/emp/day | 84 |
| Restaurant (300 sf) | 2 emp | 10.53 lbs/emp/day | 21 |
| **Total Existing Solid Waste Generation:** | | | **105** |
| **Proposed Project** | | | |
| Multi-Family Residential | 139 du | 12.23 lbs/du/day | 1,700 |
| Market (20,240 sf) | 81 emp | 10.53 lbs/emp/day | 853 |
| **Total Project Solid Waste Generation:** | | | **2,553** |
| *Less Existing Solid Waste Generation:* | | | *(105)* |
| **NET TOTAL Solid Waste Generation:** | | | **2,448** |

*Notes: sf = square feet; lbs = pounds; du = dwelling unit; emp = employee*

[a] *L.A. CEQA Thresholds Guide, page M.3-2. Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.*

[b] *Employees were calculated utilizing a generation factor of 4 employees / 1,000 sf of market space, 1 employee / 1,000 sf of auto space, and 6.7 employees / 1,000 sf of high-turnover restaurant space, as shown in the Los Angeles Department of Transportation VMT Calculator Documentation, Version 1.3, May 2020.*

*Source: Parker Environmental Consultants, 2023.*

### *Fire Services*

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

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

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

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

***Police Services***

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

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

***Los Angeles Unified School District***

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

1) Los Feliz Science/Tech/Engineer/Math/Medicine Magnet School, located at 1740 N. New Hampshire Avenue, approximately 0.2 mile northwest of the Project Site;

2) Thomas Starr King Middle School, located at 4201 Fountain Avenue, approximately 0.7 mile southeast of the Project Site; and

3) John Marshall Senior High School, located at 3939 Tracy Street, approximately 1.2 miles northeast of the Project Site.

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

***Parks***

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

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

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

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

***Libraries***

The LAPL branches currently serving the Project Site include:

1) Los Feliz Branch Library, located at 1874 Hillhurst Avenue, approximately 0.5 miles northeast of the Project Site; and

2) Cahuenga Branch Library, located at 4591 Santa Monica Boulevard, approximately 0.9 miles south of the Project Site.

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

# 3.0 Exceptions to the Categorical Exemptions

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

**a) Location.** Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located - a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

**b) Cumulative Impact.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

**c) Significant Effect.** A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

**d) Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

**e) Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

**f) Historical Resources.** A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

### *a) Location*

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

### *b) Cumulative Impacts*

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

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

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

> *"(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*
>
> *(2) A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.*
>
> *(3) A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.*
>
> *(4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable."*

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

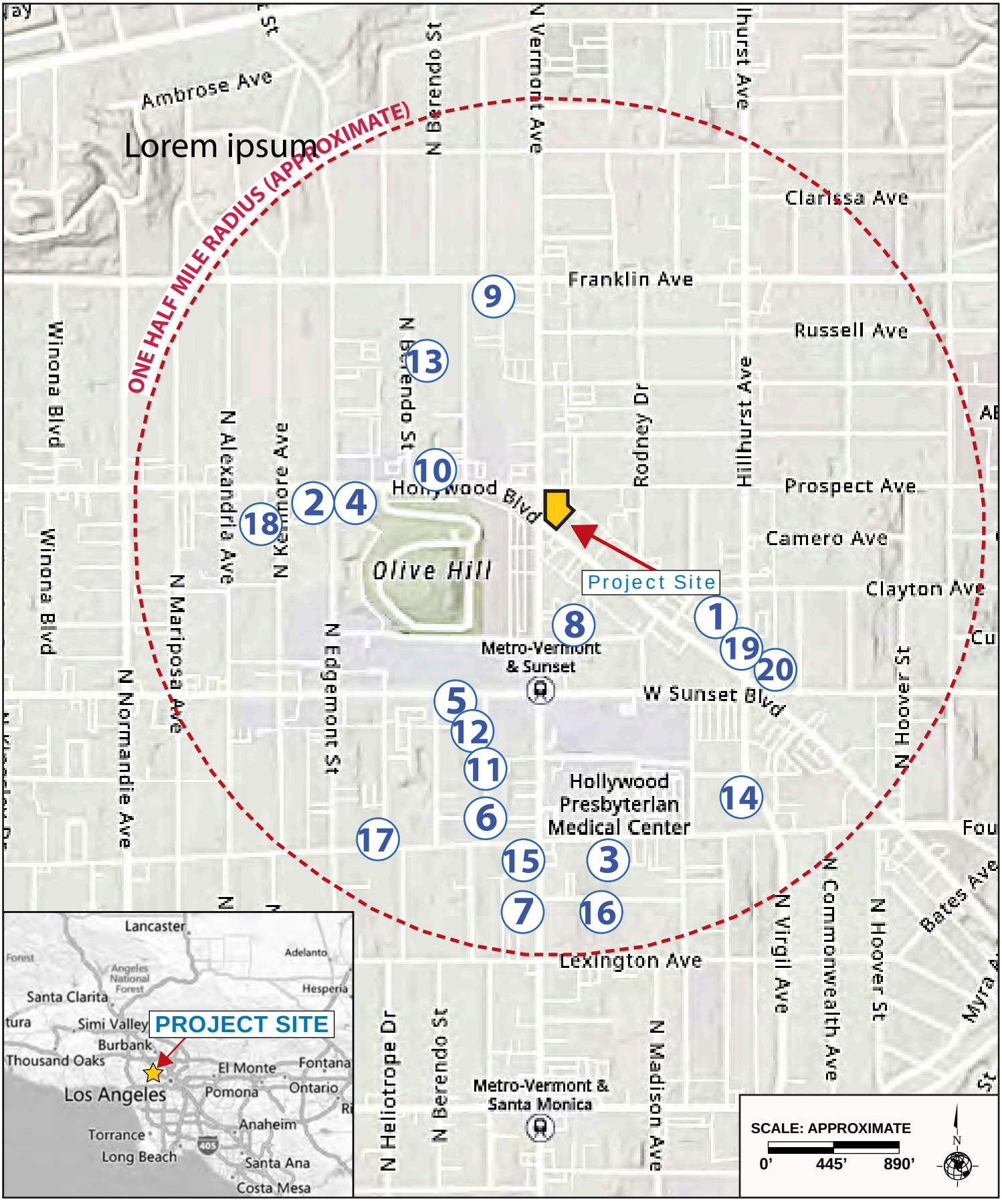
a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. (CEQA Guidelines Section 15130(b)(1)(A)-(B)).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

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

**Table 3.1**
**Related Projects List**

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

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




Source: Overland Traffic Consultants, Inc., City of Los Angeles Department of City Planning Bi-Weekly Entitlement Case Filings as of September 9, 2023.

Figure 24
Location of Related Projects

Cumulative Haul Route impacts

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

**Table 3.2**
**Related Haul Routes List**

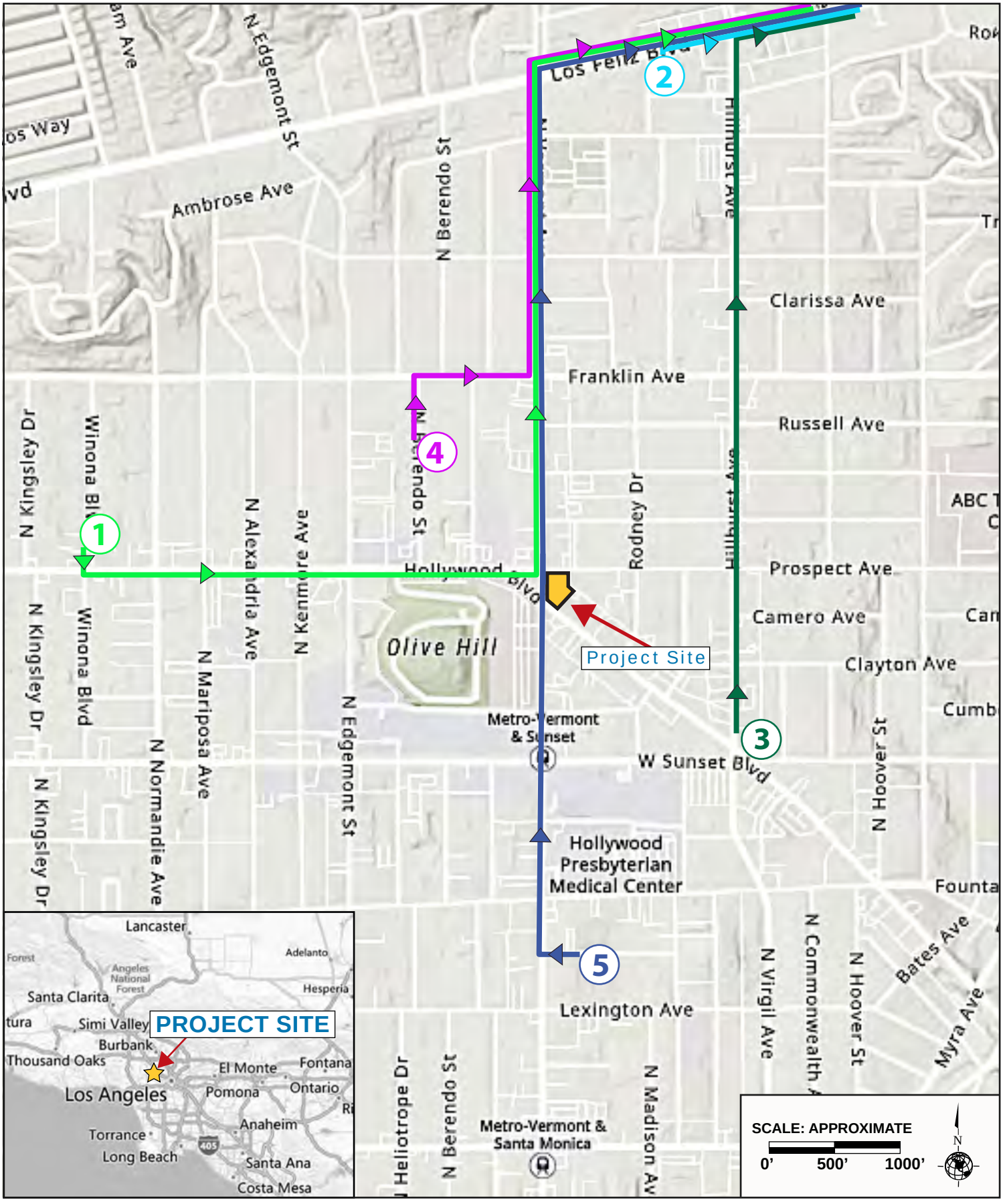
| Haul Rte No.[a] | Haul Route Board File No. | Start Location | End Location | Total cubic yards of import/export | Intersecting Roadway with Proposed Haul Route | Estimated Haul Trucks per Day[b] |
|---|---|---|---|---|---|---|
| 1 | 220029 | 1717 N. Winona Boulevard, 90047 | 7721 Scholl Canyon Access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

*Notes:*

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

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

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




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

Figure 25
Location of Related Haul Routes

*Cumulative Traffic Impacts*

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

*Cumulative Noise Impacts*

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

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

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

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

*Cumulative Air Quality Impacts*

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

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

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

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

*Cumulative Greenhouse Gas Emissions Impacts*

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

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

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

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

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

*Cumulative Water Quality Impacts*

Development of the Proposed Project in combination with the related projects would result in the further infilling of uses in a highly developed area within the Hollywood Community within the City of Los Angeles. As discussed further in the supporting analysis above, the Project Site and the surrounding areas are served by the existing City or County storm drain system. Runoff from the Project Site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest stormwater drainage inlet. It is likely that most, if not all, of the related projects would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the Proposed Project and the related project sites, since the surrounding area is highly developed with impervious surfaces. The surrounding area has long been developed and is heavily urbanized and improved with various residential and commercial buildings; thus, subsequent projects are not likely to result in a significant change from existing conditions with regards to runoff quantity. Nonetheless, under the requirements of Article 4.4 of the LAMC, each related project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾-inch of rainfall in a 24-hour period or the rainfall from an 85$^{th}$ percentile 24-hour runoff event, whichever is greater. Mandatory structural BMPs in accordance with the NPDES water quality program would result in a cumulative reduction of

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

*Cumulative Water Demand Impacts*

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

*Cumulative Sewer Impacts*

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

*Cumulative Solid Waste Impacts*

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

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

*Cumulative Impacts to Fire Services*

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

*Cumulative Impacts to Police Services*

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

*Cumulative Impacts to Schools*

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

*Cumulative Impacts to Parks*

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

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

*Cumulative Impacts to Libraries*

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

*Cumulative Impacts Summary (Class 32)*

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

***c) Significant Effect / Unusual Circumstances***

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

### *d) Scenic Resources*

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

### *e) Hazardous Materials*

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

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

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

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

### *f) Historic Resources*

A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The Proposed Project involves demolishing and site clearing the existing two commercial buildings and surface parking lot. A Historical Resource Technical Report[17] (*See Attachment 2 to this Categorical Exemption*) was prepared to determine if the Proposed Project would impact any historical resources, to identify historical resources on and in the vicinity of the Project Site, and to assess any potential impacts the Proposed Project may have on identified historical resources. The Historical Resource Technical Report concluded that the Proposed Project would have no direct impact on historical resources.

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

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

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

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

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

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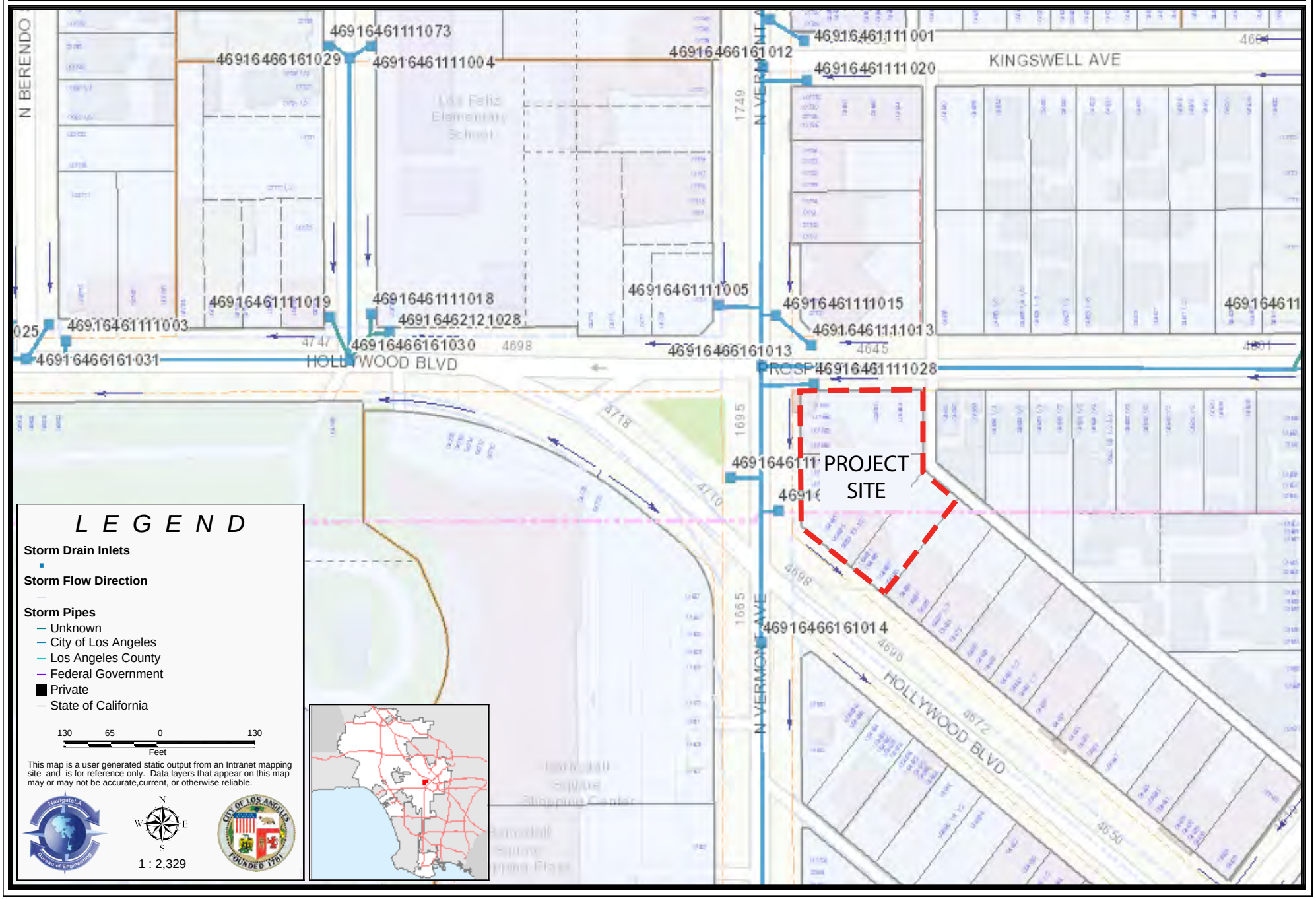
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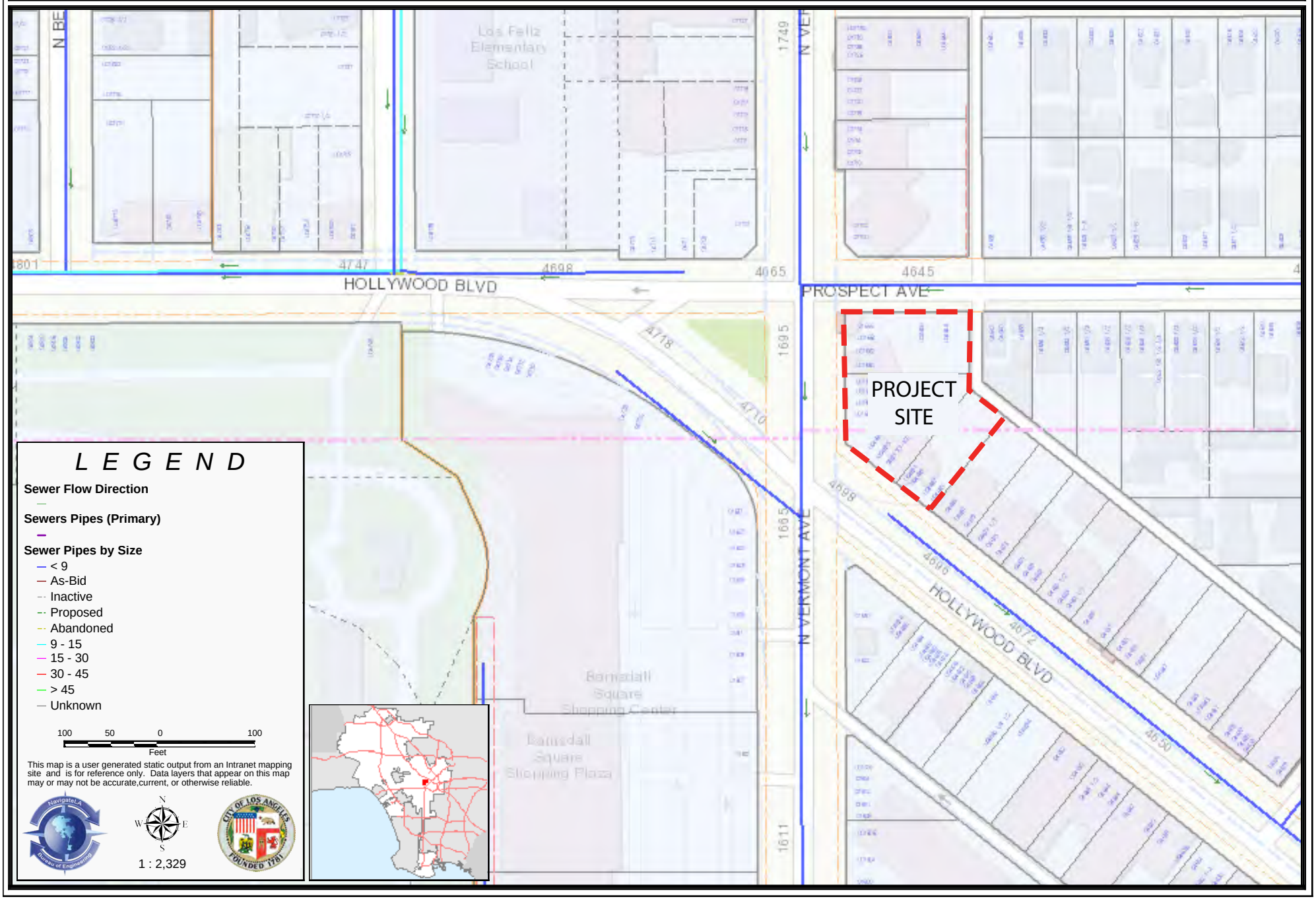
*Figures of the Project Site*

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# Figure 1
# Stormwater Information Map

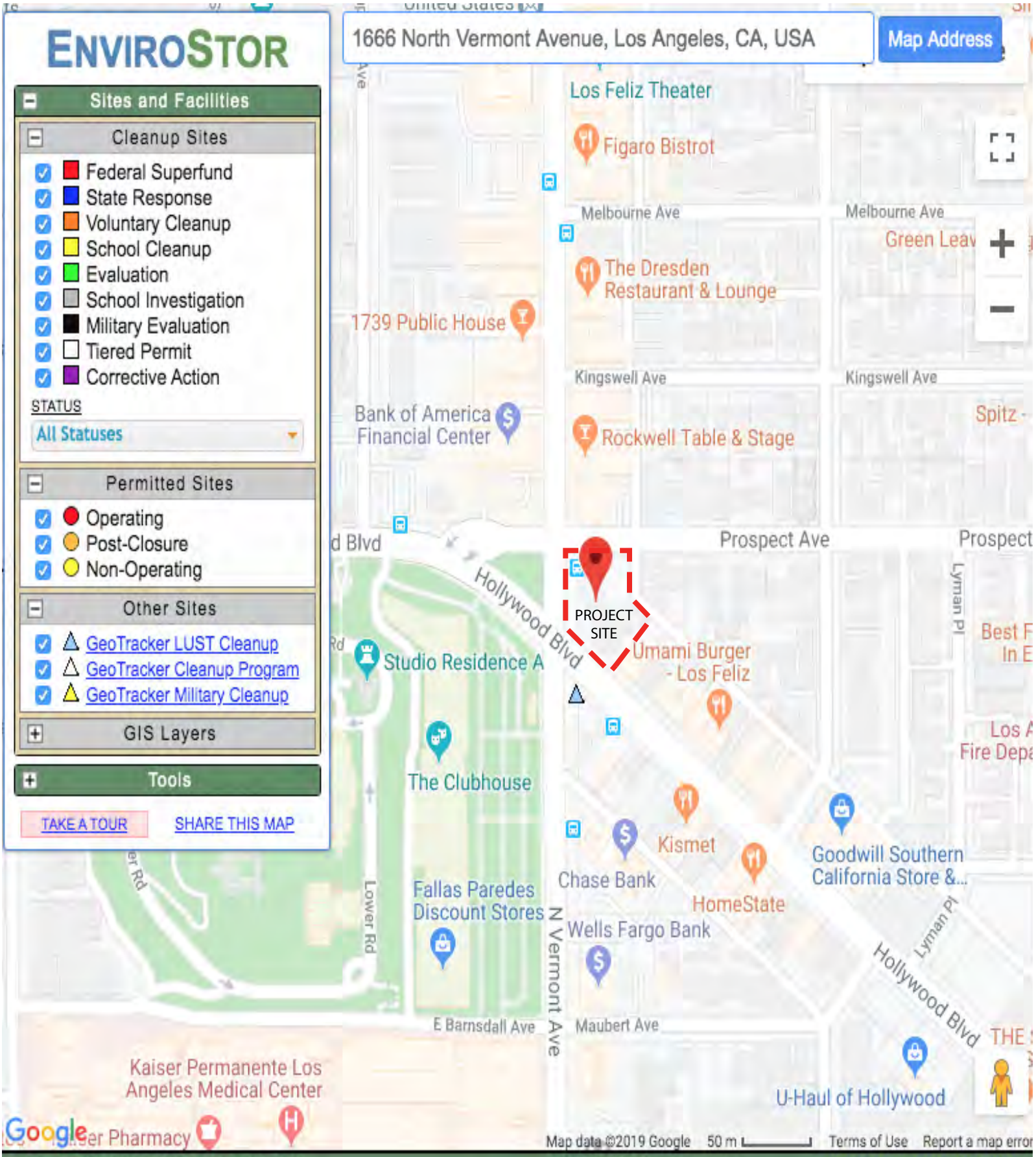


# Figure 2
# Sewer Information Map



# Figure 3: DTSC EnviroStor Map





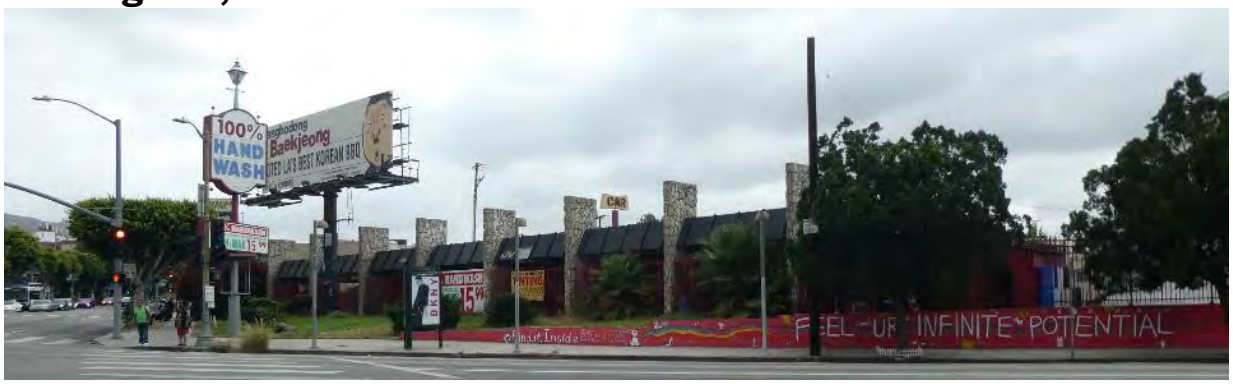
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*Historical Resource Technical Report*
GPA Consulting,
August 2020.

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# 1666 N. Vermont Avenue

## Los Angeles, California




Historical Resource Technical Report

**Prepared by:**

CONSULTING
GPA

August 2020

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## EXECUTIVE SUMMARY

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

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

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

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

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

# 1. INTRODUCTION

## 1.1 Purpose and Qualifications

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




*Figure 1: Location of Project site*

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

## 1.2 Methodology

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

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

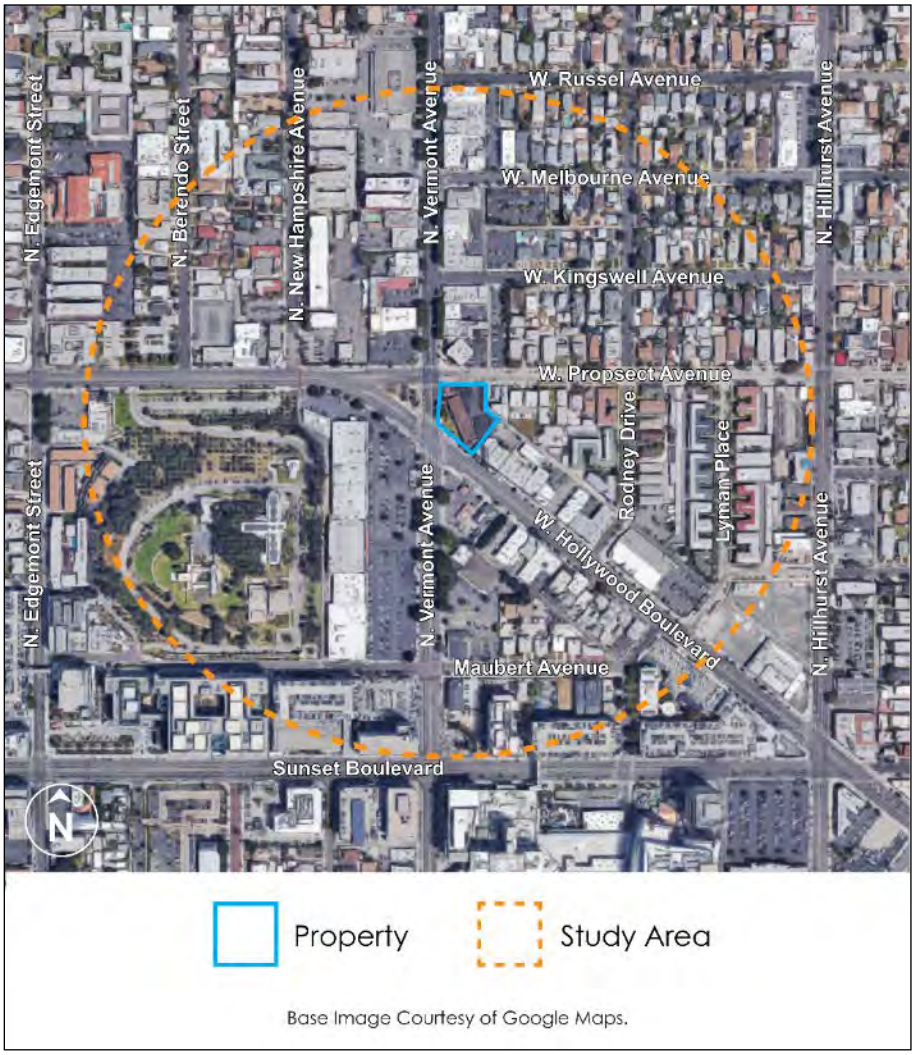



*Figure 2: Project site and study area*

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

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

3. Consulted the United Nations Educational, Scientific, and Cultural Organization (UNESCO) World Heritage List to determine if the Project site or any properties within the study area are listed. This research revealed that one historical resource located within the study area is listed as part of *The 20th-Century Architecture of Frank Lloyd Wright,* a multi-property listing of eight individual properties.

4. Consulted the Los Angeles Historic Resources Inventory website, HistoricPlacesLA.org, to determine if the Project site or any properties within the study area are designated Los Angeles Historic-Cultural Monuments (HCM) or within a designated Historic Preservation Overlay Zone (HPOZ). This research revealed that there are three designated HCMs located within the study area.

5. Consulted the findings of SurveyLA, the citywide historic resources survey of Los Angeles, to determine if the buildings on the Project site or properties within the study area were identified as potential historical resources. Sixteen individual properties and four historic districts were identified. A description of the historical resources within the study area can be found in Section 3.2.

6. Determined that the two existing buildings on the Project site should be evaluated as potential historical resources. Notwithstanding the fact that they were not identified by SurveyLA, the buildings are over 45 years of age.

7. Assessed the physical integrity of the buildings on the Project site during the field inspection. Digital photographs of the buildings' exteriors were also taken.

8. Conducted research into the history of the Project site and buildings thereon. Dates of construction and subsequent alterations were determined by the building permit record as well as additional sources, such as the Los Angeles County Office of the Assessor records, newspaper articles, and historic maps and aerial photographs.

9. Consulted the Context/Theme/Property Type (CTP) eligibility standards formulated for the *Los Angeles Citywide Historic Context Statement* to identify the appropriate CTPs under which to evaluate the buildings at 1666 and 1670 N. Vermont Avenue.

10. Reviewed and analyzed ordinances, statutes, regulations, bulletins, and technical materials relating to federal, state, and local historic preservation designations, and assessment processes and programs to evaluate the significance and integrity of the buildings on the Project site as potential historical resources.

11. Reviewed and analyzed the conceptual plans and related documents to determine if the Project would have an indirect impact on the identified historical resources as defined by CEQA (see Appendix D for the Entitlement Submittal).

# 2. REGULATORY FRAMEWORK

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

## 2.1 UNESCO World Heritage

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

Criteria

To be eligible for listing as a UNESCO World Heritage site, a property must meet one or more of the following ten established criteria:

i. To represent a masterpiece of human creative genius;

ii. To exhibit an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town-planning or landscape design;

iii. To bear a unique or at least exceptional testimony to a cultural tradition or to a civilization which is living or which has disappeared;

iv. To be an outstanding example of a type of building, architectural or technological ensemble or landscape which illustrates (a) significant stage(s) in human history;

v. To be an outstanding example of a traditional human settlement, land-use, or sea-use which is representative of a culture (or cultures), or human interaction with the

[1] Public Resources Code §5024.1 and 14 California Code of Regulations §4850 & §15064.5(a)(2).

environment especially when it has become vulnerable under the impact of irreversible change;

vi. To be directly or tangibly associated with events or living traditions, with ideas, or with beliefs, with artistic and literary works of outstanding universal significance. (The Committee considers that this criterion should preferably be used in conjunction with other criteria);

vii. To contain superlative natural phenomena or areas of exceptional natural beauty and aesthetic importance;

viii. To be outstanding examples representing major stages of earth's history, including the record of life, significant on-going geological processes in the development of landforms, or significant geomorphic or physiographic features;

ix. To be outstanding examples representing significant on-going ecological and biological processes in the evolution and development of terrestrial, fresh water, coastal and marine ecosystems and communities of plants and animals;

x. To contain the most important and significant natural habitats for in-situ conservation of biological diversity, including those containing threatened species of Outstanding Universal Value from the point of view of science or conservation.[2]

Authenticity and Integrity

In addition to meeting one or more of the criteria listed above, a property must also meet the conditions of integrity and/or authenticity. The conditions of integrity and authenticity are noted below.

*Authenticity*[3]

Properties nominated under criteria (i) to (vi) must meet the conditions of authenticity. Depending on the type of cultural heritage, and its cultural context, properties may be understood to meet the conditions of authenticity if their cultural values (as recognized in the nomination criteria proposed) are truthfully and credibly expressed through a variety of attributes including:

- Form and design;
- Materials and substance;
- Use and function;
- Traditions, techniques and management systems;
- Location and setting;
- Language, and other forms of intangible heritage;
- Spirit and feeling; and

[2] United Nations Educational, Scientific, and Cultural Organization (UNESCO), *Operational Guidelines for the Implementation of the World Heritage Convention* (Paris: World Heritage Center, 2017), 77-78.
[3] Ibid, 26.

- Other internal and external factors.

*Integrity*[4]

For properties nominated under criteria (i) to (vi), the physical fabric of the property and/or its significant features should be in good condition, and the impact of deterioration processes controlled. A significant proportion of the elements necessary to convey the totality of the value conveyed by the property should be included. Relationships and dynamic functions present in cultural landscapes, historic towns or other living properties essential to their distinctive character should also be maintained.

For all properties nominated under criteria (vii) - (x), bio-physical processes and landform features should be relatively intact. However, it is recognized that no area is totally pristine and that all natural areas are in a dynamic state, and to some extent involve contact with people. Human activities, including those of traditional societies and local communities, often occur in natural areas. These activities may be consistent with the Outstanding Universal Value of the area where they are ecologically sustainable.[5]

Boundaries and Buffer Zones

Lastly, to be eligible for listing as a UNESCO World Heritage site, a property must demonstrate that it has an adequate protection and management system to ensure its safeguarding, including long-term legislative, regulatory, institutional, and/or traditional protection and management systems. Protection also includes adequately delineated property boundaries and buffer zones. The definitions of property boundaries and buffer zones as outlined in UNESCO's *Operational Guidelines for the Implementation of the World Heritage Convention* are summarized below.

Boundaries for properties listed under criteria (i)–(vi) include "all those areas and attributes which are a direct tangible expression of the Outstanding Universal Value of the property, as well as those areas which in the light of future research possibilities offer potential to contribute to and enhance such understanding."[6] Boundaries for properties listed under criteria(vii)–(x) reflect the spatial requirements of habitats, species, processes or phenomena that provide the basis for their inscription on the World Heritage List. These boundaries of the nominated property may coincide with one or more existing or proposed protected areas, such as national parks or nature reserves, biosphere reserves or protected cultural or historic districts or other areas and territories. While such established areas for protection may contain several management zones, only some of those zones may satisfy requirements for inscription.

For the purposes of effective protection of the nominated property, a buffer zone is an area surrounding the nominated property which has complementary legal and/or customary restrictions placed on its use and development to give an added layer of protection to the property.[7] This should include the immediate setting of the nominated property, important views and other areas or attributes that are functionally important as a support to the property and its protection.

[4] UNESCO, 27-28.
[5] There are additional conditions of integrity for properties nominated under criteria (vii) to (x) that are not listed in this report because the pertain to natural and cultural landscapes.
[6] UNESCO, 30.
[7] Ibid.

## 2.2 National Historic Landmarks

National Historic Landmarks (NHL) are "properties of exceptional value to the nation as a whole" designated to "encourage the long-range preservation of nationally significant properties that illustrate or commemorate the history and prehistory of the United States."[8]

Criteria

To be eligible for designation as an NHL, a property must be at least 50 years of age and must "possess exceptional value or quality in illustrating or interpreting the heritage of the United States in history, architecture, archeology, engineering and culture."[9] A property of potential national significance must meet one or more of the following six established criteria:

1. Associated with events that have made a significant contribution to, and are identified with, or that outstandingly represent, the broad national patterns of United States history and from which an understanding and appreciation of those patterns may be gained.
2. Associated importantly with the lives of persons nationally significant in the history of the United States.
3. Represent some great idea or ideal of the American people.
4. Embody the distinguishing characteristics of an architectural type specimen exceptionally valuable for a study of a period, style, or method of construction, or that represent a significant, distinctive and exceptional entity whose components may lack individual distinction.
5. Composed of integral parts of the environment not sufficiently significant by reason of historical association or artistic merit to warrant individual recognition but collectively compose an entity of exceptional historical or artistic significance, or outstandingly commemorate or illustrate a way of life or culture.
6. Have yielded or may be likely to yield information of major scientific importance by revealing new cultures, or by shedding light upon periods of occupation over large areas of the United States. Such sites are those which have yielded, or which may be reasonably be expected to yield, data affecting theories, concepts and ideas to a major degree.

Integrity

In addition to possessing national significance, a property must also possess a high degree of integrity in order to be eligible for designation as an NHL. Integrity is defined in *National Register Bulletin #15* as "the ability of a property to convey its significance."[10] The National Register and National Historic Landmark programs use the same seven aspects of historical integrity to evaluate properties. (See Section 2.2 for the seven aspects of historical integrity.) However, NHLs must retain a higher degree of integrity than required for NR listing. A property must not have been more than modestly modified or has not deteriorated since its period of national significance.

[8] Title 36 Code of Federal Regulations Part 65.1 and 65.2.
[9] Title 36 Code of Federal Regulations Part 65.4.
[10] *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: National Park Service, Department of the Interior, 1997), 44-45.

## 2.3 National Register of Historic Places

The National Register is "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment."[11]

Criteria

To be eligible for listing in the National Register, a property must be at least 50 years of age (unless the property is of "exceptional importance") and possess significance in American history and culture, architecture, or archaeology. A property of potential significance must meet one or more of the following four established criteria: [12]

A. Associated with events that have made a significant contribution to the broad patterns of our history; or

B. Associated with the lives of persons significant in our past; or

C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Yield, or may be likely to yield, information important in prehistory or history.

Context

To be eligible for listing in the National Register, a property must be significant within a historic context. *National Register Bulletin #15* states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are "those patterns, themes, or trends in history by which a specific…property or site is understood and its meaning…is made clear."[13] A property must represent an important aspect of the area's history or prehistory and possess the requisite integrity to qualify for the National Register.

Integrity

In addition to possessing significance within a historic context, to be eligible for listing in the National Register a property must have integrity. Integrity is defined in *National Register Bulletin #15* as "the ability of a property to convey its significance."[14] Within the concept of integrity, the National Register recognizes the following seven aspects or qualities that in various combinations define integrity: feeling, association, workmanship, location, design, setting, and materials. Integrity is based on significance: why, where, and when a property is important. Thus, the significance of the property must be fully established before the integrity is analyzed.

[11] Title 36 Code of Federal Regulations Part 60.2.
[12] Title 36 Code of Federal Regulations Part 60.4.
[13] *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: National Park Service, Department of the Interior, 1997), 7-8.
[14] *National Register Bulletin #15*, 44-45.

## 2.4 California Register of Historical Resources

In 1992, Governor Wilson signed Assembly Bill 2881 into law establishing the California Register. The California Register is an authoritative guide used by state and local agencies, private groups, and citizens to identify historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse impacts.[15]

The California Register consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed in the National Register and those formally Determined Eligible for the National Register;
- State Historical Landmarks from No. 0770 onward; and
- Those California Points of Historical Interest that have been evaluated by the State Office of Historic Preservation (SOHP) and have been recommended to the State Historical Resources Commission for inclusion on the California Register.[16]

Criteria and Integrity

For those properties not automatically listed, the criteria for eligibility of listing in the California Register are based upon National Register criteria, but are identified as 1-4 instead of A-D. To be eligible for listing in the California Register, a property generally must be at least 50 years of age and must possess significance at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

Properties eligible for listing in the California Register may include buildings, sites, structures, objects, and historic districts. A property less than 50 years of age may be eligible if it can be demonstrated that sufficient time has passed to understand its historical importance. While the enabling legislation for the California Register is less rigorous with regard to the issue of integrity, there is the expectation that properties reflect their appearance during their period of significance.[17]

[15] Public Resources Code §5024.1 (a).
[16] Public Resources Code §5024.1 (d).
[17] Public Resources Code §4852.

The California Register may also include properties identified during historic resource surveys. However, the survey must meet all of the following criteria:[18]

1. The survey has been or will be included in the State Historic Resources Inventory;
2. The survey and the survey documentation were prepared in accordance with office [SOHP] procedures and requirements;
3. The resource is evaluated and determined by the office [SOHP] to have a significance rating of Category 1 to 5 on a DPR Form 523; and
4. If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources that have become eligible or ineligible due to changed circumstances or further documentation and those that have been demolished or altered in a manner that substantially diminishes the significance of the resource.

SOHP Survey Methodology

The evaluation instructions and classification system prescribed by the SOHP in its *Instructions for Recording Historical Resources* provide a Status Code for use in classifying potential historical resources. In 2003, the Status Codes were revised to address the California Register. These Status Codes are used statewide in the preparation of historical resource surveys and evaluation reports. The first code is a number that indicates the general category of evaluation. The second code is a letter that indicates whether the property is separately eligible (S), eligible as part of a district (D), or both (B). There is sometimes a third code that describes some of the circumstances or conditions of the evaluation. The general evaluation categories are as follows:

1. Listed in the National Register or the California Register.
2. Determined eligible for listing in the National Register or the California Register.
3. Appears eligible for listing in the National Register or the California Register through survey evaluation.
4. Appears eligible for listing in the National Register or the California Register through other evaluation.
5. Recognized as historically significant by local government.
6. Not eligible for listing or designation as specified.
7. Not evaluated or needs re-evaluation.

The specific Status Codes referred to in this report are as follows:

1S Individual property listed in the National Register by the Keeper. Listed in the California Register.

3S Appears eligible for the National Register as an individual property through survey evaluation.

[18] Public Resources Code §5024.1.

| | |
|---|---|
| 3CS | Appears eligible for the California Register as an individual property through survey evaluation. |
| 5S1 | Individual property that is listed or designated locally. |
| 5S3 | Appears to be individually eligible for local listing or designation through survey evaluation. |
| 6Z | Found ineligible for the National Register, California Register, or local designation through survey evaluation. |
| QQQ[19] | Properties requiring additional research to evaluate or that cannot be evaluated due to limited or no visibility. |

## 2.5 Los Angeles Cultural Heritage Ordinance

The Los Angeles City Council adopted the Cultural Heritage Ordinance[20] in 1962 and amended it in 2018 (Ordinance No. 185472). The Ordinance created a Cultural Heritage Commission and criteria for designating Historic-Cultural Monuments (HCM). The Commission comprises five citizens, appointed by the Mayor, who have exhibited knowledge of Los Angeles history, culture, and architecture. The three criteria for HCM designation are stated below:

1. The proposed HCM is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic, or social history of the nation, state or community; or
2. The proposed HCM is associated with the lives of historic personages important to national, state or local history; or
3. The proposed HCM embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

Unlike the National and California Registers, the Ordinance makes no mention of concepts such as physical integrity or period of significance. Moreover, properties do not have to reach a minimum age requirement, such as 50 years, to be designated as HCMs.

# 3. ENVIRONMENTAL SETTING

## 3.1 Description and History of the Study Area[21]

The study area includes adjacent parcels or portions of parcels to the north, south, east, and west within approximately 1,000 feet of the Project site (see Figure 2). The surrounding streets include Sunset Boulevard, a major six-lane thoroughfare with two-way traffic traveling east-west and a center turning lane. W. Hollywood Boulevard and W. Prospect Avenue are both major four-lane thoroughfares with two-way traffic traveling east-west and a center turning lane. N. Vermont Avenue is also a major four-lane thoroughfare with two-way traffic traveling north-south and a

[19] Developed by the Los Angeles Office of Historic Resources for SurveyLA; not included in the California Historic Resource Status Codes.
[20] Los Angeles Administrative Code §22.171 of Article 1, Chapter 9, Division 22.
[21] Adapted from Historic Resources Group, "Historic Resources Survey Report: Hollywood Community Plan Area," *SurveyLA Los Angeles Historic Resources Survey* (City of Los Angeles Office of Historic Resources, August 2011, revised November 2015), 6-9.

center turning lane. The remaining streets are all two-lane thoroughfares with two-way traffic traveling either north-south or east-west, and include N. Edgemont Street, N. Berendo Street, N. New Hampshire Avenue, N. Hillhurst Avenue, N. Rodney Drive, N. Lyman Place, W. Maubert Avenue, and W. Russell Avenue. The surrounding buildings are generally low-to-mid-rise residential, commercial, mixed-use, and institutional buildings constructed between the 1910s and 1990s. Other parcels or portions of parcels remain undeveloped and are currently being used as surface parking lots.

Hollywood began as a small agricultural community in the nineteenth century. Farmers, many of whom were European immigrants, experimented in cultivating a wide variety of exotic fruits, vegetables, and flowers. The agricultural character of the community changed in the early twentieth century as large real estate tracts were developed, transforming the community into a bustling suburb of Los Angeles.

In 1900, the first electric streetcar track was completed along Hollywood Boulevard (then Prospect Avenue). Other streetcar lines soon followed, including along Melrose Avenue, La Brea Avenue, Santa Monica Boulevard, Highland Avenue, Vine Street, Western Avenue, Vermont Avenue, Virgil/Hillhurst Avenues, Kenmore Avenue, Fountain Avenue, Talmadge Street, Hyperion Avenue, Los Feliz Boulevard, and Beachwood Drive.

In 1903 the City of Hollywood was officially incorporated, and in 1910 it was consolidated to the City of Los Angeles. The pre-consolidated area boundary is generally defined by the southernmost portion of the Hollywood Hills to the north, Fountain Avenue to the south, Crescent Heights Boulevard to the west, and Mariposa Street to the east.

There are extant examples of pre-consolidation era residential development in Hollywood, although these are relatively rare. These range from sprawling estates encompassing tens of acres, to large residences with substantial gardens, to more modest suburban residences. The population of Hollywood during this early period was quite diverse, from cultural immigrants, such as French painter Paul de Longpre, to American transplants, such as Midwestern banker Gordon Wattles. Due to the large number of estates in the area, there was also a substantial local working class that was employed as caretakers and service workers; in Hollywood many of these were of Japanese and Scottish origin.

The most significant factor in the development of Hollywood in the twentieth century was the entertainment industry. Film production began in Hollywood in 1911, and quickly grew into a significant economic force. As the popularity of motion pictures grew, more physical facilities related to motion picture production were constructed in Hollywood. In 1919 the City established a series of industrial zones specifically designated for motion picture use. The largest and most significant of these is located in the heart of Hollywood. Industrial resources include intact motion picture studio plants and a wide variety of support services dating to the 1920s. Due to its key role in the motion picture industry, Hollywood later became a center for radio, television, and record production. The burgeoning entertainment industry brought about the development of thriving business districts along Hollywood Boulevard, Vine Street, and Sunset Boulevard.

From the 1910s through the boom of the 1920s and into the 1930s, Hollywood experienced tremendous population growth. The rapidly expanding film business attracted migrants from around the United States and around the globe, resulting in a true "melting pot." For a period of time preceding World War II, the entertainment industry also became a refuge for émigrés from

Eastern Europe. To accommodate the growing population of newcomers, there was a sharp increase in residential development. Concentrations of residential properties from this period are located adjacent to the major motion picture studios and include modest single-family residences along with a wide variety of multi-family housing types. The integrity of many of these properties is poor and intact neighborhoods of early twentieth-century studio-adjacent residences are now rare.

The bungalow court has particular significance in Hollywood, as large colonies of courts were built just blocks away from the studios. These were developed primarily in the 1920s, and reflect the prevalent architectural styles of the period. While many of these properties have been lost, Hollywood still contains a substantial population of bungalow courts. During the 1920s, there was also significant residential development in the Hollywood Hills, in particular in Los Feliz, Laurel Canyon, and Beachwood Canyon. Several residential developments from this period were specifically marketed to people working in the entertainment industry, with advertisements touting their proximity to the Hollywood studios.

Density in Hollywood increased substantially following World War II. In the hillsides, residences were built on previously undeveloped lots. In the flatlands, inexpensive stucco-clad apartment buildings were erected as infill in previously established residential neighborhoods. Along the major commercial corridors, earlier buildings were updated or replaced with new construction. By the 1950s, entertainment industry-related properties began to spread out throughout the greater Los Angeles area, and the major industry in Hollywood shifted to tourism. During the late 1950s the iconic Capitol Records Building was constructed on Vine Street and the Hollywood Walk of Fame was created on Hollywood Boulevard as a tribute to actors, directors, and other contributors to the entertainment industry.

Also, during this period, some of the nation's most important Modernist architects were working in Los Angeles, building sleek commercial buildings in the flatlands and highly innovative residential projects in the hillsides. Hollywood contains residential and commercial properties designed by a number of important Modernists, including Richard Neutra, Rudolph Schindler, Lloyd Wright, John Lautner, Craig Ellwood, Raphael Soriano, Gregory Ain, and Pierre Koenig.

In the 1960s and 1970s Hollywood's population became more ethnically diverse, as new immigrant groups began settling in the area. In addition to a significant Latino population, Armenian and Thai immigrants began living and working in the East Hollywood area and opened shops and other businesses. Community and residential densities continued to increase, as original single-family houses, bungalow courts, and smaller apartment buildings were replaced with larger multi-family residential complexes.

By the 1980s the Hollywood community was in a state of economic decline; the Community Redevelopment Agency of Los Angeles established the Hollywood Redevelopment Project Area in 1986 to encourage development in the area. Among the goals of the agency were to revitalize the historic core and preserve historically significant buildings.

By the start of the new millennium, Hollywood began to experience a resurgence that continues today. The establishment of the city's Adaptive Reuse ordinance greatly facilitated the reuse of under-utilized historic buildings into new housing. New, largescale mixed-use projects—Hollywood & Highland (including the Kodak Theater), the Renaissance Hotel, the W Hotel at Hollywood and Vine—along with the Red Line subway stations, have helped to revitalize Hollywood's streets and

its economy, bringing with it an influx of new residents and tourists, higher rents, and new development pressures.

Today, Hollywood contains a wide range of resource types, including single- and multi-family residences, along with commercial, institutional, and industrial properties. Extant properties remain from every significant period of development in Hollywood, and together they represent an impressive range of historical themes and property types.

## 3.2 Historical Resources in the Study Area

There are three historical resources located in the study area. Historical Resources are defined as properties that are listed under national, state, or local landmark or historic district programs. Barnsdall Park is designated under multiple international, federal, state, and local landmark programs. The boundaries as well as the contributing buildings and structures vary between each designation. These designations include: Barnsdall Park (HCM No. 34); Barnsdall Park (National Register); Aline Barnsdall Complex (NHL); and Hollyhock House (UNESCO World Heritage). Barnsdall Park is referred to as one historical resource for the purposes of this report. The Hollyhock House (HCM No. 34) and Barnsdall Park Arts Center or Residence A (HCM No. 33) are individually listed as HCMs. Each individual HCM is referred to as a separate historical resource for a total of three historical resources in the study area. The boundaries of the overlapping designations for Barnsdall Park are illustrated below (see Figure 3). The contributing buildings and structures to each designation are also noted below.

There are 16 potential historical resources and 4 potential historic districts located in the study area (see Figure 3). Potential historical resources and historic districts are defined as properties or districts that have been identified as eligible in historic resources surveys completed within the last five years, such as SurveyLA. For the purposes of CEQA review, individual properties and districts identified as eligible for national, state, and/or local landmark designation through SurveyLA are presumed to be historical resources.[22]

One of the potential historical resources within the study area, the LADWP Distributing Station No. 54, was identified but not evaluated by SurveyLA. In order to provide a conservative analysis under CEQA, this property is treated as a historical resource for the purposes of this report.

[22] State CEQA Guidelines §15064.5.

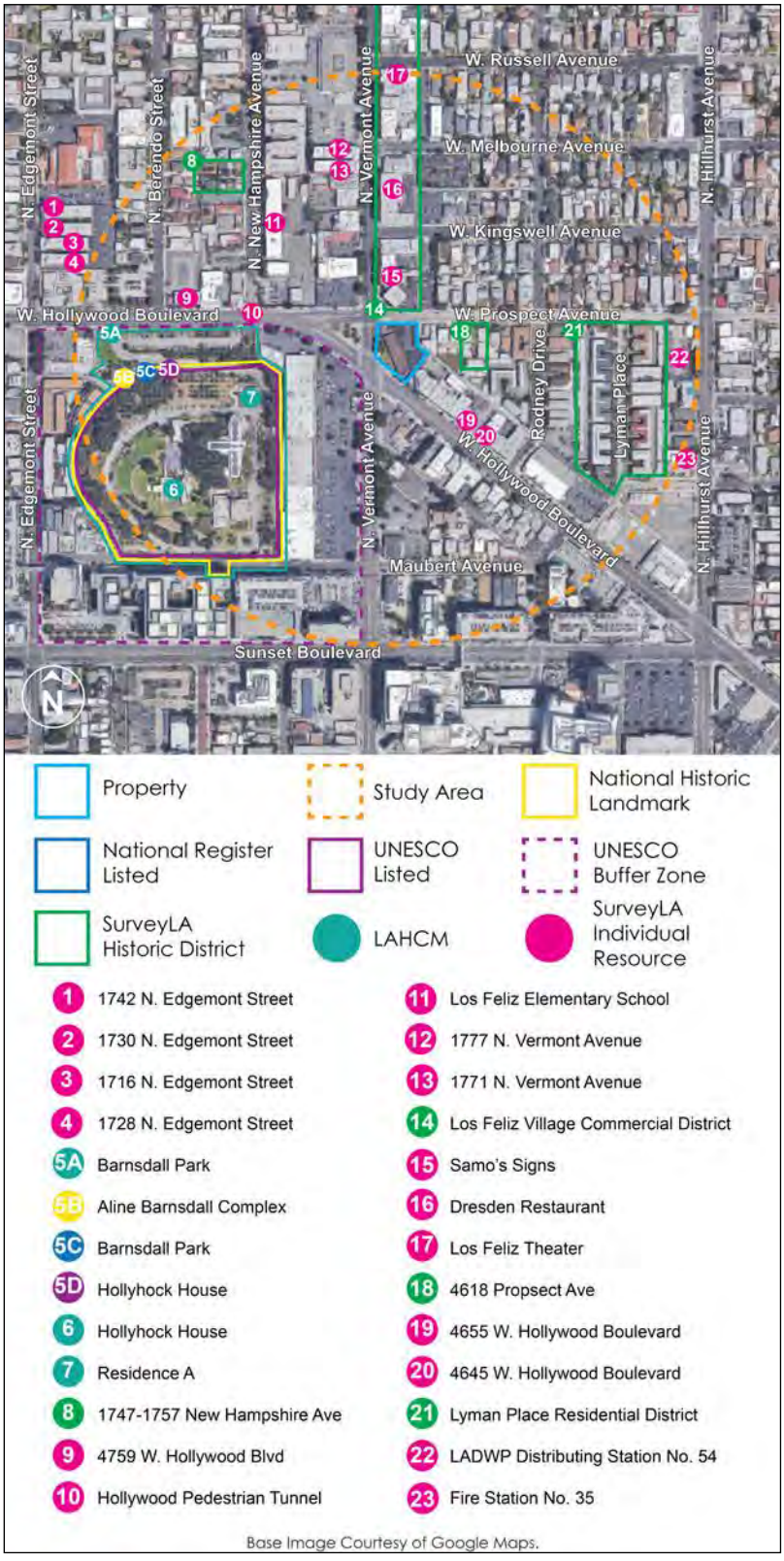



*Figure 3: Location of historical resources in the study area*

The historical resources in the study area are pictured and described below. See Section 2.2 for the definitions of the Status Codes associated with each historical resource.



1. 1742 N. Edgemont Street (3S, 3CS, 5S3)

1742 N. Edgemont Street, also known as the Banbury Manor, is located to the northwest of the Project site. The two-story multi-family residential building was designed in the Tudor Revival style and completed in 1929. It was identified by SurveyLA as appearing eligible for listing in the National Register and California Register and for local designation under Criteria C/3/3 as an excellent example of a 1920s apartment building in Los Feliz. It is identical to the adjacent building to the south at 1730 N. Edgemont Street.

2. 1730 N. Edgemont Street (3S, 3CS, 5S3)

(See Above)

1730 N. Edgemont Street, also known as the Banbury Manor, is located to the northwest of the Project site. The two-story multi-family residential building was designed in the Tudor Revival style and completed in 1929. It was identified by SurveyLA as appearing eligible for listing in the National Register and California Register and for local designation under Criteria C/3/3 as an excellent example of a 1920s apartment building in Los Feliz. It is identical to the adjacent building to the north at 1742 N. Edgemont Street.



3. 1716 N. Edgemont Street (3S, 3CS, 5S3)

1716 N. Edgemont Street, also known as the Edgemont Manor, is located to the northwest of the Project site. The two-story multi-family residential building was designed in the Tudor Revival style and completed in 1928. It was identified by SurveyLA as appearing eligible for listing in the National Register and California Register and for local designation under Criteria C/3/3 as an excellent example of a 1920s apartment building in Los Feliz. It is identical to the adjacent building to the south at 1728 N. Edgemont Street.

4. 1728 N. Edgemont Street (3S, 3CS, 5S3)

(See Above)

1728 N. Edgemont Street, also known as the Edgemont Manor, is located to the northwest of the Project site. The two-story multi-family residential building was designed in the Tudor Revival style and completed in 1928. It was identified by SurveyLA as appearing eligible for listing in the National Register and California Register and for local designation under Criteria C/3/3 as an excellent example of a 1920s apartment building in Los Feliz. It is identical to

the adjacent building to the north at 1716 N. Edgemont Street.





5A. Barnsdall Park (5S1)

Barnsdall Park is located to the west of the Project site. It is an eleven-acre park sited on the summit of Olive Hill and the north slope fronting Hollywood Boulevard between N. Edgemont Street and N. Vermont Avenue. There are several buildings and structures located within the park. The Aline Barnsdall Residence (Hollyhock House), Garage/Chauffer's Quarters, Animal Cages, Barnsdall Park Arts Center (Residence A), and Spring House were designed by architect Frank Lloyd Wright and constructed between 1919 and 1921. The Schindler Terrace was designed by architects Rudolph M. Schindler and Richard J. Neutra using features previously designed by Wright and constructed between 1924-1925. The Junior Arts Center and Municipal Art Gallery are also located within the park. The Junior Arts Center was designed by Hunter & Benedict with Kahn, Farrell & Associates and completed in 1967. The Municipal Art Gallery was designed by Wehmueller and Stephens and completed in 1971.

Barnsdall Park meets Criterion 1 for HCM designation for its history as a cultural center and municipally owned park. It meets Criterion 2 for its significant association with oil heiress, Aline Barnsdall. It meets Criterion 3 as a significant example of a master planned cultural center for the performing arts. It also meets Criterion 3 as an excellent example of the work of master architect Frank Lloyd Wright. The boundaries of the site consist of the entire municipal park parcel owned and operated by the City of Los Angeles Department of Cultural Affairs.



5B. Aline Barnsdall Complex (NHL)

The Aline Barnsdall Complex is located within Barnsdall Park. It is composed of six contributing buildings and structures designed by or in conjunction with Wright, including the Hollyhock House, Garage/Chauffer's Quarters, Animal Cages, Residence A, Spring House, and Schindler's Terrace. Two of the buildings in the park, the Municipal Art Gallery and Junior Arts Center are non-contributing structures to the NHL.

It meets Criterion 4 for NHL designation as an example of "an essential milestone in [Wright's] career," and as a "clear and unique moment in the evolution of [Wright's] aesthetic sensibilities and approaches to design," as well as for its important "relationship to arts and architecture in America."[23] The boundaries of the NHL encompass the

[23] Jeffrey Herr, "National Historic Landmark Nomination, Aline Barnsdall Complex, Los Angeles," 2007, 21.

"full extent of the acreage stipulated in Aline Barnsdall's original gift to the City of Los Angeles in 1927."[24]



5C. Barnsdall Park (1S)

Barnsdall Park is listed in the National Register under Criterion C. The 1971 nomination form was not found, but it is likely that the justification of significance and boundaries of the National Register nomination are similar to the NHL nomination for the Aline Barnsdall Complex, which is described above.





5D. Hollyhock House (UNESCO World Heritage)

The Hollyhock House is listed as a UNESCO World Heritage property as part of a serial nomination known as *The 20th-Century Architecture of Frank Lloyd Wright*. It is comprised of eight properties in six states across the United States designed by Wright and constructed between 1905 and 1959. The eight properties are the Unity Temple (Oak Park, IL); Frederick C. Robie House (Chicago, IL); Taliesin (Spring Green, WI); Fallingwater (Mills Run, PA), Herbert and Katherine Jacobs House (Madison, WI); Taliesin West (Scottsdale, AZ); Solomon R. Guggenheim Museum (New York, NY); and the Hollyhock House. *The 20th-Century Architecture of Frank Lloyd Wright* meets criterion (ii) for UNESCO World Heritage listing for "demonstrate[ing] an important interchange in the discourse that changed architecture on a global scale during the first half of the 20th century."[25] The eight properties "illustrate a full range of ways in which Wright's unique approach to architectural design fused form with spirit to influence the course of architecture in both North America and beyond."[26]

The buildings that contribute to the UNESCO multiple property nomination include the Hollyhock House, Garage/Chauffer's Quarters, and Animal Cages. The boundaries encompass these buildings and the surrounding property on Olive Hill that was originally bequeathed by Aline Barnsdall to the City of Los Angeles in 1927. The buffer zone consists of the block bounded by W. Hollywood Boulevard, W. Sunset Boulevard, N. Edgemont Street, and N. Vermont Avenue.

[24] Ibid, 24.
[25] Frank Lloyd Wright Building Conservancy, *The 20th-Century Architecture of Frank Lloyd Wright: Nomination to the World Heritage List*, 2016, revised 2019, 264.
[26] Ibid.



6. Hollyhock House (5S1)

The Hollyhock House is individually designated as an HCM. It meets Criterion 1 for HCM designation for its history as an art and cultural center within a municipally owned park. It meets Criterion 2 for its significant association with Aline Barnsdall. It meets Criterion 3 as a significant example of Mayan influenced architecture. It also meets Criterion 3 as an excellent example of the work of master architect Frank Lloyd Wright.



7. Barnsdall Park Arts Center (Residence A) (5S1)

The Barnsdall Park Arts Center, more commonly known as Residence A, is individually designated as an HCM. It meets Criterion 1 for HCM designation for its history as an art and cultural center within a municipally owned park. It meets Criterion 2 for its significant association with Aline Barnsdall. It meets Criterion 3 as a significant example of Mayan influenced architecture. It also meets Criterion 3 as an excellent example of the work of master architect Frank Lloyd Wright.



8. 1747-1757 New Hampshire Avenue Bungalow Court (3S, 3CS, 5S3)

1747-1757 New Hampshire Avenue Bungalow Court is located to the northwest of the Project site. It consists of seven detached one-story bungalows completed in 1921. It was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria C/3/3 as an excellent example of a 1920s bungalow court in Hollywood. It was also identified under Criteria A/1/1 as significant for its association with the entertainment industry in the 1920s and 1930s.



9. 4759 W. Hollywood Boulevard (3S, 3CS, 5S3)

4759 W. Hollywood Boulevard is located to the west of the Project site. The two-story mixed-use building was designed in the Spanish Colonial Revival and Churrigueresque styles and completed in 1925. It was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria C/3/3 as an excellent example of a street-car related mixed-use development in Hollywood.



10. Hollywood/New Hampshire Pedestrian Tunnel (3S, 3CS, 5S3)

The Hollywood/New Hampshire Pedestrian Tunnel is located to the west of the Project site underneath Hollywood Boulevard at New Hampshire Avenue. It is a pedestrian tunnel that provides safe pedestrian access to the Los Feliz Elementary School. It was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria A/1/1 as a rare example of a pedestrian tunnel in Los Angeles.



11. Los Feliz Elementary School (3S, 3CS, 5S3)

The Los Feliz Elementary School is located to the northwest of the Project site at 1740-1750 N. New Hampshire Avenue. It consists of a two-story administration and classroom building and a two-story auditorium. Both were designed in the Art Deco style and completed in 1926. It was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria A/1/1 and C/3/3 as an excellent and rare example of a 1920s elementary school in Los Feliz that predates the 1933 Long Beach earthquake. It was also identified as an excellent example of an institutional building in the Art Deco style.



12. 1777 N. Vermont Avenue (3S, 3CS, 5S3)

1777 N. Vermont Avenue, also known as the Hollymont Apartments, is located to the northwest of the Project site. It consists of five-story apartment building designed in the Tudor Revival and Gothic Revival styles and completed in 1929. It was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria C/3/3 as an excellent example of Tudor/Gothic Revival multi-family residential architecture in Los Feliz. It was also identified as an excellent and rare example of a 1920s residential hotel. The building is identical to the adjacent building to the south at 1771 N. Edgemont Street.

13. 1771 N. Vermont Avenue (3S, 3CS, 5S3)

(See Above)

1771 N. Vermont Avenue, also known as the Hollymont Apartments, is located to the northwest of the Project site. It consists of five-story apartment building designed in the Tudor Revival and Gothic Revival styles and completed in 1929. It was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria C/3/3 as an excellent example of Tudor/Gothic Revival multi-family residential architecture in Los Feliz. It was also identified as an

excellent and rare example of a 1920s residential hotel. The building is identical to the adjacent building to the north at 1777 N. Edgemont Street.





14. Los Feliz Village Commercial District (3S, 3CS, 5S3)

The Los Feliz Village Commercial District is located to the north of the Project site. It consists of a linear grouping of commercial buildings along the east side of N. Vermont Avenue between W. Hollywood Boulevard and W. Franklin Avenue. There are 15 one- and two-story commercial storefront buildings located within the district, 12 of which are identified as contributing. These contributing buildings were constructed between 1920 and 1959 and are primarily vernacular in style with Spanish Colonial Revival, Art Deco, Streamline Moderne, and Mid-Century Modern features. The district was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria A/1/1 as an intact example of early- to mid-20th century neighborhood commercial development along a major thoroughfare. It was also identified for its history as the primary commercial center that historically served the residential neighborhoods of Los Feliz.



15. Sarno's Signs (5S3)

Sarno's Signs are located to the north of the Project site at 1716 N. Vermont Avenue. It consists of a rooftop sign and a blade sign for the Sarno's Café dell'Opera, which was formerly an iconic Italian-American bakery and pizza restaurant that closed in 2000. The rooftop sign reads "Sarno's Pizza di Napoli" and the bade sign is for the bakery and depicts a cake with candles. The signs were identified by SurveyLA as eligible for local designation under Criteria 1 and 3 as excellent examples of 1950s neon signs in Los Feliz. The building has been substantially altered and does not appear to be eligible for national, state, or local designation programs.



16. Dresden Restaurant (5S3)

The Dresden Restaurant is located to the north of the Project site at 1760 N. Vermont Avenue. It consists of a one-story restaurant building designed in the commercial/vernacular style and completed in 1933. It was identified by SurveyLA as eligible for local designation under Criterion 1 for its history as the Dresden Restaurant, which has been in continuous operation since 1954.



17. Los Feliz Theater (3S, 3CS, 5S3)

The Los Feliz Theater is located to the north of the Project site at 1820 N. Vermont Avenue. It consists of a one-story movie theater designed in the Art Deco style and completed in 1934. It was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria A/1/1 and C/3/3 as an excellent and rare example of a 1930s neighborhood theater in Los Feliz. It was also identified as an excellent example of Art Deco theater architecture.



18. 4618 Prospect Avenue (3S, 3CS, 5S3)

The 4618 W. Prospect Avenue Bungalow Court is located to the east of the Project site. It consists of five detached bungalows designed in the Spanish Colonial Revival style and completed in 1923. It was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria C/3/3 as an excellent example of a 1920s bungalow court in Hollywood. It was also identified under Criteria A/1/1 as significant for its association with the entertainment industry in the 1920s and 1930s.




19. 4655 W. Hollywood Boulevard (3S, 3CS, 5S3)

4655 W. Hollywood Boulevard is located to the southeast of the Project site. It consists of a two-story mixed-use building designed in the commercial/vernacular style and completed in 1924. It was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria A/1/1 and C/3/3 as an excellent example of streetcar-related mixed-use commercial development in Hollywood.



20. 4645 W. Hollywood Boulevard (3S, 3CS, 5S3)

4645 W. Hollywood Boulevard is located to the southeast of the Project site. It consists of a one-story commercial building designed in the Art Deco style and completed in 1939. It was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria C/3/3 as an excellent example of Art Deco commercial architecture in Hollywood.



21. Lyman Place Residential District (3S, 3CS, 5S3)

The Lyman Place Residential District is located to the east of the Project site. It consists of a grouping of two-story apartment buildings that occupy the 1600 block of Lyman Place between W. Prospect and Clayton Avenues. There are 11 buildings located within the district, all of which are identified as contributing. Three of the buildings are designed in the Mediterranean style and constructed in 1924. The remainder of the district is composed of eight courtyard apartments designed in the American Colonial Revival style and constructed between 1940 and 1941. It was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria C/3/3 as an intact and cohesive block of multi-family residential development in Hollywood.



22. LADWP Distributing Station No. 54 (QQQ)

Los Angeles Department of Water and Power (LADWP) Distributing Station No. 54 is located to the east of the Project site as 1675 N. Hillhurst Avenue. It consists of a one-story municipal building designed in the Mid-Century Modern style and completed in 1955. It was identified by SurveyLA as an example of a post-World War II LADWP distributing station, but has not yet been evaluated for applicable landmark designation programs.



23. Fire Station No. 35 (3S, 3CS, 5S3)

Fire Station No. 35 is located to the southeast of the Project site at 1601 N. Hillhurst Avenue. It is a two-story fire station designed in the Late Moderne style and completed in 1945. It was identified by SurveyLA as eligible for listing in the National Register and California Register and for local designation under Criteria A/1/1 as an excellent example of a post-World War II fire station in Los Feliz. It was also identified with its significant association with the expansion of municipal services during the postwar period.

## 3.3 Description and History of the Project Site

The Project site consists of one parcel located at the northwest corner of the block bounded by W. Prospect Avenue on the north, N. Rodney Drive on the east, W. Hollywood Boulevard on the south, and N. Vermont Avenue on the west. An alley runs north-south immediately to the east of the parcel. The parcel is irregular in shape. It is occupied by two buildings—a car wash located at 1666 N. Vermont Avenue and a food stand located at 1670 N. Vermont Avenue (see Figure 4 and Figure 5). 1666 N. Vermont Avenue is sited diagonally on the parcel in a northwest-southeast direction near the west parcel boundary. 1670 N Vermont Avenue is sited at the corner of W. Prospect and N. Vermont Avenues along the north and west parcel boundaries. The area to the

east of 1666 N. Vermont Avenue is landscaped with a lawn and planted with shrubs. The remainder of the parcel is paved in asphalt and used as a surface parking lot.

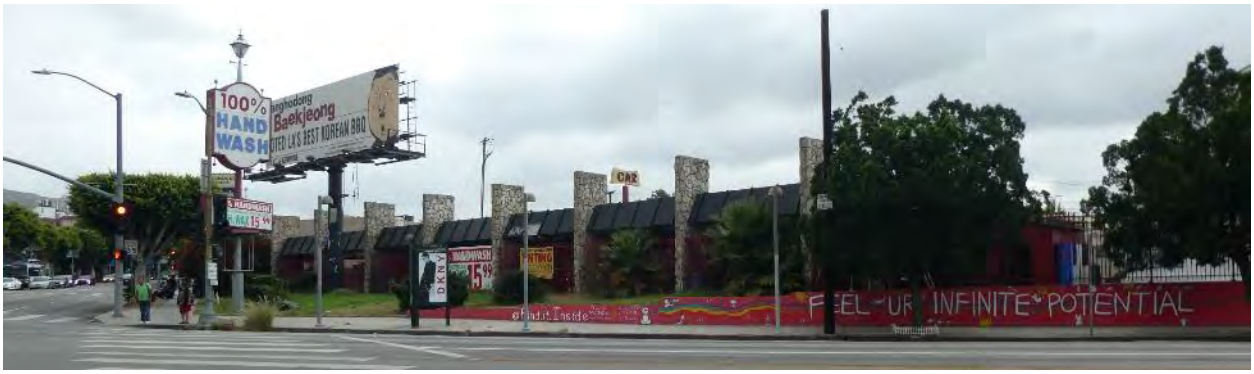



*Figure 4: Project site, looking north (GPA, 2019)*




*Figure 5: Project site, looking south (GPA, 2019)*

Canopies are located along the perimeter of the parking lot and immediately to the east of the food stand. There is a stepped concrete retaining wall at the south end of the west parcel boundary topped with a metal picket fence. A horizontal wood plank fence is located along N. Vermont Avenue and W. Prospect Boulevard immediately adjacent to the food stand. The remainder of the property is enclosed by a metal picket fence.

A billboard is located to the west of car wash building near the west parcel boundary. There are also three pole signs on the Project site, one at the northeast corner, one at the northwest corner, and one centered at the west parcel boundary. The northeast pole sign consists of a tapered metal pole with a textured pattern (Figure 6). It is topped by a Googie-style metal sign that reads "Car" on one side and "Wash" on the other. Although it is now stationary, this portion of the sign originally rotated. Lower down on the pole is an oval metal sign with an arrow that reads "Enter." Below the enter sign is a rectangular metal sign advertising the price of a car wash. The northwest pole sign consists of a metal pole with three signs (Figure 7). It is topped with a circular sign that reads "Hecho en Los Feliz," and features a picture of an eagle and incandescent bulbs along the perimeter. The center sign is an elongated hexagonal metal sign that reads "Machos Tacos." The lower sign is a rectangular metal sign advertising the price of a car wash. Finally, the west pole sign consists of a metal pole toped with a street light fixture (Figure 8). Below the light fixture is a rectangular metal sign with rounded ends that reads "100% Hand Wash." The lowest sign is a rectangular metal sign advertising the price of a car wash.




*Figure 6: Northeast pole sign, looking southwest (GPA, 2019)*




*Figure 7: Northwest pole sign, looking south (GPA, 2019)*




*Figure 8: West pole sign, looking southeast (GPA, 2019)*

The Project site and the surrounding area were first subdivided in 1886 as part of the Lick Tract. The block on which the Project site is located was later further subdivided in 1920 as part of Tract No. 3774. According to the 1920 tract map, the Project site was originally divided into two parcels. The first buildings to be built were a one-story commercial building at the corner of N. Vermont and W. Prospect Avenues constructed in 1916, and a two-story mixed-use building constructed in 1917 at the south end of the Project site.[27] By 1919, an ancillary gasoline storage shed and garage had been built to the east of the two-story mixed-use building. In 1926, a one-story commercial building was constructed at the northeast corner of the Project site.[28] Sometime between 1919 and 1930, the 1916 commercial building was demolished and a two-story commercial building and a one-story commercial building were constructed to the north of the 1917 mixed-use building (see Figure 9).

[27] Los Angeles Department of Building and Safety (LADBS), Building Permit No. LA5048, September 1, 1916; LADBS, Building Permit No. LA93, January 5, 1917

[28] LADBS, Building Permit No. LA23404, August 13, 1926.

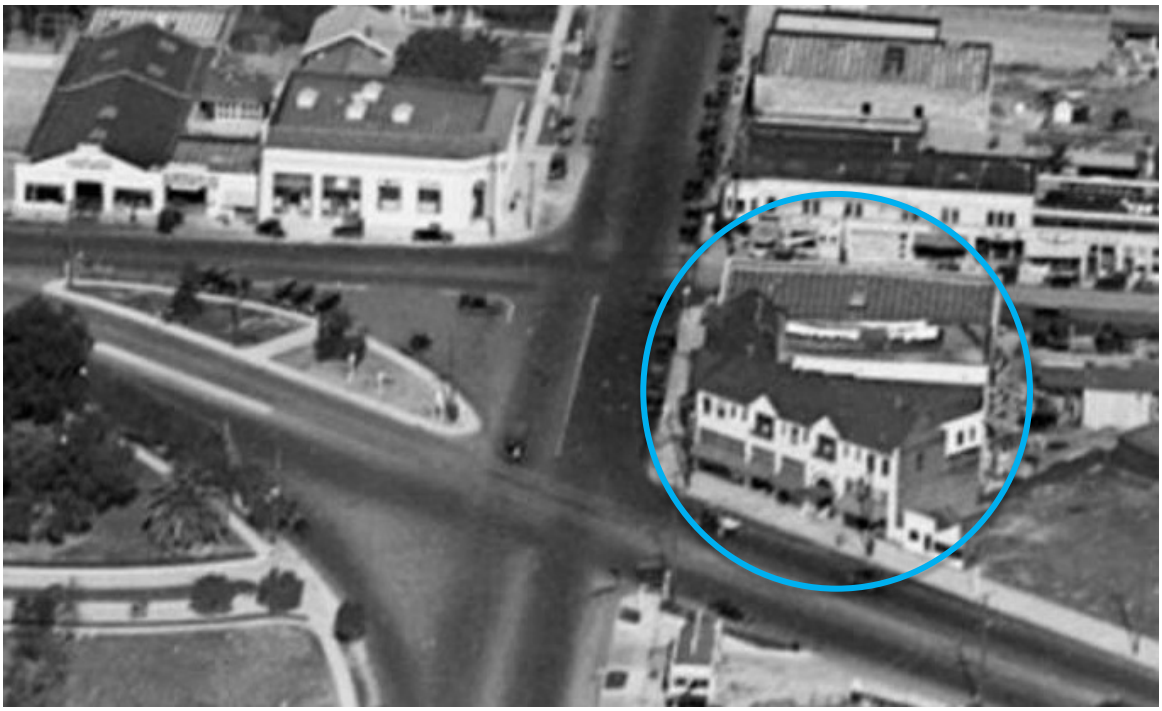


*Figure 9: Aerial view of the intersection of W. Hollywood Boulevard and N. Vermont Avenue in 1930 with Project site circled in blue (LAPL)*

In 1964, these four commercial and mixed-use buildings were demolished, and 1666 N. Vermont Avenue was subsequently constructed as a car wash for owner Bert Myerson (see Figure 10).[29] No architect is listed on the original building permit, but B. Perlin is listed as the engineer and Besteel Co. is listed as the contractor. The existing west pole sign was likely installed in 1965, and a small patron shelter was constructed beneath (now demolished).[30] The northeast pole sign was installed in 1965.[31] It appears to have been originally adjacent to the west parcel boundary, and was likely later moved in 1967 to its current location on W. Prospect Avenue.[32] 1670 N. Vermont Avenue was constructed in 1966 as a food stand for the Orange Julius of America company.[33] Reese L. Freeland, a structural engineer, is listed as both the architect and engineer for the building. The northwest pole sign was installed in 1966 for the Orange Julius food stand (see Figure 11); however, it was originally located to the south of the building and relocated to its current location at an unknown date (see Figure 18).[34] The existing billboard on the Project site appears to have been installed in 1970 (see Figure 12 and Figure 13).[35]

1666 N. Vermont Avenue has been operated as a car wash since its construction in 1965. It is listed as the Hollymont Car Wash in city directories from 1967 to at least 1987.[36] 1670 N. Vermont Avenue

[29] LADBS, Building Permit No. LA82750, November 27, 1964; LADBS, Building Permit No. LA82751, November 27, 1964; and LADBS, Building Permit No. LA83005, December 1, 1964.
[30] LADBS, Building Permit No. LA94258, May 5, 1965.
[31] LADBS, Building Permit No.LA98270, June 24, 1965.
[32] LADBS, Building Permit No. LA5561, October 30, 1967.
[33] LADBS, Building Permit No. LA30420, August 3, 1966.
[34] LADBS, Building Permit No. 34358, October 18, 1966.
[35] LADBS, Building Permit No. 19646, November 24, 1970.
[36] City Directory, Los Angeles, 1967; and City Directory, Los Angeles, 1987.

appears to have been operated as an Orange Julius from 1966 until possibly 1987 when it is listed in the city directory as Orange Bee Jay's.[37] The food stand operated as Orange Bee Jay's until at least 1999.[38]



*Figure 10: 1965 aerial photograph with Project site circled in blue (UCSB)*



*Figure 11: 1970 aerial photograph with Project site circled in blue (UCSB)*

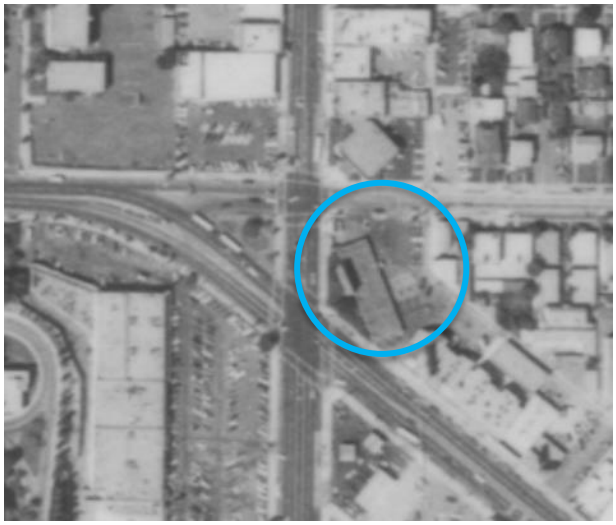


*Figure 12: 1976 aerial photograph with Project site circled in blue (UCSB)*



*Figure 13: 1989 aerial photograph with Project site circled in blue (UCSB)*

[37] Ibid.
[38] Irene, Lacher, "How to Juice Up Your Rolodex," *Los Angeles Times*, September 30, 1999.

1666 N. Vermont Avenue




*Figure 14: 1666 N. Vermont Avenue, looking northeast (GPA, 2019)*



*Figure 15: 1666 N. Vermont Avenue, looking south (GPA, 2019)*

*Architectural Description*

1666 N. Vermont Avenue is one story in height and rectangular in plan (see Figure 14 and Figure 15). It has a flat corrugated metal roof surrounded by a standing seam metal awning. The roof is supported on one side by a row of eight rectangular columns regularly-spaced along the west elevation that are clad in rough-cut natural stone. The west side of the car wash is open and is where the cars are pulled through the car wash in an assembly-line manner. To the east are two enclosed rectangular rooms, one to the north and one to the south with a passageway in between. The north room has an aluminum-and-glass storefront on the north elevation with fully glazed, paired aluminum doors, and a fixed single-light window on the east elevation. The south room has three entrances on the east elevation. One consists of a single fully glazed aluminum door and the other two appear to consist of wood slab doors. There are also window openings irregularly spaced along the east elevation of the south room. Openings at the south end have fixed single-light window sashes, while the openings at the north end have been infilled.

*Building History*

1666 N. Vermont Avenue has been altered over time. In 1972, a walkway was partitioned within the building.[39] In 1986, the north room was expanded, and a new roll-up garage door installed.[40] In 1987, a new partition wall was constructed, and two new garage doors were installed within existing openings.[41] Other alterations noted during the field inspection include the infilling of the garage opening on the north room with new storefront infill; the infilling of window openings; and the removal and replacement of window sashes. A 1965 aerial photograph also shows that there was a square-shaped structure originally located at the center of the east elevation that has since been demolished (see Figure 10).

1670 N. Vermont Avenue




*Figure 16: 1670 N. Vermont Avenue, looking east (GPA, 2019)*




*Figure 17: 1670 N. Vermont Avenue, looking south (GPA, 2019)*

[39] LADBS, Building Permit No. 56526, August 22, 1972.
[40] LADBS, Building Permit No. LA48440, October 17, 1986.
[41] LADBS, Building Permit No. LA55034, January 14, 1987; and LADBS, Building Permit No. LA60234, March 19, 1987.

*Architectural Description*

1670 N. Vermont Avenue is one story in height and rectangular in plan (see Figure 16 and Figure 17). It has a flat roof covered with a rolled composition membrane surrounded by a standing-seam wood awning. The south elevation and the southern portion of the west elevation are clad in rough-cut natural stone. The north and east elevations feature aluminum walk-up food service windows and metal counters with horizontal wood siding below. The entrance is located on the south elevation and consists of a single metal door. To the south of the building is a barrel-vault awning where the covering has been removed. The building is topped with an elongated hexagonal roof sign.

*Building History*

There are no alterations to the building noted in the building permit record beyond changes made to the signage on the northwest pole sign in 2003.[42] A portion of the east elevation can be seen in the car wash scene of the 1997 film *The Dukes of Hazzard: Hazzard in Hollywood* (see Figure 18). It appears that 1670 N. Vermont Avenue featured a flat roof with a trapezoidal-shaped parapet with a canvas awning rather than the existing standing wood seam awning at that time. It also appears that the northwest pole sign was originally located to the south of the food stand and was later remounted on a new pole and relocated to its current location.

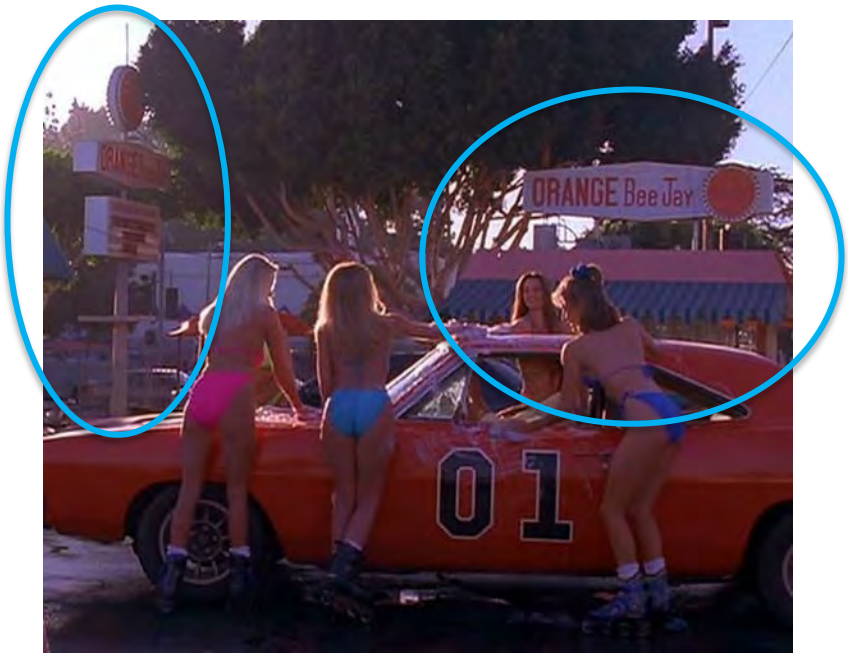



*Figure 18: 1670 N. Vermont Avenue in the film The Dukes of Hazzard: Hazzard in Hollywood, looking west (Warner Brothers, 1997)*

[42] LADBS, Building Permit No. 03048-10000-01333, October 10, 2003.

# 4. HISTORIC CONTEXT

The significance of the property and the two buildings thereon must be evaluated within its historic context(s). Historic contexts are those patterns or trends in history by which a specific property is understood. The contexts, themes, and sub-themes discussed below were drawn from the *Los Angeles Citywide Historic Context Statement* (LACHCS) and are relevant in judging the significance of the property and the existing buildings.

The most applicable themes and sub-themes for evaluating the building at 1666 N. Vermont Avenue within the Commercial Development context are the Car Wash sub-theme and the Commercial Merchants, Leaders, and Buildings theme. The most applicable themes and sub-themes for evaluating the building at 1670 N. Vermont Avenue within the Commercial Development context are the Restaurants sub-theme and Commercial Merchants, Leaders, and Buildings theme. The most applicable theme for evaluating the rooftop sign and three pole signs within the Commercial Development context is the Commercial Signs theme. The most applicable theme for evaluating the two buildings, rooftop sign, and three pole signs within the Architecture and Engineering context is the Googie theme.

## 4.1 Car Washes, 1950-1970[43]

The most applicable sub-theme within the Commercial Development context for evaluating 1666 N. Vermont Avenue under Criterion A/1/1 is the Car Wash sub-theme (see Table 1).

Early car washes, or auto laundries as they were then called, were typically part of service stations or parking garages. The vehicle remained stationary in a service bay and was laundered by hand. There were, however, by the late 1920s a few experiments in stand-alone facilities with a process involving movement. The best known was El Patio Auto Laundry on Vermont. Here the cars were apparently pulled by hand through a linear structure where they were washed, dried, and polished by hand at different locations along a continuous line.

There appears to have been some development of the linear form during the 1930s. The photograph above, from around 1939, shows a Streamline Moderne structure that is, in essence, the postwar car wash in a more restrained dress. The location of this facility is unknown–the curator's description that accompanies the historic photo places it somewhere in Los Angeles–and the degree to which it was mechanized is not apparent. The Streamline Moderne architecture links it to the service stations of the day. There are pumps located on an unroofed island between the car wash and the street. There also appears, barely visible to the upper left of the dark car emerging from under the canopy, the parapet of a service station office structure that may be attached to the front of the wash. One suspects that the linear pavilion in the 1939 photo was a prefabricated structure. No car washes dating from the 1920s to the 1940s appear to remain in Los Angeles.

By the mid-1950s the linear concept had emerged fully mechanized. The auto was pulled or pushed mechanically in an assembly-line manner, with mammoth mechanical washers and dryers stationed at key points along the line. Attendants were present intermittently to smooth the process. The structure housing the postwar car wash follows from the pre-war form in consisting –

[43] Excerpted from Daniel Prosser, "Commercial Development, Commercial Development and the Automobile, Car Washes," *Los Angeles Citywide Historic Context Statement* (City of Los Angeles Office of Historic Resources, August 2016), 53-58.

in essence – of no more than a linear open pavilion, with the ballet of machinery, workers and moving cars as its content. This limited program lent itself well to the use of Googie-based structural expressionism as a means of announcing its presence. Architectural critic Reyner Banham pronounced the car wash a direct descendent of 1920s Russian Constructivism. Another historian has called the car wash "the essence of the modern building; expressing both structure and advertising functions of the roadside," and has compared it to Bernini's fountains in Rome as a symbolic representation of the practical use of water in a semi-desert environment.

The origins of postwar car wash design are unclear and deserve further research. In some cases, architects well known for their work on Googie coffee shops – and other creations of the period – designed car washes. The now demolished Laurel Canyon Car Wash, originally at the corner of Laurel Canyon and Ventura Boulevard, was by Armét and Davis. It is also probable that, given the amount of steel used and the common ensemble of a hovering horizontal roof and slender projecting pylons, certain fabricators offered manufactured packages of structural elements, much like the prefabricators of metal service stations in the 1920s.

By the 1960s car washes were located throughout Los Angeles. The 1964 telephone book for the Central Los Angeles area lists more than 120 "Automobile Washing and Polishing" facilities at that time. The most common postwar car wash form was that using a single rank of pylons. A prime example is the Premier Car Wash at 17438 Ventura Boulevard in Encino, completed in 1966. It has intact all the classic features, with its flat roof parallel to the street supported by a row of eight pylons. Each pylon is a straight vertical line on the back – and is ever-so-slightly curved out – and then returns in on the front as it descends toward the roof. At the top of each pylon is a small triangle supporting a three-dimensional starburst. The sign is a series of separated squares that contain the individual letters of "car wash" attached to the edge of the roof in rhythm with the pylons.

There were a number of variations on this form. Many were simplified versions of the Premier, with unadorned pylons. Some included extensions to the top of the pylons that gave them the appearance of a bird's head. Still others added shallow arches to the spaces between the pylons at the level of the separated sign squares. A few went so far as to take the basic pylon and turn it into a shallow boomerang with the points directed toward the street.

A second form, less common, actually appeared earlier. It consists of pairs of pylons extending back like matched spears to create a corridor. A good example of this form is the car wash at 8220 West Foothill Boulevard in Tujunga. Built in 1954, the ruffled surfaces of the paired pylons give it a rustic, even primitive look. The corridor created by the receding pairs of pylons works well for a facility like this sitting perpendicular to the street.

A third basic form can be seen in the Woodman Car Wash, at 8720 North Woodman Avenue in Arleta and dating from 1959. In place of spire-like pylons it features five inverted Vs that support the roof and give the appearance of a series of A-frames under which cars pass as they are washed. As with the pylon form, the roof is a simple thin horizontal plane and the sides are open view. As with the paired pylons, his form was particularly well suited to sites on which the structure was placed perpendicular to the primary street. The image is uncannily like that of a modernist church of the era.

A fourth and particularly interesting form is to be found at the Canoga Park Hand Wash at 21008 West Sherman Way in Canoga Park. Dating from 1960, it comes closest to the playful ideal of

Googie modernism. The Canoga Park Hand Wash replaces the A's of the Woodman Car wash with six inverted U's. It fulfills the Googie preference for asymmetry by sloping the tops of the U's to one side, like a shed roof, and splaying the legs at different angles. The suspended roof is sloped to match the tops of the U's and extends down a portion of the longer leg. The result is a fun-house feeling of things being askew in place of church-like solemnity.

By the mid-1960s even the car wash succumbed to conservatism and good taste. The linear layout remained but the pylons disappeared. In their place appeared stubby columns clothed in brick, stone or stucco and topped by carriage lamps or other historically derived ornament. A preview of this growing conservatism is the Silverlake Car Wash at 210 North Virgil Avenue in the Wilshire District. Dating from 1962 it retains the open linear form but its roof profile is heavier. More significant, the slender pylons have been replaced with broad stubby piers that penetrate only slightly above the roofline like so many chimneys. Significant, too, is the use of a stone facing on the piers, predictive of the later preference for so-called natural materials.

In later years the growing conservatism went beyond reining in Googie structural expressionism. The linear car wash often retreated into a factory-like enclosed building similar to that which it had inhabited during its experimental years in the late 1920s. An even more dramatic reversal was the reemergence of the stationary car laundry as part of the gas station, now in a box of its own and totally automated. Only in the occasional do-it-yourself car wash, consisting of a row of open bays each containing a hose and wand, and constructed in a Mid-Century Modernist form of hovering roof and slender supports, did a hint of the innovative structures of the early 1960s survive.

| Table 1: Car Wash, 1950-1970 |
|---|
| Context: Commercial Development, 1850-1980 |
| Theme: Commercial Development and the Automobile, 1910-1970 |
| Sub-Theme: Car Washes, 1950-1970 |
| Eligibility Standards |
| • Was designed and historically used to provide washing services for automobiles |
| • Demonstrates convenient automobile access from the street |
| • Is an excellent example of the property type |
| • Contains design and site layout features that reflect the influence of, and accommodation to, the automobile |
| • Was constructed during the period of significance |
| Character-Defining/Associative Features |
| • Retains most of the essential character defining features of the type |
| • Significant within the Googie theme of the Architecture and Engineering context |
| • Of the layouts typical of adapting to the needs of the automobile, specifically the linear layout that allowed movement through different stages of the washing process |
| • May be associated with particular companies and/or architects/designers |
| Integrity Considerations: Individual Resources |
| • Should retain integrity of Design, Location, Feeling, and Materials, and Association |
| • Should retain as much design integrity as possible, including overall massing, significant features, and identifying details such as trim and signage |
| • Some original materials may have been altered, removed, or replaced |
| • Should retain as much of original relationship to the street and to adjacent buildings as possible, so as to establish importance of accommodating the structure to the spatial needs of the automobile |
| • Should retain original use, or, if not, adaptation to new use should allow for maintenance of as much of the original architecture and site layout as possible |

## 4.2 Restaurants, 1880-1980[44]

The most applicable sub-theme within the Commercial Development context for evaluating 1670 N. Vermont Avenue under Criterion A/1/1 is the Restaurants sub-theme (see Table 2).

After the Second World War, the storefront-based neighborhood café was replaced by the auto-oriented coffee shop. These were free-standing structures, with their own parking lots, which reflected the shift toward neighborhood commerce based on widespread ownership of the automobile. Like the café, the coffee shop combined counter service with table and booth service, and like the café, generally did not serve alcohol. Some identified themselves as family restaurants, with less space for the counter and with the table and booth service in a separate space.

The post-war coffee shop in Los Angeles was often in Googie style. The name of the style stems from its first use in a coffee shop of that name designed in the late 1940s. (This relationship is explored fully in the Googie sub-theme under the theme of Postwar Modernism.) Many of the coffee shops were parts of chains. As such, certain features, in particular the signs, were standardized Googie forms.

Examples include Johnnie's Coffee Shop (HCM No. 1045) and Norm's Coffee Shop (HCM No. 1090), both in the Wilshire District. Norm's, located at 470 North La Cienega Boulevard, dates from 1956.217 La Cienega in the decade after the Second World War was an auto-oriented neighborhood strip that served the then single-family home neighborhoods in the surrounding blocks, including what was still unincorporated West Hollywood. Norm's is typical in both its use of Googie architecture and in its provision for parking. Its sign was a standard design feature found at other Norm's branches.

Many of the Norm's outlets were designed by the architectural firm of Louis Armét and Eldon Davis. Armét and Davis opened their office in 1947 and soon became a premier source of Google commercial architecture. Their work included many of the Bob's Big Boy restaurants, as well as numerous supermarkets, bowling alleys, and other commercial forms. Perhaps their best-known creation after Norm's was their work for Denney's. This chain used Googie as a means of giving identity to their family restaurants, particularly through the use of a dominant and dramatic roof form.

A final type of neighborhood restaurant is the food stand. These are small structures based on walk-up window service. Some provide outdoor seating, while others include a drive-up window. A few were individually owned. Surviving examples are rare and include the Munch Box (HCM No. 750) at 21532 Devonshire Street in Chatsworth. It dates from 1958, when this part of the San Fernando Valley was still generally undeveloped. Other examples include the early 1946 Marty's (originally Red's) Hamburger Stand at 10558 W. Pico Blvd., and the 1965 Tip Top Hamburgers at 8634 N. Woodman Ave.

Others were parts of chains. An example is the original walk up/drive-thru Der Wienerschnitzel in Wilmington (HCM No. 1046). Fast food pioneer John Galardi opened this first Der Wienerschnitzel restaurant in 1961 at 1362 Gulf Avenue. The restaurant has been in continuous operation since it

[44] Excerpted from Daniel Prosser, "Commercial Development, Neighborhood Commercial Development, Restaurants," *Los Angeles Citywide Historic Context Statement* (City of Los Angeles Office of Historic Resources, August 2017), 100-112.

opened and is substantially intact. Since 1961, the Wienerschnitzel chain has grown to include 351 locations nationwide. This company went on to evolve from a walk-up into a drive-thru chain with a distinct A-frame design (starting in 1962) for its branches.

A smaller local chain that maintained its walk-character is Cupid's Hot Dogs. Established in the San Fernando Valley in 1946 by Richard and Bernice Walsh, it historically had three branches – in North Hollywood, Van Nuys, and Canoga Park. Cupid's Hot Dogs is still owned by the same family that created it, now in its third generation. One of the original outlets, from 1961, it is located at 20030 Van Owen Street in Canoga Park. Its modest architecture resembles a hip-roofed stucco ranch bungalow. But its diagonal placement on the corner site is significant, as is its free-standing heart-shaped sign.

The Foster's Freeze chain was founded in 1946 in Inglewood, California by George Foster. The chain was originally known for its soft serve ice cream, but expanded to include hamburgers and other fast food items. Only three examples have been identified in Los Angeles. The two most intact identified for SurveyLA include the 1949 stand at 2870 N. Fletcher Drive. and the 1962 stand at 4967 N. Eagle Rock Blvd., both in northeast Los Angeles.

The Orange Julius chain was established by Julius Freed and Bill Hamlin in 1926. Known more recently for their shopping mall locations, the first Orange Julius was a walk-up stand on South Broadway in Downtown Los Angeles. By 1929, there were over 100 Orange Julius locations and, by 1967, over 700 locations existed in outdoor stands and shopping malls in the United States and internationally. An extant example of a walk-up stand dates to 1964 and is located at 6001 W. Pico Blvd (now demolished). It was designed in a simplified Googie style by the architecture firm Armét and Davis. Although simple in design, it's most prominent Googie feature is the folded plate roof. Today there are no Orange Julius locations operating in the city of Los Angeles. This example is a rare remaining example of the company's walk up stands.

| Table 2: Restaurants |
|---|
| Context: Commercial Development, 1850-1980 |
| Theme: Neighborhood Commercial Development, 1880-1980 |
| Sub-Theme: Restaurants, 1880-1980 |
| Eligibility Standards |
| • Was constructed during the period of significance |
| • Was historically designed and used as a restaurant |
| • Of a scale and architectural character typical of neighborhood eating establishments |
| • Contains architectural features that reflect trends in neighborhood commercial design |
| Character-Defining/Associative Features |
| • Retains most of the essential character defining features from the period of significance |
| • May also be significant under themes within the Architecture and Engineering context |
| • Features architectural and site-planning elements typical of neighborhood restaurants in both a pedestrian-oriented storefront form and an auto-oriented freestanding form |
| • May reflect prototype/corporate designs associated with particular restaurant chains |
| • May be associated with noted architect/designers |
| • May have prominent signage |
| • Associated with activities typical of neighborhood economic and social life |
| Integrity Considerations: Individual Resources |
| • Should retain integrity of Design, Materials, Location, Association, and Feeling |
| • • Should maintain if possible original relationship to the street and to neighboring structures |
| • Architectural integrity should be intact, retaining original massing, significant features, and identifying details |

| Table 2: Restaurants |
|---|
| o Some original materials may have been altered, removed, or replaced, particularly in early examples |
| • Use may have changed |
| • Setting may have changed (surrounding buildings and land uses) |

## 4.3 Commercial Merchants, Leaders, and Builders, 1850-1980

The most applicable theme within the Commercial Development context for persons associated with the properties is the Commercial Merchants, Leaders, and Buildings theme (see Table 3). There is no narrative historic context developed for this theme as part of SurveyLA or the LACHCS as of the date of this report.

| Table 3: Commercial Merchants, Leaders, and Builders |
|---|
| Context: Commercial Development, 1850-1980 |
| Theme: Commercial Merchants, Leaders, and Builders, 1850-1980 |
| Eligibility Standards |
| • Is associated with a person who made important individual contributions to commercial growth and development<br>o Individual must be proven to have made an important contribution to commercial development |
| Character-Defining/Associative Features |
| • Retains most of the essential physical features from the period of significance |
| • Directly associated with the productive life of the individual in the area of commercial development |
| • May be associated with individuals important in ethnic, cultural, LGBT, and/or women's' history |
| • For residential property types, the individual must have resided in the property during the period in which he/she achieved significance |
| • For the National Register, properties associated with individuals whose significant accomplishment date from the last 50 years must possess exceptional significance |
| Integrity Considerations |
| • Should retain integrity of Feeling, Association, Location, and Design from its period of significance |
| • Some original materials may be altered or removed, particularly in cases where a property is not also evaluated for significance under Criterion C/3/3. |
| • Setting may have changed (surrounding buildings and land uses) |

## 4.4 Commercial Signs, 1906-1980[45]

The most applicable theme within the Commercial Development context for evaluating the three pole signs and rooftop sign on the property at 1666 N. Vermont Avenue under Criterion A/1/1 would be the Commercial Signs theme (see Table 4 and Table 5).

Acrylic Plastic, Fluorescent Lighting, and Pylons, 1940s-1980s

By the late 1940s, new translucent, colored plastics, Plexiglas acrylic, fluorescent tubing, and backlighting began to dominate signs and signage and to displace neon as a singular material. By the 1950s and 1960s (the design era dubbed "Populuxe" by Thomas Hine), signs using these new materials (or newly advanced materials, in the case of fluorescent, which had been around)

[45] Excerpted from Catherine Gudis, "Commercial Development, 1850-1980: Commercial Signs, 1906-1980," *Los Angeles Citywide Historic Context Statement* (City of Los Angeles Office of Historic Resources, December 2015), 18-22.

began to grow exponentially in size, scale, symbolism, and exuberance. They employed a broader range of colors, with shapes bursting outside of the frame of the marquee, blade, or rooftop structure—the better to read from faster moving cars and arterial highways or bustling boulevards. Businesses that had begun to dot the commercial landscape in the 1920s and 1930s with aerodynamic shapes and extruding signage—roadside restaurants, drive-ins, gas stations, hotels and motels, franchises, supermarkets—now grew in number and the amount of real estate they occupied, with both integrated and freestanding pylon and pedestal signs and a rainbow of color and imagery serving as architectural accouterments to what in some cases were otherwise indistinct single-story stucco or traditional buildings.

Modernist commercial architecture that was stylistically exaggerated enough that the buildings themselves seemed to take flight, as was the case with what has now become known as "Googie" architecture— inspired by late 1950s coffee shop architecture of Googie's downtown (demolished), Ship's in Westwood (demolished; see image on previous page), and Wich Stand on Slauson (altered), among others—fed a fascination for the technologies of the atomic age, the speed of space travel, and a lust for Cold War culture's conspicuous consumption. Boomerangs, diagonals, cantilevers, biomorphic abstractions, zig-zags, parabolas, industrial "Swiss cheese" I-beams, and tapering pylons are among the glossary of "Googie" architectural style44 that can still be seen (in varying condition) in extant signs and signage across Los Angeles, from the gloriously tilted typography of Pann's Coffee Shop on La Tijera Boulevard to Johnie's (formerly Romeo's) scripted illumination (with electric bulbs and neon) on Wilshire Boulevard to Norm's trademark diamond-shaped pennants in orange and white neon and Plexi stacked atop an I-beam on La Cienega, Sherman Way, and Pico Boulevards. "Googie gurus" Armét and Davis designed all three of these coffee shops, integrating pylons and signage into the architecture for visual, structural, and promotional purposes.

The excesses of architectural and consumerist expressions were articulated through signs soaring, often with constellations of starbursts or atomic particles in multi-colored hues spun from or wrapped round poles or posts to shout out or literally—through repeated diagonals and arrows—point the way to the businesses just beyond street's edge (see, for instance, the Liquor Deli sign for Beverly Mart Liquors on Beverly Boulevard, Hollywood Downtowner Motel, Corbin Bowl, image at left, on Ventura Boulevard). As automobility increased decentralization patterns—and cars moved faster than ever before—larger expanses of land were devoted to roadside shops and restaurants, and parking areas were connected visually by monumental ground signs or freestanding pole signs with easy-to-erect modular components and metal alloy that allowed scaling greater heights at low cost. While through the 1940s, many roadside signs adhered to tradition: thin vertical signs attached to the façade or an armature at the roof, by the late 1940s and 1950s they were divorced from the buildings, set off on their own, often with horizontally oriented signs favored over the vertical,46 or with some combination thereof, as can be seen in the neon topped pole signs in front of the Apple Pan (see image below) in Westwood and the motel and coffee shop signs on the stretch of Route 66 along Colorado Boulevard in Eagle Rock.

The late 1940s and 1950s roadside sign was also more expressionistic, both in their forms and other graphic typographic elements. Angles, curves, slanted or handwritten script typography, unusual novelty, and asymmetry were among the graphic elements employed to suggest energetic composition, and incandescent gained favor again as a way to create animated displays of chasing lights to accentuate feelings of speed and dynamism.47 In some cases, thematic tableaux were created through this combination of moving lights, shapes, and other imagery, as

in the House of Spirits postwar update to a 1924 building. It is a folksy scene in which a picket-fence-enclosed cottage puffs smoke from its chimney in a Technicolor blaze and a blue neon cocktail stands as tall as a tree. While not necessarily the hand of a master designer, this is a work of art that has found a place in the hearts of many Angelenos, certainly those who frequent this neighborhood. Its values are tangible insofar as the sign is architecturally innovative. However, its significance also rests on the larger associative values of commercial culture expressed in populist terms.

Corporate Signs and Signage, 1950s-1980s

More questions arise regarding significance when the signs fall within the period under consideration but have been mass-produced by corporate chains. For instance, in 1952 Holiday Inn laid the corporate groundwork for sign-bearing stantions as primary architectural elements unto themselves with their "Great Sign" of green and yellow electric lights and neon pulsating across broad curvilinear planes with a pole stuck through, topped with a golden star. Now extinct (produced from roughly 1952-82), the "Great Sign" was mimicked by other roadside establishments that sought distinction through homogeneity: one glance at the sign was all that was needed to let motorists know that a standardized product was available on the grounds. Though once seemingly ubiquitous, the Great Sign has been sorely missed by those who wax nostalgic for the heyday of commercial roadside culture, its references to standardization and its dismissal of the original or the unique notwithstanding. The Great Sign serves as an object lesson, as we see other corporate signs fade (or nearly fade) from view if not for public outcry by those for whom the image of the city relies upon corporate as well as vernacular commercial expression.

The dominance of national and international corporations and corporate chains by the 1960s and 1970s dramatically altered the scale and appearance of Los Angeles' built environment. Street scenes of Wilshire Boulevard from 1970, for instance, are dotted with corporate signs atop the high-rise office towers, the backlit Plexiglas letters sharply punctuating the boulevard with their block forms spelling "Tishman," "IBM," "Texaco." In the case of roadside establishments, the molded letters and shapes perch high atop poles, with those no longer in production, such as the orange ball with "76" written in blue (which once rotated) or KFC's Plexiglas bucket with the Colonel smiling down upon passersby, winning a place in the hearts of consumers. Indeed, when the orange balls, designed in 1962, were replaced by red and blue monument signs in 2005, Conoco Phillips heard about it. The outcry was international, and the company ultimately responded by installing red and blue balls instead, some of which can be seen in Los Angeles instead of their original forebears. National chains like Arby's, with its big cowboy hat and flashing electric bulbs, references a commercial frontier long gone—as are most of these ca. 1960s "Great Hat" signs, replaced over the last few years by more lightweight plastic and fluorescent signs and a revised logo that is more oven mitt than hat. Prototypes of signs for these and regional chains—such as Pioneer Chicken's cartoonish wagon pictured on backlit plastic box—have a place on the commercial strip and not just in a museum. More research needs to be done to date originals and to preserve a selection of these and the spate of multi-lingual plastic and hand-painted signs (such as the backlit plastic façade sign for GW Market in Chinatown), which also narrate the commercial, urban, and social developments of the city.

| Table 4: Pylons, Poles, Stantions, and Billboards, 1920-1980 |
|---|
| Context: Commercial Development, 1859-1980 |
| Theme: Commercial Signs, 1906-1980 |
| Sub-Theme: Pylons, Poles, Stantions, and Billboards, 1920-1980 |
| Associated Property Type: Freestanding Pylons, Poles, Towers, and Stantions, 1920s-1980 |
| Eligibility Standards |
| • Originally constructed as freestanding support for advertisements to be read from a distance by moving audiences |
| • May serve as a prototype for mass-produced corporate or chain-store logos |
| • Evokes iconic cultural associations with period- or regionally specific commercial establishments, personae, or multiple-family residential properties, and/or is an excellent example of an architectural style or promotional technique from its period |
| Character-Defining/Associative Features |
| • Retains most of the essential character-defining features of its type |
| • Usually freestanding steel poles, rectilinear stucco-faced pylons, towers, or stantions that extend vertically, separate from and usually (especially in post-World War II years) rising to a height above that of the building it advertises |
| • Often serves to advertise and visually link the building and parking lot to street frontage |
| • Pylons, poles, stantions, or towers support metal or plastic boxes (in varying dimensions and shapes), cutouts, spheres, statuary, or other three-dimensional forms |
| • May support a combination of backlit plastic, incandescent bulbs, neon tubing, and/or fluorescent tubing |
| • Often bear signs on both sides and may include other intersecting shapes and forms that jut from the primary structure at different angles |
| • May exemplify design features of Art Deco, Streamline Moderne, or exaggeratedly modernist or "Googie" architectural styles |
| • May exemplify design features of sans-serif modernism; scripted and slanted typefaces of post-World War II period; askew, exaggeratedly modernist or "Googie" styled forms and features; thematic or exotic imagery; or bubble-type, psychedelic, or hand-designed computer-esque forms, typefaces, and colors of 1960s and 1970s stylization |
| • Evokes commercial ethos of its period through forms, typography, material, and/or imagery |
| Integrity Considerations |
| • Tubing and bulbs may be broken or missing, with only electrical sockets for electrodes remaining |
| • Painted letters or images may be faded; plastic elements might be faded and/or segments missing |
| • Sheet metal box or other cutout or three-dimensional shapes may be rusted, nicked, or repainted, or porcelain coatings damaged if some elements of original remain |
| • Sign may have been moved within the property lines of the building; for local preservation, sign may have been moved off site to avoid demolition, for parallel (i.e., consistent) use elsewhere, or for artistic display |
| • Some letters or other elements of the sign may have been removed or illegible, if the general meaning or associations remain |
| • Bulbs may have been replaced by neon if such alteration was within the period of significance |
| • The lifespan of electrical bulbs and neon is not everlasting, so replacements are acceptable if they follow the contours and basic materials of the sign (evident by sockets, wiring, remnants of tubing or gases, or painted images) and remain within the period of significance |
| • Replacement of transformers, switches, timers or other mechanisms for the control of voltage, dimmers, and flashing mechanisms is acceptable to meet contemporary safety and maintenance standards |
| • Retains the relationship between the building and the street, even if surroundings have altered the visibility of the sign |

| Table 5: Rooftop Signs, 1906-1980 |
|---|
| Context: Commercial Development, 1859-1980 |
| Theme: Commercial Signs, 1906-1980 |
| Sub-Theme: Rooftop Signs, 1906-1980 |
| Eligibility Standards |
| • Originally constructed to advertise the name of the establishment or on- or off-premise goods, services, or other promotional, directional, or didactic messages |
| • Erected upon, against, or directly above a roof or on top of or above the parapet of a building |
| • Evokes iconic cultural associations with period- or regionally specific commercial establishments, personae, or multiple-family residential properties, and/or is an excellent example of an architectural style or promotional technique from its period |
| Character-Defining/Associative Features |
| • Retains most of the essential character-defining features of its type |
| • May serve as a prototype for mass-produced corporate or chain-store logos |
| • Signs erected upon, against, or directly above a roof or on top of or above the parapet of a building |
| • Metal scaffolding, towers, pole/s attached to the rooftop to support freestanding letters, billboards, sheet metal or metal and plastic boxes (in varying shapes), or sculptural objects (such as statuary) |
| • Letters and images or other symbolic forms mounted to rooftop scaffolding or pole/s may be comprised of: incandescent bulbs, neon tubing, and/or fluorescent tubing outlining or accenting painted letters or images on metal and/or plastic sheet or box; channel letters containing one or more rows of tubing and/or bulbs; metal or plastic cutout, recessed, back-lit, or overlaid letters, images, or other shapes |
| • Neon and fluorescent tubing may be overlaid (one raised above another) or used freeform and set on timers to create moving images |
| • Incandescent bulbs may be set on timers to create moving images |
| • Metal, glass, or wood letters or channel letters containing or outlined by neon, fluorescent, or bulbs and supported against or above the parapet by metal rods, screws, pins, braces, and/or guy wires |
| • Illumination may be internal: a glass or plastic panel set in front of a series of parallel light sources (fluorescent, incandescent, or neon) |
| • Illumination may be external: metal signs with exposed bulbs, tubing, and electrical sockets; reflective metal surfaces illuminated by lighting either attached to the structure or aimed towards it from afar |
| • Oriented towards major thoroughfares, often at an angle, sometimes not corresponding to the current formal street address or main entrance |
| • Signs may be two-, three-, or four-faced, attached to one another but oriented to different directions of street traffic |
| • Evokes commercial ethos of its period through typography, materials, and/or imagery |
| Integrity Considerations |
| • Should retain integrity of Location, Design, Setting, Materials and Association |
| • Tubing and bulbs may be broken or missing, with only electrical sockets for electrodes remaining |
| • Painted letters or images may be faded |
| • Sheet metal box may be rusted or nicked or porcelain coatings damaged if some elements of original remain |
| • Sign may have been moved within the property lines of the building |
| • For local preservation, sign may have been moved off site to avoid demolition, for parallel use elsewhere, or for artistic display |
| • Billboard originally used to advertise off-premise goods and services may now serve as on-premise advertisement |
| • Some letters or other elements of the sign may have been removed or illegible, if the general meaning or associations remain |
| • Bulbs may have been replaced by neon if such alteration was within the period of significance |

| Table 5: Rooftop Signs, 1906-1980 |
|---|
| • Replacement of electrical bulbs and neon are acceptable if they follow the contours and basic materials of the sign (evident by sockets, wiring, remnants of tubing or gases, or painted images) and remain within the period of significance |
| • Replacement of transformers, switches, timers or other mechanisms for the control of voltage, dimmers, and flashing mechanisms is acceptable to meet contemporary safety and maintenance standards |
| • Retains the relationship between the building and the street, even if surroundings have altered the visibility of the sign |

## 4.5 Googie, 1935-1969[46]

The most applicable theme within the Architecture and Engineering context for evaluating the buildings at 1666 and 1670 N. Vermont Avenue under Criterion C/3/3 would be the Googie sub-theme (see Table 6).

All private commercial construction ceased during the Second World War from 1941 to 1945. In the immediate postwar period, the Streamline Moderne style of the 1930s continued to be used for roadside architecture. But by the late 1940s a freer, more extravagant style took hold. It was characterized by structural exhibitionism, dominant signage, and vast amounts of glass which made the buildings seem transparent at night. This was auto-oriented architecture at its most raffish. As historian Thomas Hines noted in Populux, "The strip was conceived just at the edge of respectability. Only very rarely did it offer beauty. Far more often there was humor. But always there was vitality."

This style has been called Googie, based on its use with the coffee shops of that name. It draws primarily from the late work of Frank Lloyd Wright and his son Lloyd Wright. It shows as well the influence of 1950s-era structures ranging from Eero Saarinen's TWA Terminal at New York's Kennedy Airport to the Miami Beach hotels of Morris Lapidus. Auto-oriented Googie architecture took characteristics from all these sources.

Most obvious was dramatic expression of structural elements. This included elongation and distortion of roofs, extension of beams and columns as protruding spear-like objects, and meandering of walls beyond the boundaries of the building. It also included the mixing of materials and colors. Wood, stone, brick, metal, and stucco were all placed adjacent to each other; interiors featured the newly evolved plastics, laminates, and vinyls in the brightest of hues. All this was composed in rigorously asymmetric fashion.

Particularly notable was the expansive use of glass. The concept of transparency was important in appealing to the passing motorist. One historian has called this the "visual front." The use of glass had long been a staple of auto-oriented architecture, dating back to the early showrooms and pre-fabricated service stations. But through the achievement of wide spans available with new construction techniques and devices such as cantilevering, architects were able to create an apparently unbroken expanse of window that extended the width of the building. The passerby was presented with a low wall of stone or brick, a continuous sheet of glass above it, and an

[46] The narrative for the Googie sub-theme for the LACHCS has not yet been completed as of the date of this report; excerpted from Daniel Prosser, "Commercial Development, Commercial Development and the Automobile," *Los Angeles Citywide Historic Context Statement* (City of Los Angeles Office of Historic Resources, August 2016), 20-22.

apparently weightless roof of fanciful form hovering on top. This ensemble was most effective when lit at night.

Finally, there was fantasy applied to signage. Generally, the sign was an integral part of the building. Asymmetric composition allowed for a wall or a set of columns to be extended upward to form the face of the sign. As with glass, this integration of the sign into the building mass was used earlier, particularly with the drive-in restaurants and supermarkets of the 1930s. But the freedom permissible with Googie architecture allowed for a much greater variety in shape and material. Added to this were playful lettering and the occasional use of space-age related images such as rockets and satellites, spread on angular and amoeboid-shaped backgrounds. Many of these forms can be first found in the work of the Russian Constructivists of the 1920s, particularly in their use of dramatic structural elements and mammoth signs. Closer to home, Lloyd Wright's 1928 Yucca-Vine Market in Hollywood featured plate-glass walls, a prominent roof, and a pylon-like sign. But the first postwar structures to feature the style are generally considered to be the coffee shops of Douglas Honnold and John Lautner. Their Googie's Restaurant of 1949, on Sunset Boulevard at Crescent Heights, was the pioneer. Also influential, particularly for drive-ins, was the work of architects Louis Armét and Eldon Davis. Armét and Davis established their firm in 1947 and were responsible for Denny's, Norm's, and later Bob's Big Boy outlets.

The drive-in restaurant, in fact, was one of the auto-oriented building types that made the best use of the Googie style. As with the Streamline Moderne drive-ins of the 1930s, Googie drive-ins of the postwar period created an environment of fantasy and excitement. The postwar drive-ins were also, as with their pre-war antecedents, most creative in tying the car to the building. Extended free-form canopies sheltering the cars were the dominant architectural element, to the point that without cars parked in front the buildings looked incomplete.

But there was a second building type that perhaps surpassed the drive-in in its use of Googie. This was the car wash. By the mid-1950s there emerged the standard form of a linear open pavilion topped by a flat plane of a roof. Protruding from this roof was a structural fantasy that could take many forms. It might be a series of spear-like pylons like so many lined-up tail fins. It might be a series of A-frames that gave the car wash a resemblance to a modernist church of the era. Or it might be a series of lopsided inverted U's that provided an asymmetric image typical of Googie design.

The other auto-oriented building types – the gas station, the showroom, the auto-parts outlet, and the motel – were more limited in their use of Googie. In most cases, it was a matter of grafting Googie forms onto an existing structural type that had proven economically successful. For the service station, this meant an extravagant canopy added to the standard 1930s-era box. For the motel this required the use of Googie detailing added to the façade of a functional if undecorated structure that extended toward the rear. For the showroom and the auto-parts outlet, Googie consisted primarily of the use of large expanses of glass and the construction of a mammoth, often detached, sign. But regardless of the extent of its use, Googie became the characteristic architecture of the postwar auto strip. But by its very openness to originally and its relatively large scale, it brought to the strip the variety – some would say the anarchy – of the roadside architecture of the 1920s. The result was an inevitable reaction.

| Table 6: Google, 1935-1969 |
|---|
| Context: Architecture and Engineering, 19850-1980 |
| Sub-Context: LA Modernism, 1919-1980 |
| Theme: Postwar Modernism, 1946-1976 |
| Sub-theme: Google, 1935-1969 |
| Property Type: Commercial |
| Eligibility Standards |
| • Exhibits quality of design through distinctive features |
| • Is a good example of the Google architecture style |
| • Was constructed during the period of significance |
| Character-Defining/Associative Features |
| • Building forms may display sharp angles and sweeping curves |
| • Common building types include coffee shops, car washes, service stations, motels, drive-ins, and bowling alleys |
| • Dramatic rooflines, including butterfly, folded plate (zig-zag), dome and cantilever |
| • Extensive use of glass, such as floor-to-ceiling plate glass windows |
| • May include natural features such as rocks, palm trees and other plantings |
| • Often incorporates applied details, including neon signage and geometric ornamentation |
| • Retains most of the essential character-defining features from the period of significance |
| • Variety of materials, including stucco, brick, stone, woodplate or barrel vault |
| Integrity Considerations |
| • Extant examples of Google are relatively rare, therefore a greater degree of alterations or fewer character-defining features may be acceptable |
| • Original landscaping may have been altered or removed |
| • Should retain integrity of Location, Design, Materials, Workmanship, and Feeling |
| • Signage may have been altered |

# 5. PROPERTIES IDENTIFIED AND EVALUATED AS POTENTIAL HISTORICAL RESOURCES

The buildings at 1666 N. Vermont Avenue and 1670 N. Vermont Avenue as well as the rooftop sign and three pole signs on the property were evaluated for individual listing in the National and California Registers, as well as for designation as an HCM, using established criteria and aspects of integrity.

## 5.1 Evaluation of 1666 N. Vermont Avenue

National Register of Historic Places

*Criterion A*

To be eligible for listing in the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history. The context considered in this evaluation was the Car Wash property type within the Car and Car Services sub-theme of the LACHCS.

1666 N. Vermont Avenue was constructed during the period of significance for the Car and Car Services sub-theme. It was also designed and historically used to provide washing services for automobiles. Early car washes were typically part of service stations or parking garages, but by the late 1920s, a few experiments in stand-alone facilities were constructed. Some development of the modern linear form of the car wash appear to have been constructed during the 1930s simultaneous with the growth of car ownership in the Los Angeles area. By the 1950s, the linear

form of the car wash had emerged fully mechanized just as a celebratory automobile culture gained prominence and there was a rapid increase in auto-oriented sprawl as a result. It was during this period that Googie became the favored style for car washes as the simplicity of its design and limited program lent itself well to the use of Googie-based structural expressionism. Car washes continued to be constructed throughout Los Angeles in the 1960s. The LACHCS notes that "the 1964 telephone book for Central Los Angeles area lists more than 120 'Automobile Washing and Polishing' facilities."[47] By the late 1960s, a conservative reaction to the extravagant Googie-style architecture of the earlier period took hold as well as a growing environmentalist movement that was increasingly opposed to roadside and auto-oriented buildings. As a result, the celebration of the car through its incorporation into the building's design was quickly supplanted by more conservative architecture.

The car wash at 1666 N. Vermont Avenue is therefore associated with the overall trend in the development of car washes and Los Angeles' flourishing car culture during the 1960s; however, *National Register Bulletin #15* states that a "mere association with historic events or trends is not enough [...] to qualify under Criterion A: a property's specific association must be considered important as well."[48] 1666 N. Vermont Avenue is not an early example of a car wash in Los Angeles. The earliest remaining example identified by SurveyLA is 8820 W. Foothill Boulevard, which was constructed in 1954. Fifteen of the approximately 22 car washes identified by SurveyLA were built before the car wash at 1666 N. Vermont Avenue, which was constructed in 1964-1965.

Additionally, research did not reveal that 1666 N. Vermont Avenue has any significant historic associations, such as an association with the advancement of new technology or the evolution of the car wash as a property type related to the automobile. The car wash at 1666 N. Vermont Avenue does not appear to meet the eligibility standards for the Car Wash property type (see Table 1); therefore, 1666 N. Vermont Avenue does not appear to be eligible under Criterion A.

*Criterion B*

To be eligible for listing in the National Register under Criterion B, a property must be associated with lives of persons significant in our past. 1666 N. Vermont Avenue was constructed for owner Bert Myerson. He is also noted as the owner of the Sunset Car Wash (1972) located at 7955 Sunset Boulevard, which is notable for its Late Modern architecture.[49] No further information was found regarding Myerson or whether he owned other car washes or commercial businesses in the Los Angeles area. Research did not reveal that Myerson had made an important contribution to commercial development in Los Angeles; therefore, he does not appear to meet the eligibility standards for the Commercial, Merchants, Leaders, and Buildings in the LACHCS (see Table 3).

Research also did not reveal specific information regarding other known owners or operators of the car wash. Many individuals likely worked at the 1666 N. Vermont Avenue since its construction in 1964-1965; however, collaborative efforts like these are typically best evaluated under Criterion A. Therefore, the property does not appear to be significant under Criterion B.

[47] Prosser, *Commercial Development and the Automobile*, 54.
[48] National Register Bulletin #15, 12.
[49] "Sunset Car Wash," Los Angeles Conservancy, accessed September 12, 2019, https://www.laconservancy.org/locations/sunset-car-wash.

Criterion C

To be eligible for listing under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. 1666 N. Vermont Avenue was evaluated as an example of a car wash and Googie style architecture.

1666 N. Vermont Avenue is an unexceptional example of a postwar car wash. It embodies some of the character-defining features typical of car washes constructed during this period, namely its linear configuration and canopy supported by a series of columns located along the street-facing elevation. The use of stone cladding on the columns was also typical of mid-to-late 1960s car washes. However, 1666 N. Vermont Avenue does not appear to be an excellent example within the context of car washes in comparison to other eligible examples constructed during this same period.

Car washes identified by SurveyLA as eligible for national, state, and local landmark programs were all also identified as excellent examples of Googie architecture. The simplicity of the car wash's design and its limited program lent itself well to the use of Googie-based structural expressionism; as a result, numerous Googie-style car washes were constructed during the 1950s and early 1960s. Examples include: Slauson Car Wash (1960) at 3601 W. Slauson Avenue; Olympic Car Wash (1962) at 3554 W. Olympic Boulevard; Lankershim Car Wash (1963) at 6622 N. Lankershim Boulevard; Magic Minute Car Wash (1964) at 1929 W. Manchester Avenue; Hollywood Stars Car Wash (1965) at 10501 W. Magnolia Boulevard; and Premier Car Wash (1966) at 17438 W. Ventura Boulevard. These examples are all noted as exhibiting quality of design through distinctive features of the Googie style, including bold angles, sweeping curves, distinctive roof lines, futuristic shapes and forms, and oversized signage. 1666 N. Vermont Avenue is characterized by its utilitarian design and is lacking in the qualities associated with these other examples of Googie-style car washes. Therefore, the building does not appear to meet the eligibility standards for either the car washes property type or the Googie style (see Table 1 and Table 6).

No architect is listed on the original 1964 building permit; however, B. Perlin is listed as the engineer.[50] Besteel Co. is listed as the contractor. They are also noted as the contractors of the Parkway Car Wash (1959) at 605 S. Arroyo Parkway in Pasadena (now demolished) and a shade structure (1966) at the Emerson Children's Center in Burbank.[51] No further information was found regarding either Perlin or Besteel Co. that indicated either was generally recognized as a master in their field.

The possession of high artistic values refers to a building's articulation of a particular concept of design so fully that it expresses an aesthetic ideal.[52] A building is eligible under this aspect of Criterion C would need to possess ornamentation and detail to lend it high artistic value, which 1666 N. Vermont Avenue does not possess. Nor does it represent a significant and distinguishable entity whose components lack individual distinction, which generally applies to historic districts. 1666 N. Vermont Avenue is primarily surrounded by low-to-mid-rise mixed-use, commercial, and institutional buildings constructed between the 1910s and 1990s.

[50] LADBS, Building Permit No. LA83005, December 1, 1964.
[51] "Pasadena Auto Wash Unit Described as Largest in U.S.," *Los Angeles Times*, July 12, 1959; "School Projects to Cost $25,420," *Los Angeles Times*, November 13, 1966.
[52] *National Register Bulletin #15*, 20.

In conclusion, 1666 N. Vermont Avenue does not appear to be significant under Criterion C.

*Criterion D*

Criterion D was not considered in this report, as it generally applies to archeological resources. There also is no reason to believe that 1666 N. Vermont Avenue has yielded or will yield information important to the prehistory or history of the local area, California, or nation.

*Integrity*

To be eligible for listing in the National Register, properties must retain their physical integrity from the period in which they gained significance. Because 1666 N. Vermont Avenue does not appear to be significance under any National Register criteria, it has no period of significance and the integrity of building does not require examination.

*Conclusion*

1666 N. Vermont Avenue does not appear to be significant under National Register Criteria A, B, C, D; therefore, it is ineligible for listing in the National Register.

California Register of Historical Resources

The California Register criteria for eligibility mirror those of the National Register. Therefore, 1666 N. Vermont Avenue is ineligible for listing in the California Register for the same reasons outlined above.

Los Angeles Cultural Heritage Ordinance

Likewise, because the City of Los Angeles criteria were modeled on the National and California Register criteria, 1666 N. Vermont Avenue is ineligible for designation as an HCM for the same reasons outlined under the National Register evaluation.

## 5.2 Evaluation of 1670 N. Vermont Avenue

National Register of Historic Places

*Criterion A*

To be eligible for listing in the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history. The context considered in this evaluation was the Restaurants sub-theme of the LACHCS.

1670 N. Vermont Avenue was constructed in 1966 as an Orange Julius. The first Orange Julius stand was established by Julius Freed and Bill Hamlin in 1926 on South Broadway in Downtown Los Angeles. [53] At the time, the booming citrus industry in Southern California and an emerging reliance on travel by automobile led to the emergence of roadside stands selling orange juice. Many of these stands displayed programmatic architecture to catch the eye of the passing driver, and were designed as large orange globes. In a departure from the standard orange juice offered at other stands, Freed and Hamlin created a new creamy version, which was supposed to be easier on the stomach. Their recipe was a hit with the Southern California population and by 1929

[53] Excerpted from City of Los Angeles Office of Historic Resources, "Los Angeles Historic-Cultural Monument Nomination Form: Orange Julius, 6001 West Pico Boulevard," May 3, 2017, 1.

there were 100 Orange Julius locations. In 1964, Orange Julius was the official drink of the New York World's Fair. By 1967, over 700 locations existed in outdoor stands and shopping malls in the United States and internationally. In 1987, the company merged with the ice cream chain restaurant, Dairy Queen, and today there are no operating Orange Julius locations left in Los Angeles. 1670 N. Vermont Avenue likely operated as an Orange Julius until 1987, after which it became Orange Bee Jay's.

1670 N. Vermont Avenue was constructed during the period of significance for the Restaurants sub-theme. It was also designed and historically used as a food stand operated by the Orange Julius of America company from 1966 until likely 1987. 1670 N. Vermont Avenue is therefore associated with the overall trend in the expansion of the Orange Julius restaurant chain in the 1960s, which by 1967 operated over 700 locations internationally; however, *National Register Bulletin #15* states that a "mere association with historic events or trends is not enough [...] to qualify under Criterion A: a property's specific association must be considered important as well."[54] 1670 N. Vermont Avenue is not an early example of an Orange Julius food stand nor did research reveal that it had any other significant historic associations, such as a significant association with the evolution of the walk-up food stand as a property type for the Orange Julius company. 1670 N. Vermont Avenue does not appear to meet the eligibility standards for the Restaurants sub-theme (see Table 2); therefore, it does not appear to be eligible under Criterion A.

*Criterion B*

To be eligible for listing in the National Register under Criterion B, a property must be associated with lives of persons significant in our past. Willard (Bill) Hamlin is noted as the chairman of the Orange Julius of America company in 1966.[55] Hamlin founded the company with Julius Fried in 1926, and is credited as the creator of the Orange Julius.[56] He later bought out Fried in 1949, and served as chairman until he sold the company to International Industries, Inc. in 1967. At the time the company was sold, it had grown to over 700 locations in eight countries and territories around the world. Although research shows that Hamlin appears to have made significant contributions to commercial growth and development in Los Angeles, *National Register Bulletin #15* states that "properties eligible under Criterion B are usually those associated with a person's productive life, reflecting the time period when he or she achieved significance."[57] Because 1666 N. Vermont Avenue was one of 700 Orange Julius food stands that the company operated by 1967, it would not be the best representation of Hamlin's productive life. His contribution would be better reflected by other built resources, such as the Orange Julius company headquarters or his personal residence.

Research also did not reveal specific information regarding other known commercial tenants of the building. Many individuals likely worked at the property since its construction in 1966; however, collaborative efforts like these are typically best evaluated under Criterion A. Therefore, the property does not appear to be significant under Criterion B.

[54] National Register Bulletin #15, 12.
[55] "Investing in a Franchise? Start Out with a Study," *Los Angeles Times*, June 1, 1966.
[56] Burt A. Folkart, "From a Single Stand to an International Network: W. Hamlin; Orange Julius Creator," *Los Angeles Times*, June 6, 1987.
[57] *National Register Bulletin #15*, 15.

*Criterion C*

To be eligible for listing under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. 1670 N. Vermont Avenue was evaluated as an example of a food stand and Googie architecture.

In the 1960s, the Orange Julius company adopted a simplified Googie style for its walk-up food stands that often included a boxy one-story building topped with a zig-zag roof and an exaggerated pole sign that featured at least one elongated hexagonal sign. Like many walk-up food stands constructed during this period, Orange Juliuses were often auto-oriented buildings associated with an automobile-related commercial business, such as a car wash or car repair shop, or located on a parcel with ample surface parking. The style for the chain seems to be based off of a prototype designed for Orange Julius in 1964 by the award-winning architect, Maynard Lyndon (see Figure 19).[58] Examples of Googie-style Orange Julius food stands in the Southern California include: 622 N. Milpas Street in Santa Barbara (see Figure 20); 13222 Burbank Boulevard in Sherman Oaks; and 1231 W. Chapman Avenue in Orange, CA (see Figure 21). 6001 W. Pico Boulevard (now demolished) was one of the few intact examples in Los Angeles (see Figure 22). It was constructed in 1964 and designed by the architecture firm Armét & Davis.[59] Another example in Los Angeles is 9516 W. Pico Boulevard, constructed in 1964-1965 (see Figure 23).[60] Like 1670 N. Vermont Avenue, 9516 W. Pico Boulevard was also built adjacent to a car wash.

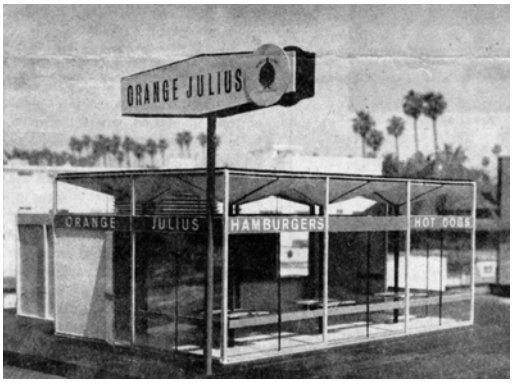



*Figure 19: Orange Julius prototype designed by Maynard Lyndon in 1964 (San Diego Modernism)*

[58] Ibid.
[59] City of Los Angeles, 1.
[60] LADBS, Building Permit No. LA75950, September 14, 1964.



*Figure 20: 622 N. Milpas Street in Santa Barbara (Google Maps, March 2019)*



*Figure 21: 1231 W. Chapman Avenue in Orange (Google Maps, March 2019)*




*Figure 22: 6001 W. Pico Boulevard in Los Angeles (Google Maps, March 2016)*




*Figure 23: 9516 W. Pico Boulevard in Los Angeles (Google Maps, May 2019)*

Neither research nor fieldwork revealed whether 1670 N. Vermont Avenue was originally constructed with the Googie-style features typical of mid-1960s Orange Julius food stands. No building permits were found for alterations to 1670 N. Vermont Avenue except for permits associated with alterations to signage. The earliest known historic photograph of the building dates from 1997. It shows that the roof of 1670 N. Vermont Avenue has been altered and a standing seam wood awning was subsequently added (see Figure 18). Because 1670 N. Vermont Avenue dates from the period in which Orange Julius constructed Googie-style food stands throughout Southern California, it is possible that 1670 N. Vermont Avenue originally exhibited Googie-style features which have since been altered or removed as a result of changes made to the building over time.

In its present form, 1670 N. Vermont Avenue is an unexceptional example of a postwar food stand. It embodies some of the character-defining features typical of food stands during this period, namely its simple, one-story rectangular massing, walk-up food service windows, exaggerated rooftop sign, and association with an automobile-related commercial business. However, 1670 N. Vermont Avenue does not appear to be an excellent example within the context of food stands in comparison to other examples constructed during the same period.

Food stands designated as HCMS or identified by SurveyLA as eligible for national, state, and/or local landmark programs are also either early examples of the property type, the location of a continuously operating restaurant (known as a legacy business), or exhibits quality of design through distinctive features. Examples include: the first Der Wienerschnitzel (HCM No. 1046) located at 1362 Gulf Avenue, which is also an early example of a food stand with a drive-thru; Pinks Hot Dogs located at 717 N. La Brea Avenue, which has been in continuous operation since the building's construction in 1949; and Luzy's Fast Food located at 4378 S. Main Street, which exhibit Googie-style features such as an exaggerated roof and protruding spear-like pole sign.

1670 N. Vermont Avenue is neither an early example of a food stand nor a location of a continuously operating restaurant. It also does not embody the distinctive characteristics of the Googie style. Excellent examples of Googie-style commercial buildings are all noted as exhibiting quality of design through distinctive features, which include bold angles, sweeping curves, distinctive roof lines, futuristic shapes and forms, and oversized signage. Examples designated as HCMS or identified by SurveyLA as eligible for national, state, or local landmark programs include: Johnie's Coffee Shop Restaurant (HCM No. 1045) located at 6101 W. Wilshire Boulevard; Norms Coffee Shop located at 1101 W. Pico Boulevard; and Pann's Coffee Shop located at 6710 S. La Tijera Boulevard. 1670 N. Vermont Avenue is lacking in the qualities associated with the finer examples of Googie-style commercial buildings. Furthermore, because 1670 N. Vermont Avenue does not exhibit the Googie-style features typical of Orange Julius food stands constructed in the mid-1960s, it does not evoke iconic cultural associations with the Orange Julius of America company from this period. Therefore, the building does not appear to meet the eligibility standards for either Restaurants or the Googie style (see Table 2 and Table 6).

Reese L. Freeland is noted on the original 1966 building permit as both the architect and engineer.[61] He was a structural engineer who graduated from the University of Southern California in 1952 and later worked at Brandow & Johnston Associates in Los Angeles in 1980.[62] No further information was found that indicated Freeland was generally recognized as a master in his field. No contractor is noted on the 1966 building permit.

The possession of high artistic values refers to a building's articulation of a particular concept of design so fully that it expresses an aesthetic ideal.[63] A building is eligible under this aspect of Criterion C would need to possess ornamentation and detail to lend it high artistic value, which 1670 N. Vermont Avenue does not possess. Nor does it represent a significant and distinguishable entity whose components lack individual distinction, which generally applies to historic districts. The building is primarily surrounded by low-to-mid-rise mixed-use, commercial, and institutional buildings constructed between the 1910s and 1990s.

In conclusion, the property does not appear to be significant under Criterion C.

*Criterion D*

Criterion D was not considered in this report, as it generally applies to archeological resources. There also is no reason to believe that 1670 N. Vermont Avenue has yielded or will yield information important to the prehistory or history of the local area, California, or nation.

[61] LADBS, Building Permit No. LA30420, August 3, 1966.
[62] "Brandow & Johnston Associates," Advertisement, *Los Angeles Times*, October 5, 1980.
[63] *National Register Bulletin #15*, 20.

*Integrity*

To be eligible for listing in the National Register, properties must retain their physical integrity from the period in which they gained significance. Because 1670 N. Vermont Avenue does not appear to be significance under any National Register criteria, it has no period of significance and the integrity of building does not require examination.

*Conclusion*

1670 N. Vermont Avenue does not appear to be significant under National Register Criteria A, B, C, D; therefore, it is ineligible for listing in the National Register.

California Register of Historical Resources

The California Register criteria for eligibility mirror those of the National Register. Therefore, 1670 N. Vermont Avenue is ineligible for listing in the California Register for the same reasons outlined above.

Los Angeles Cultural Heritage Ordinance

Likewise, because the City of Los Angeles criteria were modeled on the National and California Register criteria, 1670 N. Vermont Avenue is ineligible for designation as an HCM for the same reasons outlined under the National Register evaluation.

## 5.3 Evaluation of Commercial Signs at 1666 N. Vermont Avenue

The significance of commercial signs is primarily derived from their association with the history of the automobile and mass advertising in Los Angeles under Criteria A/1/1. Commercial signs can also represent an excellent example of an architectural style or promotional technique from its period under Criteria C/3/3. Therefore, the rooftop sign and three pole signs on the property at 1666 N. Vermont Avenue were only evaluated for national, state, and local landmark programs under Criteria A/1/1 and C/3/3. The context considered under these evaluations is the Pylons, Poles, Stantions, and Billboards sub-theme, Rooftop Signs sub-theme, and Googie sub-theme of the LACHCS.

Rooftop Sign

The rooftop sign does not appear to meet the eligibility standards for the Rooftop Signs sub-theme (see Table 5). The sign was likely erected in 1966 when the Orange Julius food stand was constructed. During the mid-1960s, signage for Orange Julius food stands appears to have featured an elongated hexagonal metal sign topped with a circular sign (see Figure 22), likely based on the prototype food stand designed by Maynard Lyndon in 1964 (see Figure 19). The Orange Julius signs have since been removed.

Because the rooftop sign does not retain its original Orange Julius signs, it no longer retains its association with the Orange Julius of America company. Therefore, it does not evoke iconic cultural associations with a regionally specific commercial establishment. It is an unexceptional example of a rooftop sign, and does not exhibit quality of design through distinctive features. It does not appear to be an excellent example of the Googie architectural style or promotional technique from the period (see Table 6). Therefore, the rooftop sign does not appear to be eligible for listing as a historical resource under national, state, and local Criteria A/1/1 or C/3/3.

Northeast Pole Sign

The northeast pole sign does not appear to meet the eligibility standards for the Pylons, Poles, Stantions, and Billboards sub-theme (see Table 4). The sign was erected in 1965 for the car wash at 1666 N. Vermont Avenue. It was originally located adjacent to the west parcel boundary and likely moved in 1967 to its current location on W. Prospect Avenue. While it was originally constructed as a freestanding support for advertisements, it does not serve as a prototype for mass-produced corporate or chain-store logos, nor evoke iconic cultural associations with the period or associations with a regionally specific commercial establishment. It is an unexceptional example of a pole sign, and does not exhibit quality of design through distinctive features. It does not appear to be an excellent example of the Googie architectural style or promotional technique from the period (see Table 6). Therefore, the northeast pole sign on the Project site does not appear to be eligible for listing as a historical resource under national, state, and local Criteria A/1/1 or C/3/3.

Northwest Pole Sign

The northwest pole sign does not appear to meet the eligibility standards for the Pylons, Poles, Stantions, and Billboards sub-theme (see Table 4). The sign was erected in 1966 for the Orange Julius food stand and originally located to the south of 1670 N. Vermont Avenue. During the mid-1960s, pole signs for Orange Julius food stands appear to have featured an elongated hexagonal metal sign topped with a circular sign (see Figure 22), likely based on the prototype food stand designed by Maynard Lyndon in 1964 (see Figure 19). The Orange Julius signs have since been removed. The signage was also remounted on a new pole and relocated to its current location at an unknown date.

Because the northwest pole sign does not retain its original Orange Julius signs, it no longer retains its association with the Orange Julius of America company. Therefore, it does not evoke iconic cultural associations with a regionally specific commercial establishment. It is an unexceptional example of a pole sign, and does not exhibit quality of design through distinctive features. It does not appear to be an excellent example of the Googie architectural style or promotional technique from the period (see Table 6). Therefore, the northwest pole sign does not appear to be eligible for listing as a historical resource under national, state, and local Criteria A/1/1 or C/3/3.

West Pole Sign

The west pole sign does not appear to meet the eligibility standards for the Pylons, Poles, Stantions, and Billboards sub-theme (see Table 4). The sign was erected in 1965 for the car wash at 1666 N. Vermont Avenue. While it was originally constructed as a freestanding support for advertisements, it does not serve as a prototype for mass-produced corporate or chain-store logos, nor evoke iconic cultural associations with the period or associations with a regionally specific commercial establishment. It is an unexceptional example of a pole sign, and does not exhibit quality of design through distinctive features. It does not appear to be an excellent example of the Googie architectural style or promotional technique from the period (see Table 6). Therefore, the west pole sign on the Project site does not appear to be eligible for listing as a historical resource under national, state, and local Criteria A/1/1 or C/3/3.

# 6. PROJECT IMPACTS

## 6.1 Determining the Significance of Impacts on Historical Resources

The State CEQA Guidelines set the standard for determining the significance of impacts to historical resources in Title 14 California Code of Regulations Section 15064.5(b), which states:

> A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

Title 14 California Code of Regulations Section 15064.5(b)(1) further clarifies "substantial adverse change" as follows:

> Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

Title 14 California Code of Regulations Section 15064.5(b)(2) in turn explains that a historical resource is "materially impaired" when a project:

> Demolishes or materially alters in an adverse manner those physical characteristics that convey its significance and that justify its inclusion in or eligibility for inclusion in the California Register, local register, or its identification in a historic resources survey.

The following factors are set forth in the City of Los Angeles' "L.A. CEQA Thresholds Guide," which states that a project would normally have a significant impact on a historical resource if it would result in a substantial adverse change in the significance of the historical resource. A substantial adverse change in significance occurs if the project involves:

- Demolition of a significant resource;
- Relocation that does not maintain the integrity and (historical/architectural) significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings; or
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.

As such, the test for determining whether or not a proposed project will have a significant impact on an identified historical resource is whether or not the project will alter in an adverse manner the physical integrity of the historical resource such that it would no longer be eligible for listing in the National or California Registers or other landmark programs such as the list of HCMs.

## 6.2 Project Description

The Applicant proposes to develop a new mixed-use building (see Figure 24). The Project would involve the demolition of the existing car wash located at 1666 N. Vermont Avenue and food stand located at 1670 N. Vermont Avenue. The maximum building height for the new mixed-use

building would be approximately 85.75 feet above grade or seven stories. The Project's commercial uses would be located on the ground floor. The 139 apartment units would be located on the second through seventh floors, of which 123 of the units would be market rate and 16 units would be for Extremely Low Income households. Parking would be located on the three subterranean floors. A surface parking lot would also be located at the northeast corner of the parcel. A pool and courtyard for residents would be located on the second floor (see Appendix D, Entitlement Submittal).




*Figure 24: 1666 N. Vermont Avenue (west) elevation of proposed mixed-use building (Daryoush Safai)*

## 6.3 Analysis of Project Impacts

The Project would have no direct impact on historical resources. There are no historical resources on the Project site and no historical resources would be demolished, destroyed, relocated, or altered as a result of the Project (see Section 5). Therefore, this report only analyzes the potential for the Project to result in indirect impacts on the historical resources in the vicinity. Indirect impacts or secondary effects are reasonably foreseeable and caused by a project but occur at a different time or place.[64] As described in Section 3.2, there are 3 historical resources, 4 potential historic districts, and 16 potential historical resources in the study area located to the north, northwest, west, east, and southeast of the Project site (see Figure 3).

In determining the potential impact of adjacent new construction on the historical resources in the study area, the central question is whether the new building would cause a "material impairment" to the significance of the nearby historical resources.[65] Material impairment occurs where a project demolishes or alters the physical characteristics that convey the significance of a historical resource and that justify its inclusion in or eligibility for inclusion in national, state, or local landmark or historic district programs pursuant to the requirements of CEQA. Such an effect would only occur if the historical resources in the study area no longer retained sufficient integrity to

[64] 14 CCR §15358 (a)(2)
[65] Pub. Res. Code §21084.1; CEQA Guidelines §15064.5(b).

convey their significance. The significance of the historical resources in the study area are described in Section 3.2.

According to *National Register Bulletin #15*, there are seven aspects of integrity: feeling, association, workmanship, location, design, setting, and materials. The UNESCO World Heritage conditions of authenticity for properties nominated under criteria (i) to (vi) are similar to the seven National Register aspects of integrity and include: form and design; materials and substance; use and function; traditions, techniques and management systems; location and setting; language, and other forms of intangible heritage; spirit and feeling; and other internal and external factors. The UNESCO World Heritage nomination for *The 20th-Century Architecture of Frank Lloyd Wright* only analyzes five of the eight conditions of authenticity, specifically the authenticity of location and setting, form and design, materials and substance, use and function, and spirit and feeling for each of the eight properties included within the nomination.[66]

Six of the seven aspects of integrity are related to the physical characteristics of a building, structure, object, cultural landscape, or district that convey its historic significance and justify its inclusion in, or eligibility for, applicable landmark designation programs. Because the proposed Project would not alter physical characteristics of the historical resources in the study area, the only relevant aspect with respect to the impact of the new building on these historical resources is setting. Setting refers to the character of the place in which the historical resource is situated within the boundaries of the property as well as the resource's broader surroundings. This analysis considers whether the integrity of setting of the 3 historical resources, 16 potential historical resources, and 4 potential historic districts in the study area would be so diminished by the new construction that they would no longer qualify as historical resources under national, state, or local landmark or historic district programs.

Historical Resources in the Study Area

As previously stated in Section 3.2, there are three historical resources in the study area. One historical resource, Barnsdall Park, has multiple designations with slightly different boundaries and contributing buildings and structures. These designations include: Barnsdall Park (HCM No. 34); Barnsdall Park (National Register); Aline Barnsdall Complex (NHL); and Hollyhock House (UNESCO World Heritage). Two historical resources, the Hollyhock House (HCM No. 12) and Residence A (HCM No. 33), are individually designated as HCMs.

The boundaries of the Barnsdall Park HCM are the municipal park boundaries. The boundaries of the National Register-listed Barnsdall Park and Aline Barnsdall Complex NHL are the boundaries of the property deeded by Aline Barnsdall to the City of Los Angeles in 1927. The boundary of the UNESCO World Heritage site excludes a portion of the property deeded by Barnsdall to the City that is located within the public right-of-way on E. Barnsdall Avenue. The Hollyhock House and Residence A HCMs are located within the boundaries of Barnsdall Park.

There are six contributing buildings and structures to the designated NHL and National Register-listed property: the Aline Barnsdall Residence (Hollyhock House), Garage/Chauffer's Quarters, Animal Cages, Barnsdall Park Arts Center (Residence A), Spring House and Dry Streambed, and Schindler Terrace (see Figure 25). Three of these contributing buildings and structures, the Hollyhock House, Garage/Chauffer's Quarters, and Animal Cages, comprise the UNESCO World

[66] Frank Lloyd Wright Building Conservancy, 220-224.

Heritage site. The Hollyhock House, Garage, and Animal Cages are sited on a north-south axis on the summit of Olive Hill within Barnsdall Park. Residence A is located on the north slope of Olive Hill. The Spring House and Dry Streambed are located to the southeast of the Hollyhock House. The Schindler Terrace is located on the west slope below the west elevation of the Hollyhock House.

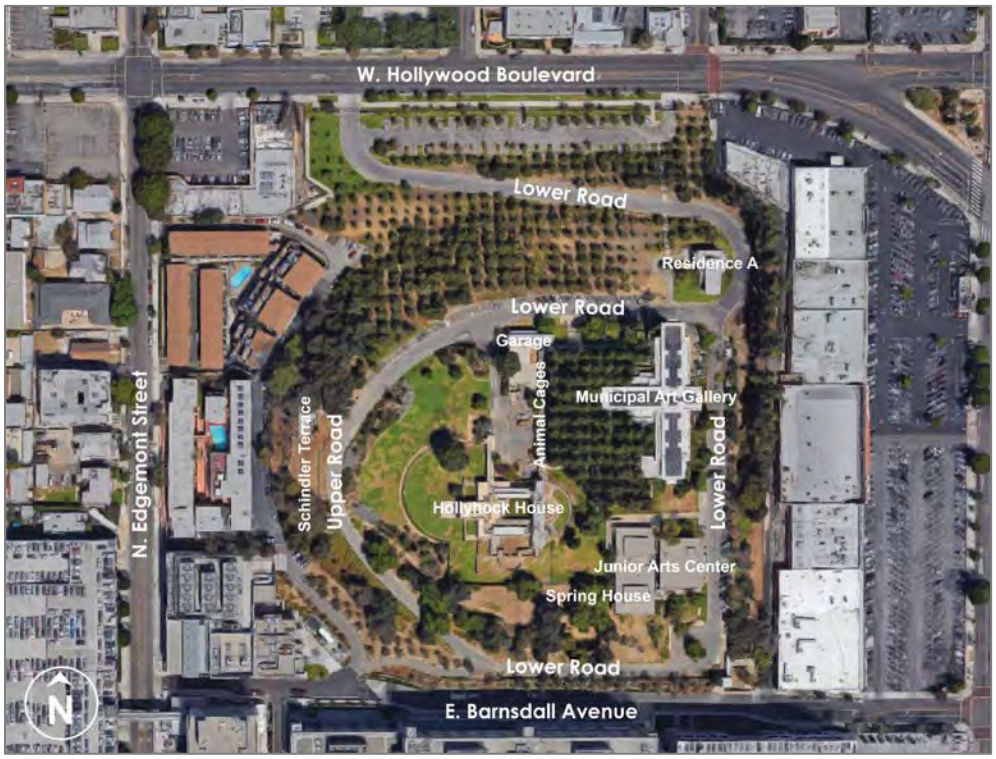



Figure 25: Locations of buildings and structures within Barnsdall Park

The three historical resources' broader surroundings, namely their relationship to the surrounding features, has been altered by new construction. Aline Barnsdall originally owned the entire block bounded by E. Hollywood Boulevard on the north, N. Vermont Avenue on the east, W. Sunset Boulevard on the south, and N. Edgemont Street on the west. In 1927, Barnsdall deeded a portion of this land at the summit of Olive Hill to the City of Los Angeles. Barnsdall and later her heirs retained ownership of the peripheral property around the summit immediately adjacent to Hollywood Boulevard, N. Edgemont Street, N. Vermont Avenue, and E. Barnsdall Avenue. The family intended to develop these properties, understanding their significant commercial value due to their location along developing commercial thoroughfares of Hollywood. In the gift agreement, Barnsdall specified that the height of any new construction on property she still owned on the "Easterly side of Edgemont Street in front of [Barnsdall Park]" would not exceed 60 feet.[67] The agreement notes that "this [was] for the express purpose of providing a free and uninterrupted view from [Barnsdall Park] to the west over Hollywood."[68] At the time Barnsdall deeded the land to the City, this view would have encompassed residential and commercial development, Griffith Park, and the Hollywood Hills.

[67] Grant Deed #9720 from Aline Barnsdall to City of Los Angeles, July 28, 1927 (filed August 2, 1927), Los Angeles County, California Deed Book 6772, page 92.
[68] Grant Deed #9720, page 92.

The area surrounding Barnsdall Park has been altered by later development, including the peripheral properties to the north, south, east, and west of Olive Hill that were not included in Barnsdall's gift. These surrounding parcels were subsequently developed with residential, commercial, and medical office buildings between 1955 and the present, including: three commercial buildings at 1553-1601 Vermont Avenue (1953-1954); an apartment complex at 1630 N. Edgemont Street (1955); an apartment complex at 1510 N. Edgemont Street (1958); three medical office buildings at 1510 N. Edgemont Street (1958 and 2008); a medical office building at 4701-4705 W. Sunset Boulevard (1961); two medical office buildings at 4715-4725 W Sunset Boulevard (1963 and 1990); five commercial buildings at 4726 W. Hollywood Boulevard and 1607-1637 N. Vermont Avenue (1964 and 1984); and three parking structures at 1550 N. Edgemont Street (1992 and 2003). A new mixed-use building is also currently being constructed at the corner of N. Edgemont Street and W. Hollywood Boulevard.

Despite these changes to the surrounding built environment, the integrity of setting is still a key aspect of integrity for the three historical resources within Barnsdall Park. This is because Wright's architectural designs were based on an integral relationship with the surrounding landscape where the continuity between the building and setting is made literal through forms and materials that echo those of the surrounding setting.[69] The NHL nomination characterizes the property's integrity of setting as follows:

> Barnsdall Park remains an idyllic oasis in the surrounding urban sprawl. Although comparatively remote during the period of significance, Wright still approached the site and buildings as part of a secluded sanctuary, a feeling that pervades the park to this day. The setting, most dramatically the westward view shed, has been preserved in spite of the later development of the peripheral property not included in Aline Barnsdall's gift.[70]

The UNESCO World Heritage nomination characterizes the property's authenticity of location and setting as follows:

> Situated upon the crown of Olive Hill, a commanding site in Los Angeles, Hollyhock House continues to overlook the surrounding city from its hilltop location in Barnsdall Park, which provides a secure and unchanging immediate setting for the house, improved in recent years by replanting of olive trees. While development continues in Los Angeles neighborhoods below, it is controlled by local law, and the height of the hill maintains the prominence and views from the house.[71]

The NHL and UNESCO World Heritage nominations therefore acknowledge that while the integrity of the property's immediate setting remains, the overall integrity of the broader setting has been diminished by changes to the built environment over time. Yet the key component of the broader setting that both nominations emphasize and note remains intact is the westward viewshed from the west lawn of the Hollyhock House. The importance of this viewshed is also noted in Barnsdall's 1927 agreement with the City of Los Angeles.

[69] Frank Lloyd Wright Building Conservancy,
[70] Herr, 13.
[71] Frank Lloyd Wright Building Conservancy, 221.

The Project site is located to the east of Barnsdall Park. It is separated from the municipal park's east boundary by N. Vermont Avenue, a large surface parking lot on the west side of N. Vermont Avenue that extends from Hollywood Boulevard to E. Barnsdall Avenue, and a strip mall consisting of seven commercial buildings located at 1531-1637 N. Vermont Avenue and 4726-4738 W. Hollywood Boulevard (see Figure 3). Because Olive Hill rises to an elevation of 85 feet and the Project site is located to the east across N. Vermont Avenue, the new building would not impact the integrity of immediate setting of the three historical resources. The new building would not impact the physical characteristics of the six contributing NHL buildings or three UNESCO World Heritage buildings nor the spatial relationships between them due to the physical separation between the Project site and the buildings at the summit. Because it is located to the east of Barnsdall Park, the new building would also not impact the westward viewshed from the west lawn of the Hollyhock House. It would not obscure the surrounding views of Hollywood, the Hollywood Hills, or Griffith Park.

The Project would introduce a new visual element to the area east of Barnsdall Park; however, the new building on the Project site would not impact the eastward viewshed from the area to the east of the Hollyhock House. This viewshed has already been obscured by the construction of the Junior Arts Center in 1967 and the Municipal Art Gallery in 1971 (see Figure 26). This viewshed is further obscured by the mature trees planted between the Hollyhock House and Municipal Art Gallery and along the east slope of Olive Hill (see Figure 27). Therefore, the new building on the Project site would not be visible from the area to the east of the Hollyhock House.



*Figure 26: View of the Municipal Art Gallery from the area to the east of the Hollyhock House, looking east (GPA, 2017)*



*Figure 27: View of the area between the Hollyhock House and Municipal Art Gallery, looking north (GPA, 2017)*

The new building on the Project site would be visible looking east from the area to the east of Residence A (see Figure 28). As described above, the overall integrity of the broader setting has been diminished by changes to the built environment over time. Most notably, the five-to-eight-story medical office buildings and parking structures that are part of the Children's Hospital of Los Angeles and Kaiser Permanente have already diminished the integrity of this eastward viewshed from the area to the east of Residence A (see Figure 29). Furthermore, the integrity of the eastward viewshed from Residence A is not a key aspect of the integrity of the broader setting for the three historical resources within Barnsdall Park to convey their significance. Unlike the integral relationship between the design of the Hollyhock House and the westward viewshed from the west lawn, the design of Residence A is not a reflection of the relationship between the building and the eastward viewshed.



*Figure 28: View from the east lawn of Residence A with the Project site noted in blue, looking east (GPA, 2019)*



*Figure 29: View from the area to the east of Residence A with Kaiser Permanente noted in blue, looking southeast (GPA, 2019)*

The UNESCO buffer zone for the Hollyhock House includes the block bounded by E. Hollywood Boulevard on the north, N. Vermont Avenue on the east, W. Sunset Boulevard on the south, and N. Edgemont Street on the west (see Figure 3). The UNESCO buffer zone is an area surrounding the nominated property which has complementary legal and/or customary restrictions placed on its use and development to give an added layer of protection to the property. The Hollyhock House buffer zone is protected by local zoning law, which restricts the height of new construction on the block in order to "prevent construction that could interfere with views from the Hollyhock House."[72] On the south, the City restricts the height of new construction taller than the existing medical office buildings, the tallest of which is eight stories. On the east and west, the City restricts the height of new construction to a maximum building height of 50 feet. The Project site is located outside the

[72] Frank Lloyd Wright Building Conservancy, 83.

UNESCO World Heritage site buffer zone for the Hollyhock House. However, the Project as currently designed with a maximum building height of 85.75 feet is comparable in size to the existing medical office buildings and parking structures to the south of Barnsdall Park.

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

Potential Historic Districts in the Study Area

There are four potential historic districts in the study area: 1747-1757 New Hampshire Avenue, 4618 Prospect Avenue, Los Feliz Village Commercial District, and Lyman Place Residential District. The Project site is located outside the boundary of all four potential historic districts and therefore, would not impact their integrity of immediate setting. The relationship between the four historic districts' significant components would remain intact throughout and would not be changed by the Project. The significant components are the contributing properties as well as their other site design features. The Project would not affect the number of buildings in the potential historic districts or the ratio of contributing to noncontributing buildings. The Project would also not affect the districts' other site design features. Site design features of 1747-1757 New Hampshire Avenue and 4618 Prospect Avenue include the arrangement of the detached bungalows around a central walkway or courtyard. Site design features of the Los Feliz Village Commercial District include the district's pedestrian orientation with the siting of commercial storefronts at the sidewalk with no front setbacks, concrete sidewalks, and mature street trees. Site design features of the Lyman Place Residential District include mature landscaping and ornamental lampposts.

The Project site is located adjacent to the Los Feliz Village Commercial District on the south side of W. Prospect Avenue. The Project would introduce a new visual element to the south of the Los Feliz Village Commercial District; however, the broader surroundings of this potential historic district have already been altered by demolition and new construction. The boundary of the historic district extends along the east side of N. Vermont Avenue between W. Prospect Avenue and W. Franklin Avenue. The period of significance is 1920 to 1959, when the contributing properties were constructed. The closest building to the Project site within the boundaries of the historic district is 1702 N. Vermont Avenue, which is noted as a noncontributing building constructed in 1975. Immediately outside the boundaries of the historic district across N. Vermont Avenue are two properties constructed after the end of the district's period of significance. 1715 N. Vermont

Avenue consists of a commercial bank building constructed in 1969 and a surface parking lot. 1727 N. Vermont Avenue is an L-shaped strip mall constructed in 1986 and a surface parking lot. The overall integrity of the broader setting for the Los Feliz Village Commercial District has therefore been diminished by changes to the built environment over time adjacent to the Project site.

The other three potential historic districts are farther removed from the Project site by intervening streets and/or parcels, the majority of which are improved with low-rise buildings. These intervening buildings and streets create a geographic and visual separation between the Project site and the other three potential historic districts. However, because of the surrounding low-scale character of the surrounding neighborhood, the proposed new building on the Project site would likely introduce a new visual element to the west or southeast of these potential historic districts.

For the four potential historic districts, the integrity of the broader setting is not a key aspect of integrity to convey their significance because their design is not a reflection of their broader environment. It is extremely rare that integrity of broader setting is necessary for a historic district to express its historic or architectural significance within a dense urban environment. Furthermore, there is nothing in the guidance issued by the National Park Service to suggest that constructing a new building adjacent to a historic district impacts the district's integrity of setting. Therefore, the Project would not materially impair the eligibility of the four potential historic districts as historical resources because their broader setting outside their district boundaries is not pertinent to conveying their significance.

The views of the four potential historic districts from the surrounding blocks would not be obscured as a result of the Project. The contributing buildings within the boundaries of the potential historic districts would remain highly visible and continue to be prominent features on the blocks on which they are located.

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

Potential Historical Resources in the Study Area

There are 16 potential historical resources in the study area (see Table 7 below).

Table 7: Potential Historical Resources in the Study Area

| Name of Resource | Address (if applicable) |
|---|---|
| 1742 N. Edgemont Street | N/A |
| 1730 N. Edgemont Street | N/A |
| 1716 N. Edgemont Street | N/A |
| 1728 N. Edgemont Street | N/A |
| 4759 W. Hollywood Boulevard | N/A |

| Table 7: Potential Historical Resources in the Study Area | |
|---|---|
| Name of Resource | Address (if applicable) |
| Hollywood Pedestrian Tunnel | W. Hollywood Boulevard at N. New Hampshire Avenue |
| Los Feliz Elementary School | 1740-1750 N. New Hampshire Avenue |
| 1777 N. Vermont Avenue | N/A |
| 1777 N. Vermont Avenue | N/A |
| Samo's Signs | 1716 N. Vermont Avenue |
| Dresden Restaurant | 1760 N. Vermont Avenue |
| Los Feliz Theater | 1820 N. Vermont Avenue |
| 4655 W. Hollywood Boulevard | N/A |
| 4645 W. Hollywood Boulevard | N/A |
| LADWP Distributing Station N. 54 | 1675 N. Hillhurst Avenue |
| Fire Station No. 35 | 1601 N. Hillhurst Avenue |

The Project site is located outside the parcel boundaries of the 16 potential historical resources in the study area and therefore, would not impact their integrity of immediate setting. Their broader surroundings are removed from the Project site by intervening streets and/or parcels, the majority of which are improved with low-rise buildings. These intervening buildings and streets create a geographic and visual separation between the Project site and the 16 potential historical resources.

Because of the low-scale character of the surrounding neighborhood, the proposed new building on the Project site would likely introduce a new visual element to the study area. However, for all 16 potential historical resources, the integrity of the broader setting is not a key aspect of integrity to convey their significance because their design is not a reflection of their broader environment. It is extremely rare that integrity of broader setting is necessary for a historical resource to express its historic or architectural significance within a dense urban environment.

The views of the 16 potential historical resources from the surrounding blocks would not be obscured as a result of the Project. Therefore, each would remain highly visible and continue to be a prominent feature on the blocks on which they are located.

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

# 7. CONCLUSIONS

The Project would have no direct impacts on historical resources. There are no historical resources on the Project site and no historical resources would be demolished, destroyed, altered, or relocated as a result of the Project. Indirect impacts on historical resources were also analyzed. The Project would have no impact on the historical resources in the study area. The new building would introduce a new visual element to the immediate surroundings of the historical resources; however, the Project would not result in a substantial adverse change to the integrity of the identified historical resources to the degree that they would no longer be eligible for listing as a historical resource defined by CEQA. No mitigation is required or recommended.

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Appendix A - Résumé



EMILY RINALDI is an Associate Architectural Historian at GPA. She has been involved in the field of historic preservation since 2011. Emily graduated from Columbia University with a Master of Science in Historic Preservation, receiving the school's highest honor for her thesis work. She has since worked in private architecture and historic preservation consulting in both the New York metropolitan area and California. Emily joined GPA in 2017 and her experience has included the preparation of environmental compliance documents in accordance with the California Environmental Quality Act and Section 106 of the National Historic Preservation Act; Historic Structure Reports; local landmark nominations; Federal Rehabilitation Tax Credit and Mills Act applications; historic context statements; large-scale historic resource surveys; and evaluations of eligibility for a wide variety of projects and property types throughout Southern California. She is also experienced in providing property owners with expert guidance in the rehabilitation and restoration of historic buildings, having completed numerous projects in New York and Los Angeles.

## Educational Background:

- M.S., Historic Preservation, Columbia University, 2013
- B.A., History, New York University, 2009
- B.A., Political Science, New York University, 2009

## *Professional Experience:*

- GPA Consulting, Associate Architectural Historian, 2017-Present
- Building Conservation Associates, Inc., Historic Preservationist, 2015-2017
- Avery Drawings & Archives, Columbia University, Graduate Intern, 2012-2013
- Docomomo, US, Intern, 2012

## Qualifications:

- Meets the Secretary of the Interior's Professional Qualifications Standards for history and architectural history pursuant to the Code of Federal Regulations, 36 CFR Part 61, Appendix A.

## Professional Activities:

- Vernacular Architecture Forum, Image Editor for *Buildings & Landscapes*, 2014-Present

## Selected Projects:

- Elks Lodge No. 99, Los Angeles, Federal Rehabilitation Tax Credit Application, 2019
- 713 E. 5th Street, Los Angeles, CEQA Historical Resource Technical Report, 2017
- Casa de Rosas, Los Angeles, Federal Rehabilitation Tax Credit Application, 2019
- 617 N. Rossmore Avenue, Los Angeles, CEQA Historical Resource Technical Report, 2018
- 1524 N. Cassil Place, Los Angeles, CEQA Historical Resource Technical Report, 2018
- Ahmanson Bank & Trust Building, Beverly Hills, Preservation Plan and Secretary of the Interior's Standards Compliance, 2018
- Westlake Theater, Preservation Plan and Secretary of the Interior's Standards Compliance, 2018
- 1003 Washington Boulevard, Los Angeles, CEQA Historical Resource Evaluation Report, 2018
- 11434 W. Pico Boulevard, Los Angeles, CEQA Historical Resource Evaluation Report, 2018
- 1129 E. 5th Street, Los Angeles, CEQA Historical Resource Technical Report, 2017
- 314-18 Firmin Street, Los Angeles, CEQA Historical Resource Evaluation Report, 2017
- Los Angeles Stock Exchange, Los Angeles, Preservation Plan and Secretary of the Interior's Standards Compliance, 2017
- Joannes Brothers Company Building, Historic Structure Report and Los Angeles Historic-Cultural Monument Nomination, 2017
- 823 Westbourne Drive, West Hollywood, CEQA Historical Resource Evaluation Report, 2017

Appendix B - SurveyLA Historical Resources Inventory Forms



Primary Address: 1730 N EDGEMONT ST
Name:
Year built: 1929
Architectural style: Tudor Revival

**Context 1:**

| | |
|---|---|
| Context: | Residential Development and Suburbanization, 1850-1980 |
| Sub context: | Multi-Family Residential Development, 1910-1980 |
| Theme: | Multi-Family Residential, 1910-1980 |
| Sub theme: | Apartment Houses, 1910-1980 |
| Property type: | Residential |
| Property sub type: | Apartment House |
| Criteria: | C/3/3 |
| Status code: | 3S;3CS;5S3 |
| Reason: | Excellent example of a 1920s brick apartment house in Los Feliz; one of two identical adjacent buildings. |



Primary Address: 1742 N EDGEMONT ST
Other Address: 1744 N EDGEMONT ST
Name:
Year built: 1928
Architectural style: Tudor Revival

**Context 1:**

| | |
|---|---|
| Context: | Residential Development and Suburbanization, 1850-1980 |
| Sub context: | Multi-Family Residential Development, 1910-1980 |
| Theme: | Multi-Family Residential, 1910-1980 |
| Sub theme: | Apartment Houses, 1910-1980 |
| Property type: | Residential |
| Property sub type: | Apartment House |
| Criteria: | C/3/3 |
| Status code: | 3S;3CS;5S3 |
| Reason: | Excellent example of a 1920s brick apartment house in Los Feliz; one of two identical adjacent buildings. |


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Primary Address: 1716 N EDGEMONT ST
Other Address: 1724 N EDGEMONT ST
1728 N EDGEMONT ST
Name:
Year built: 1928
Architectural style: Renaissance Revival

**Context 1:**

| | |
|---|---|
| Context: | Residential Development and Suburbanization, 1850-1980 |
| Sub context: | Multi-Family Residential Development, 1910-1980 |
| Theme: | Multi-Family Residential, 1910-1980 |
| Sub theme: | Apartment Houses, 1910-1980 |
| Property type: | Residential |
| Property sub type: | Apartment House |
| Criteria: | C/3/3 |
| Status code: | 3S;3CS;5S3 |
| Reason: | Excellent example of a 1920s brick apartment house in Los Feliz; one of two identical adjacent buildings. |



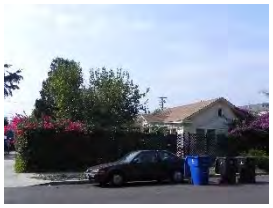
Primary Address: 1728 N EDGEMONT ST
Other Address: 1716 N EDGEMONT ST
1724 N EDGEMONT ST
Name:
Year built: 1928
Architectural style: Renaissance Revival

**Context 1:**

| | |
|---|---|
| Context: | Residential Development and Suburbanization, 1850-1980 |
| Sub context: | Multi-Family Residential Development, 1910-1980 |
| Theme: | Multi-Family Residential, 1910-1980 |
| Sub theme: | Apartment Houses, 1910-1980 |
| Property type: | Residential |
| Property sub type: | Apartment House |
| Criteria: | C/3/3 |
| Status code: | 3S;3CS;5S3 |
| Reason: | Excellent example of a 1920s brick apartment house in Los Feliz; one of two identical adjacent buildings. |


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## Name: 1747-1757 New Hampshire Ave Bungalow Court



**Description:**

American Colonial Revival bungalow court; seven detached one-story units; an eighth rear unit may have been demolished.

**Significance:**

Excellent example of a 1920s bungalow court in Hollywood. Bungalow courts have particular significance in Hollywood; many were built in the 1920s-30s to accommodate people working in the entertainment industry.




**Context 1:**

| | |
|---|---|
| Context: | Residential Development and Suburbanization, 1850-1980 |
| Sub context: | Multi-Family Residential Development, 1910-1980 |
| Theme: | Multi-Family Residential, 1910-1980 |
| Sub theme: | The Bungalow Court, 1910-1939 |
| Property type: | Residential |
| Property sub type: | Bungalow Court |
| Criteria: | C/3/3 |
| Status code: | 3S;3CS;5S3 |
| Reason: | Excellent example of a 1920s bungalow court in Hollywood. |


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**Context 2:**

| | |
|---|---|
| Context: | Entertainment Industry, 1908-1980 |
| Sub context: | No Sub-context |
| Theme: | Residential Properties Associated with the Entertainment Industry, 1908-1980 |
| Sub theme: | Entertainment Industry Housing and Neighborhoods, 1908-1949 |
| Property type: | Residential |
| Property sub type: | Multi-Family Residence |
| Criteria: | A/1/1 |
| Status code: | 3S;3CS;5S3 |
| Reason: | Bungalow courts have particular significance in Hollywood; many were built in the 1920s-30s to accommodate people working in the entertainment industry. |


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Primary Address: 4759 W HOLLYWOOD BLVD

Other Address: 4753 W HOLLYWOOD BLVD
4757 W HOLLYWOOD BLVD
4761 W HOLLYWOOD BLVD
4763 W HOLLYWOOD BLVD
1717 N NEW HAMPSHIRE AVE
1717 1/2 N NEW HAMPSHIRE AVE
1721 N NEW HAMPSHIRE AVE

Name:

Year built: 1925

Architectural style: Spanish Colonial Revival, Churrigueresque

**Context 1:**

| | |
|---|---|
| Context: | Commercial Development, 1850-1980 |
| Sub context: | No Sub-context |
| Theme: | Streetcar Commercial Development, 1873-1934 |
| Sub theme: | No SubTheme |
| Property type: | Commercial |
| Property sub type: | Mixed-use Commercial Strip |
| Criteria: | A/1/1&C/3/3 |
| Status code: | 3S;3CS;5S3 |
| Reason: | Excellent example of streetcar-related mixed-use commercial development in Hollywood. |



Primary Address: 4949 W HOLLYWOOD BLVD

Other Address: 4951 W HOLLYWOOD BLVD
4953 W HOLLYWOOD BLVD
4955 W HOLLYWOOD BLVD
4957 W HOLLYWOOD BLVD
4959 W HOLLYWOOD BLVD
4961 W HOLLYWOOD BLVD
1703 N KENMORE AVE
1705 N KENMORE AVE
1707 N KENMORE AVE
1709 N KENMORE AVE

Name: French-American Building

Year built: 1930

Architectural style: Mediterranean Revival

**Context 1:**

| | |
|---|---|
| Context: | Commercial Development, 1850-1980 |
| Sub context: | No Sub-context |
| Theme: | Streetcar Commercial Development, 1873-1934 |
| Sub theme: | No SubTheme |
| Property type: | Commercial |
| Property sub type: | Mixed-use Commercial Strip |
| Criteria: | A/1/1&C/3/3 |
| Status code: | 3S;3CS;5S3 |
| Reason: | Excellent example of streetcar-related mixed-use commercial development in Hollywood. |

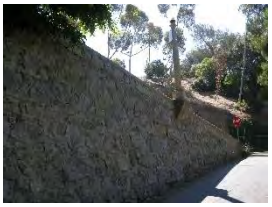

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Address: Underneath Hollywood Blvd at New Hampshire Ave
Name: Hollywood/New Hampshire Pedestrian Tunnel
Year built: 1950
Architectural style: Not Applicable

**Context 1:**

| | |
|---|---|
| Context: | Public and Private Institutional Development, 1850-1980 |
| Sub context: | Government Infrastructure and Services, 1850-1980 |
| Theme: | Transportation Infrastructure, 1880-1980 |
| Sub theme: | Pedestrian Tunnels, 1918-1960 |
| Property type: | Pedestrian Tunnel |
| Property sub type: | No Sub-Type |
| Criteria: | A/1/1 |
| Status code: | 3S;3CS;5S3 |
| Reason: | Rare example of a pedestrian tunnel in Los Angeles; runs underneath Hollywood Boulevard, providing safe pedestrian access to Los Feliz Elementary School. |



Address: Hollyridge at Lechner
Name: Hollywoodland Public Retaining Wall 1
Year built: 1923
Architectural style: Not Applicable

**Context 1:**

| | |
|---|---|
| Context: | Residential Development and Suburbanization, 1850-1980 |
| Sub context: | No Sub-context |
| Theme: | Streetcar Suburbanization, 1888-1933 |
| Sub theme: | Suburban Planning and Development, 1888-1933 |
| Property type: | Tract/subdivision feature |
| Property sub type: | Retaining Wall |
| Criteria: | A/1/1 & C/3/3 |
| Status code: | 5S3 |
| Reason: | This granite retaining wall is an intact original feature of the 1923 Hollywoodland residential development. It appears to meet local criteria only and may not meet significance thresholds for National Register or California Register eligibility. |


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## Name: Los Feliz Elementary School



**Description:**

Los Feliz Elementary School, located at 1740-1750 New Hampshire Avenue. Original school buildings include the two-story main administration and classroom building, as well as the auditorium. Both buildings were constructed in 1926 and designed in the Art Deco style.

**Significance:**

Excellent and rare example of a 1920s LAUSD elementary school in Los Feliz that pre-dates the 1933 Long Beach Earthquake. Also an excellent example of Art Deco institutional architecture in Los Feliz.


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**Context 1:**

| | |
|---|---|
| Context: | Public and Private Institutional Development, 1850-1980 |
| Sub context: | Education, 1876-1980 |
| Theme: | Public Schools and the LAUSD, 1876-1980 |
| Sub theme: | Pre-1933 Long Beach Earthquake, 1912-1933 |
| Property type: | Institutional - Education |
| Property sub type: | Elementary School |
| Criteria: | A/C; 1/3; 1/3 |
| Status code: | 3S;3CS;5S3 |
| Reason: | Excellent and rare example of a 1920s LAUSD elementary school in Los Feliz that pre-dates the 1933 Long Beach Earthquake. |


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**Context 2:**

| | |
|---|---|
| Context: | Architecture and Engineering, 1850-1980 |
| Sub context: | L.A. Modernism, 1919-1980 |
| Theme: | Related Responses to Modernism, 1926-1970 |
| Sub theme: | Art Deco, 1926-1939 |
| Property type: | Institutional |
| Property sub type: | No Sub-Type |
| Criteria: | C/3/3 |
| Status code: | 3S;3CS;5S3 |
| Reason: | Excellent example of Art Deco institutional architecture in Los Feliz. |


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## Name: Los Feliz Village Commercial Historic District



**Description:**

This district is a linear grouping of commercial buildings along the east side of Vermont Avenue between Franklin Avenue and Hollywood Boulevard. The district is composed of approximately 15 one- and two-story commercial storefront buildings. Buildings are primarily vernacular in style, with some Spanish Colonial Revival, Art Deco, Streamline Moderne and Mid-Century Modern influences. They are occupied by a variety of retail and restaurant uses. The district is anchored by the Los Feliz Theater, an Art Deco-style neighborhood movie theater that opened in 1934.

The district has a pedestrian orientation, with commercial storefronts set at the sidewalk with no front setbacks. Other features include wide concrete sidewalks and mature street trees. Commercial development of a similar period and scale occupies the west side of Vermont Avenue; however, this area does not retain sufficient integrity or cohesion to be included in the historic district.

**Significance:**

The Los Feliz Village Commercial Historic District is significant as an intact example of early- to mid-20th century neighborhood commercial development along a major thoroughfare, and as the primary commercial center that historically served the residential neighborhoods of Los Feliz. The district is composed of 15 properties. Of these, 12 are contributors, or approximately 80%. The period of significance is 1920-1959, when the contributing properties were constructed.

The district was originally subdivided in 1904 as the Croake & McCann's Gem of Hollywood and Bourne tracts. When development began in the 1920s, the area was accessible by the Vermont Avenue and Hollywood Boulevard streetcar lines. Later, Vermont Avenue became an important connector route between Hollywood and Los Feliz boulevards, two of Hollywood's primary east-west automobile corridors. As such, the commercial district grew around this major transportation hub.


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**Context 1:**

| | |
|---|---|
| Context: | Commercial Development, 1850-1980 |
| Theme: | Neighborhood Commercial Development, 1875-1960 |
| Sub theme: | Neighborhood Commercial Centers, 1875-1960 |
| Property type: | Neighborhood/Village Commercial Center |
| Criteria: | A/1/1 |
| Status code: | 3S;3CS;5S3 |
| Reason: | The Los Feliz Village Commercial Historic District is significant as an intact example of early- to mid-20th century neighborhood commercial development along a major thoroughfare, and as the primary commercial center that historically served the residential neighborhoods of Los Feliz. |

**Contributors/Non-Contributors:**



Primary Address: 1702 N VERMONT AVE
Other Address: 1700 N VERMONT AVE
Type: Non-Contributor
Year built: 1975
Property type/sub type: Commercial-Finance; Bank/Savings & Loan
Architectural style: Modern, Late



Primary Address: 1716 N VERMONT AVE
Other Address: 1710 N VERMONT AVE
1712 N VERMONT AVE
1714 N VERMONT AVE
Type: Contributor
Year built: 1922
Property type/sub type: Commercial-Retail; Other
Architectural style: Commercial, Vernacular; Mediterranean Revival




Primary Address: 1722 N VERMONT AVE
Other Address: 1718 N VERMONT AVE
1720 N VERMONT AVE
Type: Contributor
Year built: 1926
Property type/sub type: Commercial-Retail; Other
Architectural style: Commercial, Vernacular


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| | |
|---|---|
| Primary Address: | 1730 N VERMONT AVE |
| Other Address: | 4644 W KINGSWELL AVE<br>4648 W KINGSWELL AVE<br>1724 N VERMONT AVE<br>1726 N VERMONT AVE<br>1728 N VERMONT AVE<br>1732 N VERMONT AVE |
| Type: | Contributor |
| Year built: | 1925 |
| Property type/sub type: | Commercial-Retail; Other |
| Architectural style: | Commercial, Vernacular |



| | |
|---|---|
| Primary Address: | 1756 N VERMONT AVE |
| Other Address: | 4647 W KINGSWELL AVE<br>4649 W KINGSWELL AVE<br>4651 W KINGSWELL AVE<br>4653 W KINGSWELL AVE<br>4655 W KINGSWELL AVE<br>1748 N VERMONT AVE<br>1750 N VERMONT AVE<br>1752 N VERMONT AVE<br>1754 N VERMONT AVE<br>1754 1/2 N VERMONT AVE |
| Type: | Contributor |
| Year built: | 1930 |
| Property type/sub type: | Commercial-Retail; Other |
| Architectural style: | Moderne, Streamline |



| | |
|---|---|
| Primary Address: | 1760 N VERMONT AVE |
| Other Address: | 1760 1/2 N VERMONT AVE<br>1762 N VERMONT AVE<br>1764 N VERMONT AVE<br>1766 N VERMONT AVE<br>1768 N VERMONT AVE<br>1768 1/2 N VERMONT AVE<br>1770 N VERMONT AVE |
| Type: | Contributor |
| Year built: | 1933 |
| Property type/sub type: | Commercial-Retail; Other |
| Architectural style: | Commercial, Vernacular |


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| | |
|---|---|
| Primary Address: | 1776 N VERMONT AVE |
| Other Address: | 4646 W MELBOURNE AVE<br>1772 N VERMONT AVE<br>1774 N VERMONT AVE |
| Type: | Non-Contributor |
| Year built: | 1984 |
| Property type/sub type: | Institutional-Religious/Spiritual; Church |
| Architectural style: | Modern, Late |



| | |
|---|---|
| Primary Address: | 1810 N VERMONT AVE |
| Other Address: | 4645 W MELBOURNE AVE<br>4647 W MELBOURNE AVE<br>4649 W MELBOURNE AVE<br>4651 W MELBOURNE AVE<br>4657 W MELBOURNE AVE<br>1800 N VERMONT AVE<br>1802 N VERMONT AVE<br>1804 N VERMONT AVE<br>1806 N VERMONT AVE<br>1808 N VERMONT AVE |
| Type: | Contributor |
| Year built: | 1922 |
| Property type/sub type: | Commercial-Retail; Retail Store |
| Architectural style: | Mediterranean Revival |



| | |
|---|---|
| Primary Address: | 1818 N VERMONT AVE |
| Other Address: | 1812 N VERMONT AVE<br>1812 1/2 N VERMONT AVE<br>1814 N VERMONT AVE<br>1816 N VERMONT AVE |
| Type: | Contributor |
| Year built: | 1929 |
| Property type/sub type: | Commercial-Retail; Other |
| Architectural style: | Art Deco |



| | |
|---|---|
| Primary Address: | 1818 N VERMONT AVE |
| Other Address: | 1812 N VERMONT AVE<br>1812 1/2 N VERMONT AVE<br>1814 N VERMONT AVE<br>1816 N VERMONT AVE |
| Type: | Contributor |
| Year built: | 1929 |
| Property type/sub type: | Commercial-Retail; Retail Store |
| Architectural style: | Art Deco |


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| | |
|---|---|
| Primary Address: | 1822 N VERMONT AVE |
| Other Address: | 1820 N VERMONT AVE<br>1824 N VERMONT AVE |
| Type: | Contributor |
| Year built: | 1934 |
| Property type/sub type: | Commercial-Entertainment; Theater, Motion Picture |
| Architectural style: | Art Deco |



| | |
|---|---|
| Primary Address: | 1854 N VERMONT AVE |
| Other Address: | 4647 W RUSSELL AVE<br>4655 W RUSSELL AVE<br>1850 N VERMONT AVE |
| Type: | Contributor |
| Year built: | 1940 |
| Property type/sub type: | Commercial-Food; Restaurant/Tavern |
| Architectural style: | Commercial, Vernacular; Moderne, Streamline |



| | |
|---|---|
| Primary Address: | 1854 N VERMONT AVE |
| Other Address: | 4647 W RUSSELL AVE<br>4655 W RUSSELL AVE<br>1850 N VERMONT AVE |
| Type: | Contributor |
| Year built: | 1940 |
| Property type/sub type: | Commercial-Retail; Retail Store |
| Architectural style: | Commercial, Vernacular; Spanish Colonial Revival |



| | |
|---|---|
| Primary Address: | 1858 N VERMONT AVE |
| Type: | Contributor |
| Year built: | 1930 |
| Property type/sub type: | Commercial-Food; Restaurant/Tavern |
| Architectural style: | Commercial, Vernacular; Moderne, Streamline |



| | |
|---|---|
| Primary Address: | 1870 N VERMONT AVE |
| Other Address: | 1864 N VERMONT AVE<br>1864 1/2 N VERMONT AVE<br>1866 N VERMONT AVE<br>1868 N VERMONT AVE |
| Type: | Non-Contributor |
| Year built: | 1950 |
| Property type/sub type: | Commercial-Retail; Retail Store |
| Architectural style: | No style |


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Primary Address: 1716 N VERMONT AVE
Other Address: 1710 N VERMONT AVE
1712 N VERMONT AVE
1714 N VERMONT AVE
Name: Sarno's Signs
Year built: 1955
Architectural style: Not Applicable

**Context 1:**

| | |
|---|---|
| Context: | Commercial Development, 1850-1980 |
| Sub context: | No Sub-context |
| Theme: | Commercial Signs, 1906-1980 |
| Sub theme: | Rooftop Signs, 1906-1980 |
| Property type: | Commercial - Sign |
| Property sub type: | Rooftop |
| Criteria: | A/1/1&C/3/3 |
| Status code: | 5S3 |
| Reason: | Excellent examples of 1950s neon signs in Los Feliz. The property contains two neon signs, a rooftop sign and a blade sign, for the now defunct Sarno's Cafe dell' Opera, an iconic Italian-American bakery and pizza restaurant, which closed in 2000. The rooftop sign reads "Sarno's Pizza di Napoli," and the blade sign is for the bakery and depicts a cake with candles. Evaluation is for the signs only; building is substantially altered. Signs appear to meet local criteria only and may not meet significance thresholds for National Register or California Register eligibility. |



Primary Address: 1760 N VERMONT AVE
Other Address: 1760 1/2 N VERMONT AVE
1762 N VERMONT AVE
1764 N VERMONT AVE
1766 N VERMONT AVE
1768 N VERMONT AVE
1768 1/2 N VERMONT AVE
1770 N VERMONT AVE
Name: Dresden Restaurant
Year built: 1933
Architectural style: Commercial, Vernacular

**Context 1:**

| | |
|---|---|
| Context: | Commercial Development, 1850-1980 |
| Sub context: | No Sub-context |
| Theme: | Commercial Identity, 1850-1980 |
| Sub theme: | No SubTheme |
| Property type: | Commercial |
| Property sub type: | No Sub-Type |
| Criteria: | A/1/1 |
| Status code: | 5S3 |


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| | |
|---|---|
| Reason: | Long-time restaurant in Los Feliz; in continuous operation as the Dresden Restaurant since 1954. The property appears to meet local criteria only and may not meet significance thresholds for National Register or California Register eligibility. |



Primary Address: 1771 N VERMONT AVE
Name:
Year built: 1930
Architectural style: Tudor Revival; Gothic Revival

**Context 1:**

| | |
|---|---|
| Context: | Residential Development and Suburbanization, 1850-1980 |
| Sub context: | Multi-Family Residential Development, 1910-1980 |
| Theme: | Multi-Family Residential, 1910-1980 |
| Sub theme: | Apartment Houses, 1910-1980 |
| Property type: | Residential |
| Property sub type: | Apartment House |
| Criteria: | C/3/3 |
| Status code: | 3S;3CS;5S3 |
| Reason: | Excellent and rare example of a 1920s residential hotel in Los Feliz; one of few remaining examples from this period. Residential hotels were an important early multi-family housing type in this area of the city. |

**Context 2:**

| | |
|---|---|
| Context: | Architecture and Engineering, 1850-1980 |
| Sub context: | No Sub-context |
| Theme: | Arts and Crafts Movement, 1895-1930 |
| Sub theme: | Tudor Revival, 1895-1929 |
| Property type: | Residential |
| Property sub type: | Multi-Family Residence |
| Criteria: | C/3/3 |
| Status code: | 3S;3CS;5S3 |
| Reason: | Excellent example of Tudor/Gothic Revival multi-family residential architecture in Los Feliz. |


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Primary Address: 1777 N VERMONT AVE
Name:
Year built: 1929
Architectural style: Tudor Revival; Gothic Revival

**Context 1:**

| | |
|---|---|
| Context: | Architecture and Engineering, 1850-1980 |
| Sub context: | No Sub-context |
| Theme: | Arts and Crafts Movement, 1895-1930 |
| Sub theme: | Tudor Revival, 1895-1929 |
| Property type: | Residential |
| Property sub type: | Multi-Family Residence |
| Criteria: | C/3/3 |
| Status code: | 3S;3CS;5S3 |
| Reason: | Excellent example of Tudor/Gothic Revival multi-family residential architecture in Los Feliz. |

**Context 2:**

| | |
|---|---|
| Context: | Residential Development and Suburbanization, 1850-1980 |
| Sub context: | Multi-Family Residential Development, 1910-1980 |
| Theme: | Multi-Family Residential, 1910-1980 |
| Sub theme: | Apartment Houses, 1910-1980 |
| Property type: | Residential |
| Property sub type: | Apartment House |
| Criteria: | C/3/3 |
| Status code: | 3S;3CS;5S3 |
| Reason: | Excellent and rare example of a 1920s residential hotel in Los Feliz; one of few remaining examples from this period. Residential hotels were an important early multi-family housing type in this area of the city. |


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Primary Address: 1820 N VERMONT AVE
Other Address: 1822 N VERMONT AVE
1824 N VERMONT AVE
Name:
Year built: 1934
Architectural style: Art Deco

**Context 1:**

| | |
|---|---|
| Context: | Commercial Development, 1850-1980 |
| Sub context: | No Sub-context |
| Theme: | Neighborhood Theaters, Pre-WWII, 1915-1942 |
| Sub theme: | No SubTheme |
| Property type: | Commercial - Entertainment |
| Property sub type: | Neighborhood Theater |
| Criteria: | A/C; 1/3; 1/3 |
| Status code: | 3S;3CS;5S3 |
| Reason: | Excellent and rare example of a 1930s neighborhood theater in Los Feliz. |

**Context 2:**

| | |
|---|---|
| Context: | Architecture and Engineering, 1850-1980 |
| Sub context: | L.A. Modernism, 1919-1980 |
| Theme: | Related Responses to Modernism, 1926-1970 |
| Sub theme: | Art Deco, 1926-1939 |
| Property type: | Commercial |
| Property sub type: | No Sub-Type |
| Criteria: | C/3/3 |
| Status code: | 3S;3CS;5S3 |
| Reason: | Excellent example of Art Deco theater architecture in Los Feliz. |


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## Name: 4618 Prospect Ave Bungalow Court



**Description:**

Spanish Colonial Revival bungalow court, composed of five detached buildings oriented around a central landscaped courtyard.

**Significance:**

Excellent example of a 1920s bungalow court in Hollywood. Bungalow courts have particular significance in Hollywood; many were built in the 1920s-30s to accommodate people working in the entertainment industry.




**Context 1:**

| | |
|---|---|
| Context: | Residential Development and Suburbanization, 1850-1980 |
| Sub context: | Multi-Family Residential Development, 1910-1980 |
| Theme: | Multi-Family Residential, 1910-1980 |
| Sub theme: | The Bungalow Court, 1910-1939 |
| Property type: | Residential |
| Property sub type: | Bungalow Court |
| Criteria: | C/3/3 |
| Status code: | 3S;3CS;5S3 |
| Reason: | Excellent example of a 1920s bungalow court in Hollywood. |


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**Context 2:**

| | |
|---|---|
| Context: | Entertainment Industry, 1908-1980 |
| Sub context: | No Sub-context |
| Theme: | Residential Properties Associated with the Entertainment Industry, 1908-1980 |
| Sub theme: | Entertainment Industry Housing and Neighborhoods, 1908-1949 |
| Property type: | Residential |
| Property sub type: | Multi-Family Residence |
| Criteria: | A/1/1 |
| Status code: | 3S;3CS;5S3 |
| Reason: | Bungalow courts have particular significance in Hollywood; many were built in the 1920s-30s to accommodate people working in the entertainment industry. |


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Primary Address: 4645 W HOLLYWOOD BLVD
Other Address: 4641 W HOLLYWOOD BLVD
4643 W HOLLYWOOD BLVD
Name:
Year built: 1939
Architectural style: Art Deco

**Context 1:**

| | |
|---|---|
| Context: | Architecture and Engineering, 1850-1980 |
| Sub context: | L.A. Modernism, 1919-1980 |
| Theme: | Related Responses to Modernism, 1926-1970 |
| Sub theme: | Art Deco, 1926-1939 |
| Property type: | Commercial |
| Property sub type: | No Sub-Type |
| Criteria: | C/3/3 |
| Status code: | 3S;3CS;5S3 |
| Reason: | Excellent example of Art Deco commercial architecture in Hollywood. |



Primary Address: 4655 W HOLLYWOOD BLVD
Other Address: 4651 W HOLLYWOOD BLVD
4653 W HOLLYWOOD BLVD
Name:
Year built: 1924
Architectural style: Commercial, Vernacular

**Context 1:**

| | |
|---|---|
| Context: | Commercial Development, 1850-1980 |
| Sub context: | No Sub-context |
| Theme: | Streetcar Commercial Development, 1873-1934 |
| Sub theme: | No SubTheme |
| Property type: | Commercial |
| Property sub type: | Mixed-use Commercial Strip |
| Criteria: | A/1/1&C/3/3 |
| Status code: | 3S;3CS;5S3 |
| Reason: | Excellent example of streetcar-related mixed-use commercial development in Hollywood. |


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## Name: Lyman Place Multi-Family Residential Historic District



**Description:**

This district consists of 11 two-story apartment buildings which occupy the 1600 block of Lyman Place, between Prospect and Clayton avenues, in Hollywood.

The district contains three two-story apartment houses constructed in 1924, which are brick in construction and Mediterranean in style. They feature rectangular building forms, symmetrical facades, decorative arched panels above the windows on the front elevation, and zero front setback. The remainder of the district is composed of eight courtyard apartments, designed in the American Colonial Revival style and built between 1940 and 1941. These buildings display E- or U-shaped plans, hipped roofs and stucco exteriors, and are oriented around modest landscaped courtyards. American Colonial Revival details include segmental-arch window openings, dentil molding along the roofline, slender porch posts, paneled wood doors, entryways accentuated with pediments and pilasters, and decorative metal balustrades along exterior stairways and balconies. Other features of the district include mature landscaping and ornamental lampposts.

Today, the district is known as "Lyman Village," with each of the buildings displaying the name of a classic film star. The 1920s apartment houses are named The Harlow, The DeMille and The Pickford. The 1940s courtyard apartment buildings are The Monroe, The Cagney, The Gable, The Valentino, The Fairbanks, The Bogart and The Mansfield.

**Significance:**

The Lyman Place Multi-Family Residential Historic District is significant as an intact and cohesive block of multi-family residential development in Hollywood. The district is composed of 11 properties, all of which are contributors. The period of significance is 1924-1941, when the contributing properties were constructed.

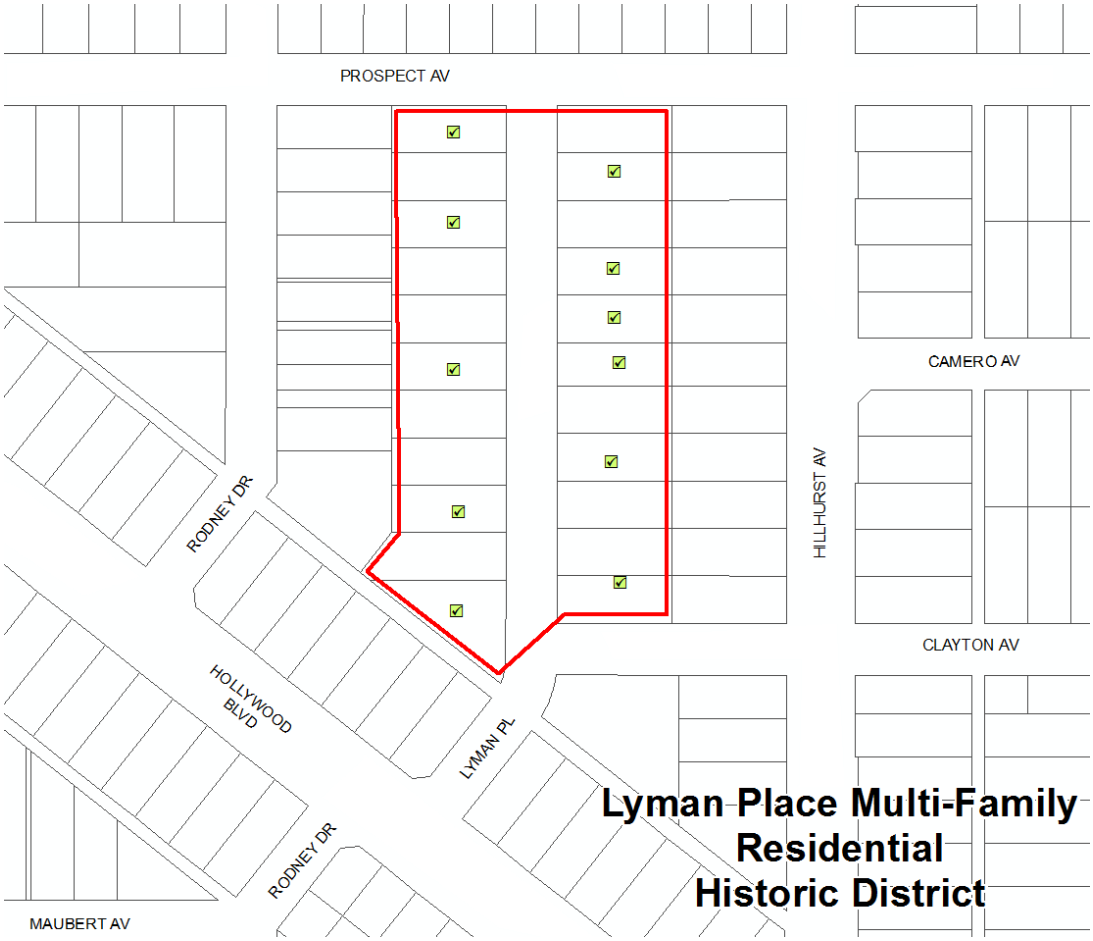
The district is a portion of Tract No. 7199, which was originally subdivided in 1923. The following year, three brick apartment houses were completed. The rest of the block remained unimproved until 1940, when construction began on a series of similarly-designed American Colonial Revival courtyard apartments. The E-shaped plans of the new courtyard buildings continue the rhythm of three originally established by the brick apartment houses. Lyman Place would be fully built out by 1941.

Lyman Place may be associated with well-known entertainers and entrepreneurs, Abe and Mike Lyman. During the early 1920s, the brothers were co-owners of the highly popular Sunset Inn in Santa Monica. The nightclub attracted some of the top names in the burgeoning film industry, including Mary Pickford, Norma Talmadge, Charlie Chaplin and Buster Keaton.

Subsequently, both brothers went on to successful but separate careers. Mike Lyman worked as a band leader, providing the entertainment for various cocktail rooms and cabarets around Los Angeles. In the 1930s he opened Lyman's Grill in downtown Los Angeles, with a second location opening in Hollywood in 1941. Abe Lyman was a popular drummer, band leader and composer. He founded his own band, Abe Lyman's California Ambassador Orchestra, which performed nightly at the Coconut Grove nightclub at the Ambassador Hotel. The orchestra toured widely and made numerous recordings from the 1920s through the 1940s. He also contributed music to various Warner Bros. films and cartoons.

The success of the Lyman brothers in the 1920s through the 1940s, and their close association with the entertainment industry, coincides with the development of Lyman Place in Hollywood; however, an association between the Lymans and this development has not been definitively established. This historic district is significant as a highly intact and cohesive block of multi-family residential development in Hollywood.


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**Context 1:**

| | |
|---|---|
| Context: | Residential Development and Suburbanization, 1850-1980 |
| Sub context: | Multi-Family Residential Development, 1910-1980 |
| Theme: | Multi-Family Residential, 1910-1980 |
| Sub theme: | Multi-Family Residential District, 1910-1980 |
| Property type: | Residential-Multi Family |
| Property sub type: | Multi-Family District |
| Criteria: | C/3/3 |
| Status code: | 3S;3CS;5S3 |
| Reason: | The Lyman Place Multi-Family Residential Historic District is significant as an intact and cohesive block of multi-family residential development in Hollywood. |


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**Contributors/Non-Contributors:**



| | |
|---|---|
| Primary Address: | 1603 N LYMAN PL |
| Other Address: | 1601 N LYMAN PL |
| Type: | Contributor |
| Year built: | 1940 |
| Property type/sub type: | Residential-Multi Family; Apartment House |
| Architectural style: | American Colonial Revival |



| | |
|---|---|
| Primary Address: | 1604 N LYMAN PL |
| Other Address: | 1600 N LYMAN PL<br>1600 1/2 N LYMAN PL<br>1602 N LYMAN PL<br>1602 1/2 N LYMAN PL<br>1604 1/2 N LYMAN PL<br>1606 N LYMAN PL<br>1608 N LYMAN PL |
| Type: | Contributor |
| Year built: | 1941 |
| Property type/sub type: | Residential-Multi Family; Apartment House |
| Architectural style: | American Colonial Revival |



| | |
|---|---|
| Primary Address: | 1615 N LYMAN PL |
| Other Address: | 1607 N LYMAN PL<br>1607 1/2 N LYMAN PL<br>1609 N LYMAN PL<br>1609 1/2 N LYMAN PL<br>1611 N LYMAN PL<br>1611 1/2 N LYMAN PL<br>1613 N LYMAN PL<br>1613 1/2 N LYMAN PL<br>1617 N LYMAN PL<br>1617 1/2 N LYMAN PL<br>1619 N LYMAN PL<br>1621 N LYMAN PL<br>1621 1/2 N LYMAN PL<br>1623 N LYMAN PL<br>1623 1/2 N LYMAN PL |
| Type: | Contributor |
| Year built: | 1940 |
| Property type/sub type: | Residential-Multi Family; Apartment House |
| Architectural style: | American Colonial Revival |


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| | |
|---|---|
| Primary Address: | 1618 N LYMAN PL |
| Other Address: | 1610 N LYMAN PL<br>1612 N LYMAN PL<br>1612 1/2 N LYMAN PL<br>1614 N LYMAN PL<br>1616 N LYMAN PL<br>1620 N LYMAN PL<br>1622 N LYMAN PL<br>1624 N LYMAN PL<br>1626 N LYMAN PL<br>1628 N LYMAN PL |
| Type: | Contributor |
| Year built: | 1941 |
| Property type/sub type: | Residential-Multi Family; Apartment House |
| Architectural style: | American Colonial Revival |



| | |
|---|---|
| Primary Address: | 1630 N LYMAN PL |
| Other Address: | 1634 N LYMAN PL |
| Type: | Contributor |
| Year built: | 1924 |
| Property type/sub type: | Residential-Multi Family; Apartment House |
| Architectural style: | Spanish Colonial Revival |



| | |
|---|---|
| Primary Address: | 1633 N LYMAN PL |
| Other Address: | 1625 N LYMAN PL<br>1627 N LYMAN PL<br>1629 N LYMAN PL<br>1629 1/2 N LYMAN PL<br>1631 N LYMAN PL<br>1635 N LYMAN PL<br>1635 1/2 N LYMAN PL<br>1637 N LYMAN PL<br>1639 N LYMAN PL<br>1639 1/2 N LYMAN PL<br>1641 N LYMAN PL<br>1641 1/2 N LYMAN PL |
| Type: | Contributor |
| Year built: | 1940 |
| Property type/sub type: | Residential-Multi Family; Apartment House |
| Architectural style: | American Colonial Revival |


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| | |
|---|---|
| Primary Address: | 1636 N LYMAN PL |
| Other Address: | 1640 N LYMAN PL |
| Type: | Contributor |
| Year built: | 1925 |
| Property type/sub type: | Residential-Multi Family; Apartment House |
| Architectural style: | Spanish Colonial Revival |



| | |
|---|---|
| Primary Address: | 1642 N LYMAN PL |
| Type: | Contributor |
| Year built: | 1925 |
| Property type/sub type: | Residential-Multi Family; Apartment House |
| Architectural style: | Spanish Colonial Revival |



| | |
|---|---|
| Primary Address: | 1651 N LYMAN PL |
| Other Address: | 1643 N LYMAN PL<br>1643 1/2 N LYMAN PL<br>1645 N LYMAN PL<br>1645 1/2 N LYMAN PL<br>1647 N LYMAN PL<br>1647 1/2 N LYMAN PL<br>1649 N LYMAN PL<br>1649 1/2 N LYMAN PL<br>1653 N LYMAN PL<br>1653 1/2 N LYMAN PL<br>1655 N LYMAN PL<br>1655 1/2 N LYMAN PL<br>1657 N LYMAN PL<br>1657 1/2 N LYMAN PL<br>1659 N LYMAN PL<br>1659 1/2 N LYMAN PL |
| Type: | Contributor |
| Year built: | 1940 |
| Property type/sub type: | Residential-Multi Family; Apartment House |
| Architectural style: | American Colonial Revival |


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| | |
|---|---|
| Primary Address: | 1660 N LYMAN PL |
| Other Address: | 1650 N LYMAN PL<br>1652 N LYMAN PL<br>1654 N LYMAN PL<br>1656 N LYMAN PL<br>1658 N LYMAN PL<br>1662 N LYMAN PL<br>1664 N LYMAN PL<br>1666 N LYMAN PL<br>1668 N LYMAN PL<br>1670 N LYMAN PL |
| Type: | Contributor |
| Year built: | 1941 |
| Property type/sub type: | Residential-Multi Family; Apartment House |
| Architectural style: | American Colonial Revival |



| | |
|---|---|
| Primary Address: | 4530 W PROSPECT AVE |
| Other Address: | 4532 W PROSPECT AVE<br>4534 W PROSPECT AVE<br>4536 W PROSPECT AVE<br>4538 W PROSPECT AVE<br>4540 W PROSPECT AVE |
| Type: | Contributor |
| Year built: | 1940 |
| Property type/sub type: | Residential-Multi Family; Apartment House |
| Architectural style: | American Colonial Revival |


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Primary Address: 1675 N HILLHURST AVE

Other Address: 1657 N HILLHURST AVE
1663 N HILLHURST AVE
1667 N HILLHURST AVE
1673 N HILLHURST AVE

Name: Department of Water and Power Distributing Station No. 54

Year built: 1955

Architectural style: Modern, Mid-Century

**Context 1:**

| | |
|---|---|
| Context: | Public and Private Institutional Development, 1850-1980 |
| Sub context: | Government Infrastructure and Services, 1850-1980 |
| Theme: | Municipal Water and Power, 1916-1980 |
| Sub theme: | Distributing and Receiving Stations, 1916-1980 |
| Property type: | Institutional - Infrastructure |
| Property sub type: | Distributing Station |
| Criteria: | A/1/1 |
| Status code: | QQQ |
| Reason: | Example of a post-World War II Department of Water and Power distributing station; DWP buildings from this era will be evaluated at a later date pending further research into the postwar building program. |



Primary Address: 1751 N HILLHURST AVE

Other Address: 1753 N HILLHURST AVE
1755 N HILLHURST AVE
1757 N HILLHURST AVE
1759 N HILLHURST AVE
1761 N HILLHURST AVE

Name:

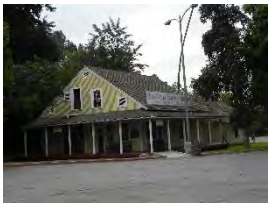
Year built: 1927

Architectural style: Spanish Colonial Revival

**Context 1:**

| | |
|---|---|
| Context: | Commercial Development, 1850-1980 |
| Sub context: | No Sub-context |
| Theme: | Streetcar Commercial Development, 1873-1934 |
| Sub theme: | No SubTheme |
| Property type: | Mixed-Use Residential and Commercial |
| Property sub type: | No Sub-Type |
| Criteria: | A/1/1&C/3/3 |
| Status code: | 3S;3CS;5S3 |
| Reason: | Excellent example of streetcar-related mixed-use commercial development in Hollywood. |


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Primary Address: 2100 N HIGHLAND AVE
Name: Lasky-DeMille Barn
Year built: 1913
Architectural style: Other

**Context 1:**

| | |
|---|---|
| Context: | Entertainment Industry, 1908-1980 |
| Theme: | Industrial Properties Associated with the Entertainment Industry, 1908-1980 |
| Sub theme: | Origins of the Motion Picture Industry, 1908-1919 |
| Property type: | Industrial |
| Property sub type: | Early Motion Picture Studio |
| Criteria: | A/1/1 |
| Status code: | 3S;3CS;5S3 |
| Reason: | Operated as an early film studio by Jesse Lasky; used by pioneer film director Cecil B. DeMille. Relocated to this site from Paramount Studios in 1983. |



Primary Address: 1601 N HILLHURST AVE
Other Address: 1607 N HILLHURST AVE
Name: Fire Station No. 35
Year built: 1945
Architectural style: Moderne, Late

**Context 1:**

| | |
|---|---|
| Context: | Public and Private Institutional Development, 1850-1980 |
| Sub context: | Government Infrastructure and Services, 1850-1980 |
| Theme: | Municipal Fire Stations, 1900-1980 |
| Sub theme: | Post WWII Fire Stations, 1947-1960 |
| Property type: | Institutional - Government |
| Property sub type: | Fire Station |
| Criteria: | A/1/1 |
| Status code: | 3S;3CS;5S3 |
| Reason: | Excellent example of a post-World War II fire station in Los Feliz; represents the expansion of municipal services in the area during the postwar period. |


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Appendix C – DPR 523 Forms

**State of California - The Resources Agency**
**DEPARTMENT OF PARKS AND RECREATION**

# PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
**NRHP Status Code** 6Z

Other Listings
Review Code Reviewer Date

**Page** 1 **of** 8 ***Resource Name or #:** (Assigned by recorder) 1666 N. Vermont Avenue
**P1. Other Identifier:** _____

*P2. **Location:** ☐ **Not for Publication** ☒ **Unrestricted**
*a. **County** Los Angeles **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. **USGS 7.5' Quad** Hollywood **Date** 2018 **T** ____; **R** ____; ____ ¼ **of** ____ ¼ **of Sec** ____ ; ____ **B.M.**
c. Address 1666 N. Vermont Avenue City Los Angeles Zip 90027
d. UTM: (Give more than one for large and/or linear resources) Zone ____, ____ mE/ ____ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
4693 Hollywood Boulevard; Assessor Parcel Number 5542-001-022

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property consists of one parcel located at the northwest corner of the block bounded by W. Prospect Avenue on the north, N. Rodney Drive on the east, W. Hollywood Boulevard on the south, and N. Vermont Avenue on the west. An alley runs north-south immediately to the east of the parcel. The parcel is irregular in shape. It is occupied by two buildings—a car wash located at 1666 N. Vermont Avenue and a food stand located at 1670 N. Vermont Avenue (Continued on Page 3).

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building
***P4.Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)




P5b. Description of Photo: (view, date, accession #) View looking northeast, 09/2019

***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ Both
1965; Los Angeles County Office of the Assessor

***P7. Owner and Address:**
Vermont Real Estate
1666 N. Vermont Avenue
Los Angeles, CA 90027

***P8. Recorded by:** (Name, affiliation, and address)
Emily Rinaldi, GPA Consulting
617 S. Olive Street, Suite 910
Los Angeles, CA 90014

***P9. Date Recorded:** 08/05/2020
***P10. Survey Type:** (Describe)
Intensive Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
GPA Consulting, "Historical Resource Technical Report: 1666 N. Vermont Avenue, Los Angeles, California," August 2020
***Attachments:** ☐NONE ☐Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List): _____

**State of California - Natural Resources Agency**
**DEPARTMENT OF PARKS AND RECREATION**

Primary # _____
HRI# _____
Trinomial _____

# BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) 1666 N. Vermont Avenue ***NRHP Status Code** 6Z
**Page** 2 **of** 8

B1. Historic Name: Hollymont Car Wash B2. Common Name: Vermont Hand Wash & Detailing Center
B3. Original Use: Car Wash B4. Present Use: Car Wash
**5. Architectural Style:** Googie
***B6. Construction History:** (Construction date, alterations, and date of alterations)
See Continuation sheet.

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** N/A **Original Location:** N/A
***B8. Related Features:** 1670 N. Vermont Avenue; surface parking lot; rooftop sign; three pole signs

B9a. Architect: B. Perlin (Engineer) b. Builder: Besteel Co.
***B10. Significance: Theme** Car Washes 1950-1970; Commercial Merchants, Leaders, and Builders 1850-1980; Googie 1935-1969; Commercial Signs, 1906-1980 **Area** Los Angeles, CA
**Period of Significance** N/A **Property Type** Car Wash **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building at 1666 N. Vermont Avenue as well as the two pole signs on the property were evaluated for individual listing in the National and California Registers, as well as for designation as an HCM, using established criteria and aspects of integrity. The building at 1670 N. Vermont Avenue, rooftop sign, and pole sign were evaluated on a separate DPR 533 form set (Continued on Page 4).

B11. Additional Resource Attributes: (List attributes and codes) N/A

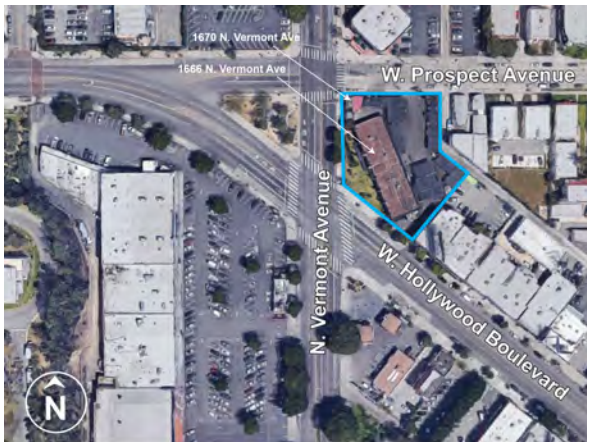
***B12. References:**
See Continuation sheet.

B13. Remarks: N/A

***B14. Evaluator:** Emily Rinaldi
***Date of Evaluation:** 08/05/2020

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



**P3a. Description** (Continued from Page 1):

1666 N. Vermont Avenue is sited diagonally on the parcel in a northwest-southeast direction near the west parcel boundary. 1670 N Vermont Avenue is sited at the corner of W. Prospect and N. Vermont Avenues along the north and west parcel boundaries. The area to the east of 1666 N. Vermont Avenue is landscaped with a lawn and planted with shrubs. The remainder of the parcel is paved in asphalt and used as a surface parking lot.

Canopies are located along the perimeter of the parking lot and immediately to the east of the food stand. There is a stepped concrete retaining wall at the south end of the west parcel boundary topped with a metal picket fence. A horizontal wood plank fence is located along N. Vermont Avenue and W. Prospect Boulevard immediately adjacent to the food stand. The remainder of the property is enclosed by a metal picket fence.

A billboard is located to the west of car wash building near the west parcel boundary. There are also three pole signs on the subject property, one at the northeast corner, one at the northwest corner, and one centered at the west parcel boundary. The northeast pole sign consists of a tapered metal pole with a textured pattern. It is topped by a Googie-style metal sign that reads “Car” on one side and “Wash” on the other. Although it is now stationary, this portion of the sign originally rotated. Lower down on the pole is an oval metal sign with an arrow that reads “Enter.” Below the enter sign is a rectangular metal sign advertising the price of a car wash. The northwest pole sign consists of a metal pole with three signs. It is topped with a circular sign that reads “Hecho en Los Feliz,” and features a picture of an eagle and incandescent bulbs along the perimeter. The center sign is an elongated hexagonal metal sign that reads “Machos Tacos.” The lower sign is a rectangular metal sign advertising the price of a car wash. Finally, the west pole sign consists of a metal pole toped with a street light fixture. Below the light fixture is a rectangular metal sign with rounded ends that reads “100% Hand Wash.” The lowest sign is a rectangular metal sign advertising the price of a car wash.

1666 N. Vermont Avenue is one story in height and rectangular in plan. It has a flat corrugated metal roof surrounded by a standing seam metal awning. The roof is supported on one side by a row of eight rectangular columns regularly-spaced along the west elevation that are clad in rough-cut natural stone. The west side of the car wash is open and is where the cars are pulled through the car wash in an assembly-line manner. To the east are two enclosed rectangular rooms, one to the north and one to the south with a passageway in between. The north room has an aluminum-and-glass storefront on the north elevation with fully glazed, paired aluminum doors, and a fixed single-light window on the east elevation. The south room has three entrances on the east elevation. One consists of a single fully glazed aluminum door and the other two appear to consist of wood slab doors. There are also window openings irregularly spaced along the east elevation of the south room. Openings at the south end have fixed single-light window sashes, while the openings at the north end have been infilled.

**B.6 Construction History** (Continued from Page 2):

1666 N. Vermont Avenue was constructed as a car wash for owner Bert Myerson.[1] No architect is listed on the original building permit, but B. Perlin is listed as the engineer and Besteel Co. is listed as the contractor. The existing west pole sign was likely installed in 1965, and a small patron shelter was constructed beneath (now demolished).[2] The northeast pole sign was installed in 1965. [3] It appears to have been originally adjacent to the west parcel boundary, and was likely later moved in 1967 to its current location on W. Prospect Avenue.[4] 1670 N. Vermont Avenue was constructed in 1966 as a food stand for the Orange Julius of America company.[5] Reese L. Freeland, a structural engineer, is listed as both the architect and engineer for the building. The northwest pole sign was installed in 1966 for the Orange Julius food

[1] LADBS, Building Permit No. LA82750, November 27, 1964; LADBS, Building Permit No. LA82751, November 27, 1964; and LADBS, Building Permit No. LA83005, December 1, 1964.
[2] LADBS, Building Permit No. LA94258, May 5, 1965.
[3] LADBS, Building Permit No.LA98270, June 24, 1965.
[4] LADBS, Building Permit No. LA5561, October 30, 1967.
[5] LADBS, Building Permit No. LA30420, August 3, 1966.

stand; however, it was originally located to the south of the building and relocated to its current location at an unknown date.[6] The existing billboard on the subject property appears to have been installed in 1970.[7]

1666 N. Vermont Avenue has been altered over time. In 1972, a walkway was partitioned within the building.[8] In 1986, the north room was expanded, and a new roll-up garage door installed.[9] In 1987, a new partition wall was constructed, and two new garage doors were installed within existing openings.[10] Other alterations noted during the field inspection include the infilling of the garage opening on the north room with new storefront infill; the infilling of window openings; and the removal and replacement of window sashes. A 1965 aerial photograph also shows that there was a square-shaped structure originally located at the center of the east elevation that has since been demolished.

**B10. Significance** (Continued from Page 2):

**National Register of Historic Places**

*Criterion A*

To be eligible for listing in the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history. The context considered in this evaluation was the Car Wash property type within the Car and Car Services sub-theme of the LACHCS.

1666 N. Vermont Avenue was constructed during the period of significance for the Car and Car Services sub-theme. It was also designed and historically used to provide washing services for automobiles. Early car washes were typically part of service stations or parking garages, but by the late 1920s, a few experiments in stand-alone facilities were constructed. Some development of the modern linear form of the car wash appear to have been constructed during the 1930s simultaneous with the growth of car ownership in the Los Angeles area. By the 1950s, the linear form of the car wash had emerged fully mechanized just as a celebratory automobile culture gained prominence and there was a rapid increase in auto-oriented sprawl as a result. It was during this period that Googie became the favored style for car washes as the simplicity of its design and limited program lent itself well to the use of Googie-based structural expressionism. Car washes continued to be constructed throughout Los Angeles in the 1960s. The LACHCS notes that "the 1964 telephone book for Central Los Angeles area lists more than 120 'Automobile Washing and Polishing' facilities."[11] By the late 1960s, a conservative reaction to the extravagant Googie-style architecture of the earlier period took hold as well as a growing environmentalist movement that was increasingly opposed to roadside and auto-oriented buildings. As a result, the celebration of the car through its incorporation into the building's design was quickly supplanted by more conservative architecture.

The car wash at 1666 N. Vermont Avenue is therefore associated with the overall trend in the development of car washes and Los Angeles' flourishing car culture during the 1960s; however, *National Register Bulletin #15* states that a "mere association with historic events or trends is not enough […] to qualify under Criterion A: a property's specific association must be considered important as well."[12] 1666 N. Vermont Avenue is not an early example of a car wash in Los Angeles. The earliest remaining example identified by SurveyLA is 8820 W. Foothill Boulevard, which was constructed in 1954. Fifteen of the approximately 22 car washes identified by SurveyLA were built before the car wash at 1666 N. Vermont Avenue, which was constructed in 1964-1965.

Additionally, research did not reveal that 1666 N. Vermont Avenue has any significant historic associations, such as an

[6] LADBS, Building Permit No. 34358, October 18, 1966.
[7] LADBS, Building Permit No. 19646, November 24, 1970.
[8] LADBS, Building Permit No. 56526, August 22, 1972.
[9] LADBS, Building Permit No. LA48440, October 17, 1986.
[10] LADBS, Building Permit No. LA55034, January 14, 1987; and LADBS, Building Permit No. LA60234, March 19, 1987.
[11] Prosser, *Commercial Development and the Automobile*, 54.
[12] National Register Bulletin #15, 12.

association with the advancement of new technology or the evolution of the car wash as a property type related to the automobile. The car wash at 1666 N. Vermont Avenue does not appear to meet the eligibility standards for the Car Wash property type; therefore, 1666 N. Vermont Avenue does not appear to be eligible under Criterion A.

*Criterion B*

To be eligible for listing in the National Register under Criterion B, a property must be associated with lives of persons significant in our past. 1666 N. Vermont Avenue was constructed for owner Bert Myerson. He is also noted as the owner of the Sunset Car Wash (1972) located at 7955 Sunset Boulevard, which is notable for its Late Modern architecture.[13] No further information was found regarding Myerson or whether he owned other car washes or commercial businesses in the Los Angeles area. Research did not reveal that Myerson had made an important contribution to commercial development in Los Angeles; therefore, he does not appear to meet the eligibility standards for the Commercial, Merchants, Leaders, and Buildings in the LACHCS.

Research also did not reveal specific information regarding other known owners or operators of the car wash. Many individuals likely worked at the 1666 N. Vermont Avenue since its construction in 1964-1965; however, collaborative efforts like these are typically best evaluated under Criterion A. Therefore, the property does not appear to be significant under Criterion B.

Criterion C

To be eligible for listing under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. 1666 N. Vermont Avenue was evaluated as an example of a car wash and Googie style architecture.

1666 N. Vermont Avenue is an unexceptional example of a postwar car wash. It embodies some of the character-defining features typical of car washes constructed during this period, namely its linear configuration and canopy supported by a series of columns located along the street-facing elevation. The use of stone cladding on the columns was also typical of mid-to-late 1960s car washes. However, 1666 N. Vermont Avenue does not appear to be an excellent example within the context of car washes in comparison to other eligible examples constructed during this same period.

Car washes identified by SurveyLA as eligible for national, state, and local landmark programs were all also identified as excellent examples of Googie architecture. The simplicity of the car wash's design and its limited program lent itself well to the use of Googie-based structural expressionism; as a result, numerous Googie-style car washes were constructed during the 1950s and early 1960s. Examples include: Slauson Car Wash (1960) at 3601 W. Slauson Avenue; Olympic Car Wash (1962) at 3554 W. Olympic Boulevard; Lankershim Car Wash (1963) at 6622 N. Lankershim Boulevard; Magic Minute Car Wash (1964) at 1929 W. Manchester Avenue; Hollywood Stars Car Wash (1965) at 10501 W. Magnolia Boulevard; and Premier Car Wash (1966) at 17438 W. Ventura Boulevard. These examples are all noted as exhibiting quality of design through distinctive features of the Googie style, including bold angles, sweeping curves, distinctive roof lines, futuristic shapes and forms, and oversized signage. 1666 N. Vermont Avenue is characterized by its utilitarian design and is lacking in the qualities associated with these other examples of Googie-style car washes. Therefore, the building does not appear to meet the eligibility standards for either the car washes property type or the Googie style.

No architect is listed on the original 1964 building permit; however, B. Perlin is listed as the engineer. [14] Besteel Co. is listed as the contractor. They are also noted as the contractors of the Parkway Car Wash (1959) at 605 S. Arroyo

[13] "Sunset Car Wash," Los Angeles Conservancy, accessed September 12, 2019, https://www.laconservancy.org/locations/sunset-car-wash.
[14] LADBS, Building Permit No. LA83005, December 1, 1964.

Parkway in Pasadena (now demolished) and a shade structure (1966) at the Emerson Children's Center in Burbank.[15] No further information was found regarding either Perlin or Besteel Co. that indicated either was generally recognized as a master in their field.

The possession of high artistic values refers to a building's articulation of a particular concept of design so fully that it expresses an aesthetic ideal.[16] A building is eligible under this aspect of Criterion C would need to possess ornamentation and detail to lend it high artistic value, which 1666 N. Vermont Avenue does not possess. Nor does it represent a significant and distinguishable entity whose components lack individual distinction, which generally applies to historic districts. 1666 N. Vermont Avenue is primarily surrounded by low-to-mid-rise mixed-use, commercial, and institutional buildings constructed between the 1910s and 1990s.

In conclusion, 1666 N. Vermont Avenue does not appear to be significant under Criterion C.

*Criterion D*

Criterion D was not considered in this report, as it generally applies to archeological resources. There also is no reason to believe that 1666 N. Vermont Avenue has yielded or will yield information important to the prehistory or history of the local area, California, or nation.

*Integrity*

To be eligible for listing in the National Register, properties must retain their physical integrity from the period in which they gained significance. Because 1666 N. Vermont Avenue does not appear to be significance under any National Register criteria, it has no period of significance and the integrity of building does not require examination.

*Conclusion*

1666 N. Vermont Avenue does not appear to be significant under National Register Criteria A, B, C, D; therefore, it is ineligible for listing in the National Register.

**California Register of Historical Resources**

The California Register criteria for eligibility mirror those of the National Register. Therefore, 1666 N. Vermont Avenue is ineligible for listing in the California Register for the same reasons outlined above.

**Los Angeles Cultural Heritage Ordinance**

Likewise, because the City of Los Angeles criteria were modeled on the National and California Register criteria, 1666 N. Vermont Avenue is ineligible for designation as an HCM for the same reasons outlined under the National Register evaluation.

**Northeast Pole Sign**

The northeast pole sign does not appear to meet the eligibility standards for the Pylons, Poles, Stantions, and Billboards sub-theme. The sign was erected in 1965 for the car wash at 1666 N. Vermont Avenue. It was originally located adjacent to the west parcel boundary and likely moved in 1967 to its current location on W. Prospect Avenue. While it was originally constructed as a freestanding support for advertisements, it does not serve as a prototype for mass-produced corporate or chain-store logos, nor evoke iconic cultural associations with the period or associations with a regionally specific commercial establishment. It is an unexceptional example of a pole sign, and does not exhibit quality of design through distinctive features. It does not appear to be an excellent example of the Googie architectural style or

[15] "Pasadena Auto Wash Unit Described as Largest in U.S.," *Los Angeles Times*, July 12, 1959; "School Projects to Cost $25,420," *Los Angeles Times*, November 13, 1966.
[16] *National Register Bulletin #15*, 20.

promotional technique from the period. Therefore, the northeast pole sign on the subject property does not appear to be eligible for listing as a historical resource under national, state, and local Criteria A/1/1 or C/3/3.

**West Pole Sign**

The west pole sign does not appear to meet the eligibility standards for the Pylons, Poles, Stantions, and Billboards sub-theme. The sign was erected in 1965 for the car wash at 1666 N. Vermont Avenue. While it was originally constructed as a freestanding support for advertisements, it does not serve as a prototype for mass-produced corporate or chain-store logos, nor evoke iconic cultural associations with the period or associations with a regionally specific commercial establishment. It is an unexceptional example of a pole sign, and does not exhibit quality of design through distinctive features. It does not appear to be an excellent example of the Googie architectural style or promotional technique from the period. Therefore, the west pole sign on the subject property does not appear to be eligible for listing as a historical resource under national, state, and local Criteria A/1/1 or C/3/3.



Northeast pole sign, looking southwest (GPA, 2019)



West pole sign, looking southeast (GPA, 2019)

**B12. References**:

City Directory. Los Angeles. Various Dates.

City of Los Angeles Department of Building and Safety. Building Permits. Various Dates.

City of Los Angeles Office of Historic Resources. "Los Angeles Historic-Cultural Monument Nomination Form: Orange Julius, 6001 West Pico Boulevard." May 3, 2017.

Gudis, Catherine. "Commercial Development, 1850-1980: Commercial Signs, 1906-1980." *Los Angeles Citywide Historic Context Statement*. City of Los Angeles Office of Historic Resources, December 2015.

Historic Resources Group. "Historic Resources Survey Report: Hollywood Community Plan Area." *SurveyLA Los Angeles Historic Resources Survey*. City of Los Angeles Office of Historic Resources, August 2011. Revised

November 2015.

*Los Angeles Times*. Various Dates.

*National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation.* Washington D.C.: National Park Service, 2002.

*National Register Bulletin #16: How to Complete the National Register Registration Form.* Washington D.C.: National Park Service, 1997.

Prosser, Daniel. "Commercial Development, Commercial Development and the Automobile." *Los Angeles Citywide Historic Context Statement*. City of Los Angeles Office of Historic Resources, August 2016.

Prosser, Daniel. "Commercial Development, Neighborhood Commercial Development, Restaurants." *Los Angeles Citywide Historic Context Statement*. City of Los Angeles Office of Historic Resources, August 2017.

"Sunset Car Wash." Los Angeles Conservancy. Accessed September 12, 2019, https://www.laconservancy.org/locations/sunset-car-wash.

**State of California - The Resources Agency**
**DEPARTMENT OF PARKS AND RECREATION**

# PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
**NRHP Status Code** 6Z

Other Listings
Review Code _____ Reviewer _____ Date _____

**Page** 1 **of** 8 ***Resource Name or #:** (Assigned by recorder) 1670 N. Vermont Avenue
**P1. Other Identifier:** _____

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County** Los Angeles **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** Hollywood **Date** 2018 **T** ____; **R** ____; ____ ¼ **of** ____ ¼ **of Sec** ____ ; ____ **B.M.**

c. Address 1670 N. Vermont Avenue City Los Angeles Zip 90027

d. UTM: (Give more than one for large and/or linear resources) Zone ____, ____ mE/ ____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
4693 Hollywood Boulevard; Assessor Parcel Number 5542-001-022

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property consists of one parcel located at the northwest corner of the block bounded by W. Prospect Avenue on the north, N. Rodney Drive on the east, W. Hollywood Boulevard on the south, and N. Vermont Avenue on the west. An alley runs north-south immediately to the east of the parcel. The parcel is irregular in shape. It is occupied by two buildings—a car wash located at 1666 N. Vermont Avenue and a food stand located at 1670 N. Vermont Avenue (Continued on Page 3).

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building
***P4.Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)




P5b. Description of Photo: (view, date, accession #) View looking east, 09/2019

***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ Both
1966; Los Angeles County Office of the Assessor

***P7. Owner and Address:**
Vermont Real Estate
1666 N. Vermont Avenue
Los Angeles, CA 90027

***P8. Recorded by:** (Name, affiliation, and address)
Emily Rinaldi, GPA Consulting
617 S. Olive Street, Suite 910
Los Angeles, CA 90014

***P9. Date Recorded:** 08/05/2020
***P10. Survey Type:** (Describe)
Intensive Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
GPA Consulting, "Historical Resource Technical Report: 1666 N. Vermont Avenue, Los Angeles, California," August 2020

***Attachments:** ☐NONE ☐Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List): _____

**State of California - Natural Resources Agency**
**DEPARTMENT OF PARKS AND RECREATION**

Primary # _____
HRI# _____
Trinomial _____

# BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) 1670 N. Vermont Avenue ***NRHP Status Code** 6Z
**Page** 2 **of** 8

B1. Historic Name: Orange Julius/Orange Bee Jay's B2. Common Name: Machos Tacos
B3. Original Use: Restaurant B4. Present Use: Restaurant
**5. Architectural Style:** Googie
***B6. Construction History:** (Construction date, alterations, and date of alterations)
See Continuation sheet.

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** N/A **Original Location:** N/A
***B8. Related Features:** 1666 N. Vermont Avenue; surface parking lot; rooftop sign; three pole signs

B9a. Architect: Reese L. Freeland (Structural Engineer) b. Builder: Unknown
***B10. Significance: Theme** Restaurants 1880-1980; Googie 1935-1969; Commercial Signs, 1906-1980
**Area** Los Angeles, CA
**Period of Significance** N/A **Property Type** Food Stand **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building at 1670 N. Vermont Avenue, the rooftop sign, and one pole sign on the property were evaluated for individual listing in the National and California Registers, as well as for designation as an HCM, using established criteria and aspects of integrity. The building at 1666 N. Vermont Avenue and two pole signs were evaluated on a separate DPR 533 form set (Continued on Page 4).

B11. Additional Resource Attributes: (List attributes and codes) N/A

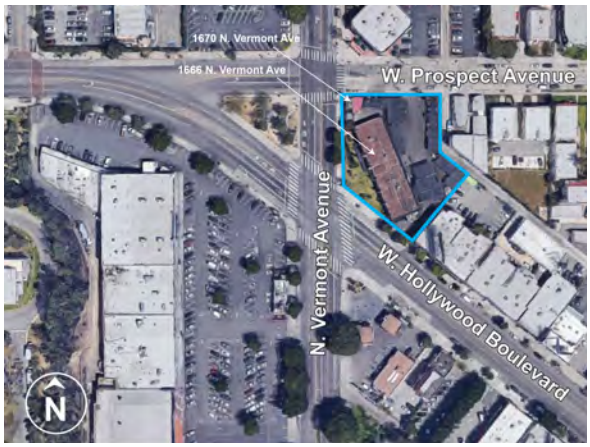
***B12. References:**
See Continuation sheet.

B13. Remarks: N/A

***B14. Evaluator:** Emily Rinaldi
***Date of Evaluation:** 08/05/2020

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



**P3a. Description** (Continued from Page 1):

1666 N. Vermont Avenue is sited diagonally on the parcel in a northwest-southeast direction near the west parcel boundary. 1670 N Vermont Avenue is sited at the corner of W. Prospect and N. Vermont Avenues along the north and west parcel boundaries. The area to the east of 1666 N. Vermont Avenue is landscaped with a lawn and planted with shrubs. The remainder of the parcel is paved in asphalt and used as a surface parking lot.

Canopies are located along the perimeter of the parking lot and immediately to the east of the food stand. There is a stepped concrete retaining wall at the south end of the west parcel boundary topped with a metal picket fence. A horizontal wood plank fence is located along N. Vermont Avenue and W. Prospect Boulevard immediately adjacent to the food stand. The remainder of the property is enclosed by a metal picket fence.

A billboard is located to the west of car wash building near the west parcel boundary. There are also three pole signs on the subject property, one at the northeast corner, one at the northwest corner, and one centered at the west parcel boundary. The northeast pole sign consists of a tapered metal pole with a textured pattern. It is topped by a Googie-style metal sign that reads “Car” on one side and “Wash” on the other. Although it is now stationary, this portion of the sign originally rotated. Lower down on the pole is an oval metal sign with an arrow that reads “Enter.” Below the enter sign is a rectangular metal sign advertising the price of a car wash. The northwest pole sign consists of a metal pole with three signs. It is topped with a circular sign that reads “Hecho en Los Feliz,” and features a picture of an eagle and incandescent bulbs along the perimeter. The center sign is an elongated hexagonal metal sign that reads “Machos Tacos.” The lower sign is a rectangular metal sign advertising the price of a car wash. Finally, the west pole sign consists of a metal pole toped with a street light fixture. Below the light fixture is a rectangular metal sign with rounded ends that reads “100% Hand Wash.” The lowest sign is a rectangular metal sign advertising the price of a car wash.

1670 N. Vermont Avenue is one story in height and rectangular in plan. It has a flat roof covered with a rolled composition membrane surrounded by a standing-seam wood awning. The south elevation and the southern portion of the west elevation are clad in rough-cut natural stone. The north and east elevations feature aluminum walk-up food service windows and metal counters with horizontal wood siding below. The entrance is located on the south elevation and consists of a single metal door. To the south of the building is a barrel-vault awning where the covering has been removed. The building is topped with an elongated hexagonal roof sign.

**B.6 Construction History** (Continued from Page 2):

1670 N. Vermont Avenue was constructed in 1966 as a food stand for the Orange Julius of America company.[1] Reese L. Freeland, a structural engineer, is listed as both the architect and engineer for the building. The existing west pole sign was likely installed in 1965, and a small patron shelter was constructed beneath (now demolished).[2] The northeast pole sign was installed in 1965. [3] It appears to have been originally adjacent to the west parcel boundary, and was likely later moved in 1967 to its current location on W. Prospect Avenue.[4] 1670 N. Vermont Avenue was constructed in 1966 as a food stand for the Orange Julius of America company.[5] Reese L. Freeland, a structural engineer, is listed as both the architect and engineer for the building. The northwest pole sign was installed in 1966 for the Orange Julius food stand; however, it was originally located to the south of the building and relocated to its current location at an unknown date.[6] The existing billboard on the subject property appears to have been installed in 1970.[7]

There are no alterations to 1670 N. Vermont Avenue noted in the building permit record beyond changes made to the

[1] LADBS, Building Permit No. LA30420, August 3, 1966.
[2] LADBS, Building Permit No. LA94258, May 5, 1965.
[3] LADBS, Building Permit No.LA98270, June 24, 1965.
[4] LADBS, Building Permit No. LA5561, October 30, 1967.
[5] LADBS, Building Permit No. LA30420, August 3, 1966.
[6] LADBS, Building Permit No. 34358, October 18, 1966.
[7] LADBS, Building Permit No. 19646, November 24, 1970.

signage on the northwest pole sign in 2003.[8] A portion of the east elevation can be seen in the car wash scene of the 1997 film *The Dukes of Hazzard: Hazzard in Hollywood*. It appears that 1670 N. Vermont Avenue featured a flat roof with a trapezoidal-shaped parapet with a canvas awning rather than the existing standing wood seam awning at that time. It also appears that the northwest pole sign was originally located to the south of the food stand and was later remounted on a new pole and relocated to its current location.

**B10. Significance** (Continued from Page 2):

**National Register of Historic Places**

*Criterion A*

To be eligible for listing in the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history. The context considered in this evaluation was the Restaurants sub-theme of the LACHCS.

1670 N. Vermont Avenue was constructed in 1966 as an Orange Julius. The first Orange Julius stand was established by Julius Freed and Bill Hamlin in 1926 on South Broadway in Downtown Los Angeles. [9] At the time, the booming citrus industry in Southern California and an emerging reliance on travel by automobile led to the emergence of roadside stands selling orange juice. Many of these stands displayed programmatic architecture to catch the eye of the passing driver, and were designed as large orange globes. In a departure from the standard orange juice offered at other stands, Freed and Hamlin created a new creamy version, which was supposed to be easier on the stomach. Their recipe was a hit with the Southern California population and by 1929 there were 100 Orange Julius locations. In 1964, Orange Julius was the official drink of the New York World's Fair. By 1967, over 700 locations existed in outdoor stands and shopping malls in the United States and internationally. In 1987, the company merged with the ice cream chain restaurant, Dairy Queen, and today there are no operating Orange Julius locations left in Los Angeles. 1670 N. Vermont Avenue likely operated as an Orange Julius until 1987, after which it became Orange Bee Jay's.

1670 N. Vermont Avenue was constructed during the period of significance for the Restaurants sub-theme. It was also designed and historically used as a food stand operated by the Orange Julius of America company from 1966 until likely 1987. 1670 N. Vermont Avenue is therefore associated with the overall trend in the expansion of the Orange Julius restaurant chain in the 1960s, which by 1967 operated over 700 locations internationally; however, *National Register Bulletin #15* states that a "mere association with historic events or trends is not enough […] to qualify under Criterion A: a property's specific association must be considered important as well."[10] 1670 N. Vermont Avenue is not an early example of an Orange Julius food stand nor did research reveal that it had any other significant historic associations, such as a significant association with the evolution of the walk-up food stand as a property type for the Orange Julius company. 1670 N. Vermont Avenue does not appear to meet the eligibility standards for the Restaurants sub-theme; therefore, it does not appear to be eligible under Criterion A.

*Criterion B*

To be eligible for listing in the National Register under Criterion B, a property must be associated with lives of persons significant in our past. Willard (Bill) Hamlin is noted as the chairman of the Orange Julius of America company in 1966.[11] Hamlin founded the company with Julius Fried in 1926, and is credited as the creator of the Orange Julius.[12] He later bought out Fried in 1949, and served as chairman until he sold the company to International Industries, Inc. in 1967. At

[8] LADBS, Building Permit No. 03048-10000-01333, October 10, 2003.
[9] Excerpted from City of Los Angeles Office of Historic Resources, "Los Angeles Historic-Cultural Monument Nomination Form: Orange Julius, 6001 West Pico Boulevard," May 3, 2017, 1.
[10] National Register Bulletin #15, 12.
[11] "Investing in a Franchise? Start Out with a Study," *Los Angeles Times*, June 1, 1966.
[12] Burt A. Folkart, "From a Single Stand to an International Network: W. Hamlin; Orange Julius Creator," *Los Angeles Times*, June 6, 1987.

the time the company was sold, it had grown to over 700 locations in eight countries and territories around the world. Although research shows that Hamlin appears to have made significant contributions to commercial growth and development in Los Angeles, *National Register Bulletin #15* states that "properties eligible under Criterion B are usually those associated with a person's productive life, reflecting the time period when he or she achieved significance."[13] Because 1666 N. Vermont Avenue was one of 700 Orange Julius food stands that the company operated by 1967, it would not be the best representation of Hamlin's productive life. His contribution would be better reflected by other built resources, such as the Orange Julius company headquarters or his personal residence.

Research also did not reveal specific information regarding other known commercial tenants of the building. Many individuals likely worked at the property since its construction in 1966; however, collaborative efforts like these are typically best evaluated under Criterion A. Therefore, the property does not appear to be significant under Criterion B.

*Criterion C*

To be eligible for listing under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. 1670 N. Vermont Avenue was evaluated as an example of a food stand and Googie architecture.

In the 1960s, the Orange Julius company adopted a simplified Googie style for its walk-up food stands that often included a boxy one-story building topped with a zig-zag roof and an exaggerated pole sign that featured at least one elongated hexagonal sign. Like many walk-up food stands constructed during this period, Orange Juliuses were often auto-oriented buildings associated with an automobile-related commercial business, such as a car wash or car repair shop, or located on a parcel with ample surface parking. The style for the chain seems to be based off of a prototype designed for Orange Julius in 1964 by the award-winning architect, Maynard Lyndon.[14] Examples of Googie-style Orange Julius food stands in the Southern California include: 622 N. Milpas Street in Santa Barbara; 13222 Burbank Boulevard in Sherman Oaks; and 1231 W. Chapman Avenue in Orange, CA. 6001 W. Pico Boulevard (now demolished) was one of the few intact examples in Los Angeles. It was constructed in 1964 and designed by the architecture firm Armét & Davis.[15] Another example in Los Angeles is 9516 W. Pico Boulevard, constructed in 1964-1965.[16] Like 1670 N. Vermont Avenue, 9516 W. Pico Boulevard was also built adjacent to a car wash.

Neither research nor fieldwork revealed whether 1670 N. Vermont Avenue was originally constructed with the Googie-style features typical of mid-1960s Orange Julius food stands. No building permits were found for alterations to 1670 N. Vermont Avenue except for permits associated with alterations to signage. The earliest known historic photograph of the building dates from 1997. It shows that the roof of 1670 N. Vermont Avenue has been altered and a standing seam wood awning was subsequently added. Because 1670 N. Vermont Avenue dates from the period in which Orange Julius constructed Googie-style food stands throughout Southern California, it is possible that 1670 N. Vermont Avenue originally exhibited Googie-style features which have since been altered or removed as a result of changes made to the building over time.

In its present form, 1670 N. Vermont Avenue is an unexceptional example of a postwar food stand. It embodies some of the character-defining features typical of food stands during this period, namely its simple, one-story rectangular massing, walk-up food service windows, exaggerated rooftop sign, and association with an automobile-related commercial business. However, 1670 N. Vermont Avenue does not appear to be an excellent example within the context of food stands in comparison to other examples constructed during the same period.

Food stands designated as HCMS or identified by SurveyLA as eligible for national, state, and/or local landmark

[13] *National Register Bulletin #15*, 15.
[14] Ibid.
[15] City of Los Angeles, 1.
[16] LADBS, Building Permit No. LA75950, September 14, 1964.

programs are also either early examples of the property type, the location of a continuously operating restaurant (known as a legacy business), or exhibits quality of design through distinctive features. Examples include: the first Der Wienerschnitzel (HCM No. 1046) located at 1362 Gulf Avenue, which is also an early example of a food stand with a drive-thru; Pinks Hot Dogs located at 717 N. La Brea Avenue, which has been in continuous operation since the building's construction in 1949; and Luzy's Fast Food located at 4378 S. Main Street, which exhibit Googie-style features such as an exaggerated roof and protruding spear-like pole sign.

1670 N. Vermont Avenue is neither an early example of a food stand nor a location of a continuously operating restaurant. It also does not embody the distinctive characteristics of the Googie style. Excellent examples of Googie-style commercial buildings are all noted as exhibiting quality of design through distinctive features, which include bold angles, sweeping curves, distinctive roof lines, futuristic shapes and forms, and oversized signage. Examples designated as HCMS or identified by SurveyLA as eligible for national, state, or local landmark programs include: Johnie's Coffee Shop Restaurant (HCM No. 1045) located at 6101 W. Wilshire Boulevard; Norms Coffee Shop located at 1101 W. Pico Boulevard; and Pann's Coffee Shop located at 6710 S. La Tijera Boulevard. 1670 N. Vermont Avenue is lacking in the qualities associated with the finer examples of Googie-style commercial buildings. Furthermore, because 1670 N. Vermont Avenue does not exhibit the Googie-style features typical of Orange Julius food stands constructed in the mid-1960s, it does not evoke iconic cultural associations with the Orange Julius of America company from this period. Therefore, the building does not appear to meet the eligibility standards for either Restaurants or the Googie style.

Reese L. Freeland is noted on the original 1966 building permit as both the architect and engineer.[17] He was a structural engineer who graduated from the University of Southern California in 1952 and later worked at Brandow & Johnston Associates in Los Angeles in 1980.[18] No further information was found that indicated Freeland was generally recognized as a master in his field. No contractor is noted on the 1966 building permit.

The possession of high artistic values refers to a building's articulation of a particular concept of design so fully that it expresses an aesthetic ideal.[19] A building is eligible under this aspect of Criterion C would need to possess ornamentation and detail to lend it high artistic value, which 1670 N. Vermont Avenue does not possess. Nor does it represent a significant and distinguishable entity whose components lack individual distinction, which generally applies to historic districts. The building is primarily surrounded by low-to-mid-rise mixed-use, commercial, and institutional buildings constructed between the 1910s and 1990s.

In conclusion, the property does not appear to be significant under Criterion C.

*Criterion D*

Criterion D was not considered in this report, as it generally applies to archeological resources. There also is no reason to believe that 1670 N. Vermont Avenue has yielded or will yield information important to the prehistory or history of the local area, California, or nation.

*Integrity*

To be eligible for listing in the National Register, properties must retain their physical integrity from the period in which they gained significance. Because 1670 N. Vermont Avenue does not appear to be significance under any National Register criteria, it has no period of significance and the integrity of building does not require examination.

[17] LADBS, Building Permit No. LA30420, August 3, 1966.
[18] "Brandow & Johnston Associates," Advertisement, *Los Angeles Times*, October 5, 1980.
[19] *National Register Bulletin #15*, 20.

*Conclusion*

1670 N. Vermont Avenue does not appear to be significant under National Register Criteria A, B, C, D; therefore, it is ineligible for listing in the National Register.

**California Register of Historical Resources**

The California Register criteria for eligibility mirror those of the National Register. Therefore, 1670 N. Vermont Avenue is ineligible for listing in the California Register for the same reasons outlined above.

**Los Angeles Cultural Heritage Ordinance**

Likewise, because the City of Los Angeles criteria were modeled on the National and California Register criteria, 1670 N. Vermont Avenue is ineligible for designation as an HCM for the same reasons outlined under the National Register evaluation.

**Rooftop Sign**

The rooftop sign does not appear to meet the eligibility standards for the Rooftop Signs sub-theme. The sign was likely erected in 1966 when the Orange Julius food stand was constructed. During the mid-1960s, signage for Orange Julius food stands appears to have featured an elongated hexagonal metal sign topped with a circular sign, likely based on the prototype food stand designed by Maynard Lyndon in 1964. The Orange Julius signs have since been removed.

Because the rooftop sign does not retain its original Orange Julius signs, it no longer retains its association with the Orange Julius of America company. Therefore, it does not evoke iconic cultural associations with a regionally specific commercial establishment. It is an unexceptional example of a rooftop sign, and does not exhibit quality of design through distinctive features. It does not appear to be an excellent example of the Googie architectural style or promotional technique from the period. Therefore, the rooftop sign does not appear to be eligible for listing as a historical resource under national, state, and local Criteria A/1/1 or C/3/3.

**Northwest Pole Sign**

The northwest pole sign does not appear to meet the eligibility standards for the Pylons, Poles, Stantions, and Billboards sub-theme. The sign was erected in 1966 for the Orange Julius food stand and originally located to the south of 1670 N. Vermont Avenue. During the mid-1960s, pole signs for Orange Julius food stands appear to have featured an elongated hexagonal metal sign topped with a circular sign, likely based on the prototype food stand designed by Maynard Lyndon in 1964. The Orange Julius signs have since been removed. The signage was also remounted on a new pole and relocated to its current location at an unknown date.

Because the northwest pole sign does not retain its original Orange Julius signs, it no longer retains its association with the Orange Julius of America company. Therefore, it does not evoke iconic cultural associations with a regionally specific commercial establishment. It is an unexceptional example of a pole sign, and does not exhibit quality of design through distinctive features. It does not appear to be an excellent example of the Googie architectural style or promotional technique from the period. Therefore, the northwest pole sign does not appear to be eligible for listing as a historical resource under national, state, and local Criteria A/1/1 or C/3/3.




*Northwest pole sign, looking south (GPA, 2019)*

**B12. References**:

City Directory. Los Angeles. Various Dates.

City of Los Angeles Department of Building and Safety. Building Permits. Various Dates.

City of Los Angeles Office of Historic Resources. "Los Angeles Historic-Cultural Monument Nomination Form: Orange Julius, 6001 West Pico Boulevard." May 3, 2017.

Gudis, Catherine. "Commercial Development, 1850-1980: Commercial Signs, 1906-1980." *Los Angeles Citywide Historic Context Statement*. City of Los Angeles Office of Historic Resources, December 2015.

Historic Resources Group. "Historic Resources Survey Report: Hollywood Community Plan Area." *SurveyLA Los Angeles Historic Resources Survey*. City of Los Angeles Office of Historic Resources, August 2011. Revised November 2015.

*Los Angeles Times*. Various Dates.

*National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation.* Washington D.C.: National Park Service, 2002.

*National Register Bulletin #16: How to Complete the National Register Registration Form.* Washington D.C.: National Park Service, 1997.

Prosser, Daniel. "Commercial Development, Commercial Development and the Automobile." *Los Angeles Citywide Historic Context Statement*. City of Los Angeles Office of Historic Resources, August 2016.

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"Sunset Car Wash." Los Angeles Conservancy. Accessed September 12, 2019, https://www.laconservancy.org/locations/sunset-car-wash.

Appendix D – Entitlement Submittal







# VERMONT
# HOLLYWOOD

## 7-STORY APT.
139-UNIT MIXED USE
1666 N VERMONT AVE.
LOS ANGELES, CA 90027




Sheet Issue & Revision Log

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

Developer:

VERMONT REAL ESTATE, LLC.

1666 N VERMONT AVENUE,
LOS ANGELES, CA. 90027

Project Title:

139 UNIT MIXED USE APARMENT

1666 N VERMONT AVENUE,
LOS ANGELES, CA. 90027

Architect:

DARYOUSH SAFAI
AIA
Architect

2932 Wilshire Boulevard, #210
Santa Monica, CA 90403

Tel : (310) 453-3335
Email : dan@safaiarchitects.com
www.arshitect.com

Architect Stamp:

Sheet Content:

RENDERINGS

Date : 9/24/2018
Scale :
CAD : DAN
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DARYOUSH SAFAI
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Sheet Issue & Revision Log

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Developer:

VERMONT REAL ESTATE, LLC.

1666 N VERMONT AVENUE,
LOS ANGELES, CA. 90027

Project Title:

139 UNIT MIXED USE APARMENT

1666 N VERMONT AVENUE,
LOS ANGELES, CA. 90027

Architect:

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Sheet Content:

RENDERINGS

Date : 9/24/2018
Scale :
CAD : DAN
Job : -
Sheet :

**G-0.001**

Of 0 Sheets

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| | | |
|---|---|---|
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| | | |
|---|---|---|
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| | | |
|---|---|---|
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| | A4-01a | WEST ELEV. - (VERMONT) |
| | A4-01b | WEST ELEV. - SECTIONS |
| SOUTH - WEST | A4-02 | SOUTH / WEST - (HOLLYWOOD) |
| NORTH | A4-03 | NORTH ELEV. - (PROSPECT) |
| EAST | A4-04 | EAST ELEV. - (ALLEY) |
| SOUTH | A4-05 | SOUTH ELEV. |

## SECTIONS

| | | |
|---|---|---|
| A | A5-01 | SECTION - A |
| B | A5-02 | SECTION - B |
| C | A5-03 | SECTION - C |
| D | A5-04 | SECTION - D |
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## SCHED.

| | | |
|---|---|---|
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| | | |
|---|---|---|
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## LIFE SAFETY

EXIT ACCESS & EGRESS PER OCCUPANCY LOAD CALCULATION

| | | |
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| LSP-03 | 1ST FLOOR - RESIDENTIAL | |
| | 1ST FLOOR - COMMERCIAL | |
| | 1ST FLOOR - PARKING | |
| LSP-04 | 2ND FLOOR - RESIDENTIAL | |
| | 2ND FLOOR - COURTYARD | |
| LSP-05 | 3RD - 7TH FLOOR | |

## SEPARATE PERMIT

| |
|---|
| GRADING WORK |
| SHORING |
| BLOCK FENCE WALLS |
| FIRE SPRINKLER |
| A SEPARATE STRUCTURE |
| ELECTRICAL |
| MECHANICAL |
| PLUMBING |
| DEMOLITION |
| SIGN |
| WINDOW WASHING SYSTEM PER CAL-OSHA |
| SOLAR PANEL |
| FIRE ALARM SYSTEM & MONITORING |
| EMERGENCY RESPONDER RADIO COVERAGE |

Sheet Issue & Revision Log

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

Developer:

VERMONT REAL ESTATE, LLC.

1666 N VERMONT AVENUE,
LOS ANGELES, CA. 90027

Project Title:

139 UNIT MIXED USE APARMENT

1666 N VERMONT AVENUE,
LOS ANGELES, CA. 90027


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# PROJECT DESCRIPTIONS

VERMONT HOLLYWOOD

7-STORY
139-UNIT MIXED USE
APARTMENT BUILDING
1666 N VERMONT AVE.
LOS ANGELES, CA 90027

# BUILDING DATA

## 1. PROJECT ADDRESS

1666 N VERMONT AVE.
LOS ANGELES, CA 90027

## 2. LEGAL DESCRIPTION

| | | | | | |
|---|---|---|---|---|---|
| LOT # | : | FR 1 | PIN # | : | 147B197 254 |
| TRACT # | : | TR 3774 | APN # | : | 5542001022 |
| BLOCK # | : | NONE | | | |

## 3. ZONING : C2-1D, TIER 4

| | |
|---|---|
| SPECIFIC PLAN AREA: Vermont / Western Station Neighborhood Area Plan | |
| SUBAREA BOUNDARY MAP : C (Community Center) | |
| SETBACK REQUIRED | |
| FRONT YARD | = 0 FEET |
| SIDE YARDS | = 0 FEET |
| REAR YARD | = 0 FEET |

PER SNAP SECTION 9.H, NO FRONT , SIDE, OR REAR YARDS ARE REQUIRED FOR THE DEVELOPMENT OF ANY COMMERCIAL OR RESIDENTIAL PROJECT ON ANY LOT LOCATED IN SUBAREA C

YARD REQUIREMENT: RAS-3 ZONE PER LAMC 12.10.5

## 4. BUILDING HEIGHT PER ZONING

| | |
|---|---|
| ALLOWABLE HEIGHT | = 75 FEET |
| HEIGHT INCREASE PER TOC | = 33 FEET |
| TOTAL ALLOWABLE HEIGHT | = 108 FEET |
| TOTAL PROPOSED HEIGHT (LOWEST POINT ON SITE) | = 85.75 FEET |

## 5. MENU OF INCENTIVES:

| | |
|---|---|
| BASE INCENTIVES: | |
| 1) RESIDENTIAL DENSITY | |
| a. INCREASE IN NUMBER OF DWELLING UNITS | 80% |
| b. FLOOR AREA RATIO | 4.35:1 |
| 2) AUTOMOBILE PARKING - RESIDENTIAL | NONE |

| | | |
|---|---|---|
| MENU OF ADDITIONAL INCENTIVES: | | |
| 1) HEIGHT INCREASE | (1-STORY) | 11 FT. |
| 2) OPEN SPACE REDUCTION | | 25% |

## 6. LAND AREA :

| | |
|---|---|
| LAND AREA BEFORE VACATION | 28,006.00 S/F |
| VACATION AREA | 1,412.42 S/F |
| LAND AREA AFTER VACATION | = 29,418.42 S/F |

## 7. FAR:

| | | |
|---|---|---|
| FAR 3:1 BY RIGHT | (29,418.42 x 3) | = 88,255 S/F |
| FAR - (PER TOC TIER 4) X (4.25 + .1) | (29,418.42 x 4.35) | = 127,970 S/F |

## 8. DENSITY

| | | |
|---|---|---|
| ALLOWABLE UNIT: | | |
| LAND AREA + 1/2 ALLEY / 400: | (29,418.42 + 994) | = 30,412.42 |
| | (30,412.42 / 400) | = 76.03 UNIT |
| DENSITY INCREASE - (PER TOC TIER 4) | (77 x 80%) = 61.6 | = 62 UNIT |
| TOTAL UNIT - ALLOWED | | = 139 UNIT |

| | | |
|---|---|---|
| PROPOSED UNIT: | | |
| NON-RESTRICTED UNIT | | = 123 UNIT |
| EXTREMELY LOW INCOME (ELI), TIER-4 | (139 x 11%) | = 16 UNIT |
| TOTAL UNIT - PROPOSED | | = 139 UNIT |

## 9. PROPOSED NO. OF UNIT:

| FLOOR | SINGLE | 1-BD | 2-BD | TOTAL |
|---|---|---|---|---|
| 2ND | 7 | 9 | 4 | = 20 |
| 3RD | 9 | 12 | 3 | = 24 |
| 4TH | 9 | 12 | 3 | = 24 |
| 5TH | 9 | 12 | 3 | = 24 |
| 6TH | 9 | 12 | 3 | = 24 |
| 7TH | 9 | 11 | 3 | = 23 |
| TOTAL | 52 | 68 | 19 | = 139 UNIT |
| PERCENTAGE | 38 % | 49 % | 13 % | = 100 % |

## 10. PARKING - REQUIRED:

| | | | | |
|---|---|---|---|---|
| MAXIMUM REQUIRED PARKING (PER SNAP): RESIDENTIAL | | | | |
| NO. OF HABITABLE RM. | # OF UNIT | REQ. STALL | | TOTAL |
| < 3 HABITABLE RM. | 52 | x 1 | = | 52 |
| = 3 HABITABLE RM. | 68 | x 1.5 | = | 102 |
| > 3 HABITABLE RM. | 19 | x 2 | = | 38 |
| TOTAL REQUIRED | | | = | 192 STALL |
| MAXIMUM REQUIRED PARKING (PER SNAP) : COMMERCIAL | | | | |
| AREA / 500 | (13,960 S/F / 500) | | = | 28 STALL |

| | |
|---|---|
| REQUIRED PARKING (PER TIER-4) : RESIDENTIAL | NONE REQ. |

## 11. PROVIDED PARKING - COMMERCIAL :

| COMMERCIAL: | STANDARD | COMPACT | TOTAL |
|---|---|---|---|
| 1ST FLOOR | 17 | - | = 17 |
| P1- GARAGE BASEMENT | 6 | 5 | = 11 |
| TOTAL PARKING PROVIDED | 23 | 6 | = 28 |

## 12. PROVIDED PARKING - RESIDENTIAL :

| RESIDENTIAL: | STANDARD | COMPACT | TOTAL |
|---|---|---|---|
| P1- GARAGE BASEMENT | 21 | 0 | = 21 |
| P2- GARAGE BASEMENT | 30 | 4 | = 34 |
| P3- GARAGE BASEMENT | 39 | 6 | = 45 |
| TOTAL PARKING PROVIDED | 90 | 10 | = 100 |

# BUILDING DATA

## 12. BICYCLE CALCULATION:

| REQUIRED (PER SNAP SECTION 9.E.2): | | | |
|---|---|---|---|
| | RACKS | UNITS | BIKE STALLS |
| RESIDENTIAL | .5 PER UNIT | 139 | 70 |

| | RACKS | S/F | BIKE STALLS |
|---|---|---|---|
| COMMERCIAL | 1PER 1,000 S/F FOR THE 1ST 10,000 S/F | 10,000 | 10 |
| | 1PER ADDT'L 10,000 S/F | 2,000 | 0.20 |
| SUBTOTAL COMMERCIAL | | | 10 |

| REQUIRED (SNAP'S STREETSCAPE ELEMENT) | | | |
|---|---|---|---|
| | RACKS | LINEAR FT. | BIKE STALLS |
| PROSPECT AVENUE | 1PER 50 FT. OF STREET FRONTAGE | 150 | 3.0 |
| VERMONT AVENUE | 1PER 50 FT. OF STREET FRONTAGE | 140 | 2.8 |
| HOLLYWOOD BLVD. | 1PER 50 FT. OF STREET FRONTAGE | 135 | 2.7 |
| SUBTOTAL STREETSCAPE | | | 9 |
| TOTAL BIKE PARKING REQUIRED | | | 89 |

| PROPOSED: | | BIKE STALLS |
|---|---|---|
| RESIDENTIAL | (LONG TERM - IN SECURED RM.) | 70 |
| COMMERCIAL | (SHORT TERM - IN GARAGE) | 10 |
| STREETSCAPE | (SHORT TERM - ON STREET) | 9 |
| TOTAL BIKE PARKING PROVIDED | | 89 |

## 13. AREA CALCULATION - ZONING CODE:

| RESIDENTIAL: | AREA | | |
|---|---|---|---|
| 1ST FLR. - LOBBY | 1,555 S/F | | |
| 2ND FLR. | 18,760 S/F | | |
| 3RD FLR. | 19,110 S/F | | |
| 4TH FLR. | 19,110 S/F | | |
| 5TH FLR. | 19,110 S/F | | |
| 6TH FLR. | 19,110 S/F | | |
| 7TH FLR. | 17,200 S/F | | |
| TOTAL RESIDENTIAL | 113,955 S/F | | |
| COMMERCIAL | 13,960 S/F | | |
| TOTAL FAR | 127,915 S/F | < | 127,970 S/F |

SEE SHT. G8-01

## 14. OPEN SPACE :

| REQUIRED: | | | | |
|---|---|---|---|---|
| < 3 HABITABLE RM. | 120 | X | 100 | 12,000 S/F |
| = 3 HABITABLE RM. | 19 | X | 125 | 2,375 S/F |
| SUBTOTAL | | | = | 14,375 S/F |
| 25% REDUCTION (TOC INCENTIVE) | | | - | 3,594 S/F |
| TOTAL REQUIRED | | | = | 10,781 S/F |
| 25% MAX ALLOWED (OS) INTERIOR / COVERED | | | = | 2,695 S/F |
| PROVIDED: | | | | |
| COMMON AREA | | | | |
| COURTYARD #1 (2ND FLR.) | | | = | 4,465 S/F |
| COURTYARD #2 (2ND FLR.) | | | = | 1,320 S/F |
| GYM-REC RM (2ND FLR.) | | | = | 1,025 S/F |
| CLUB RM. (2ND FLR.) | | | = | 600 S/F |
| SUNDECK (7TH FLR.) | | | = | 530 S/F |
| PRIVATE AREA | | | | |
| BALCONIES | 73 | X | 50 | 3,650 S/F |
| TOTAL PROVIDED | | | = | 11,590 S/F |

SEE SHT. A-G8-04

## 12.1 EV - PARKING

| 30% OF TOTAL PARKING STALL PROVIDED | | |
|---|---|---|
| REQUIRED EVSE IMMEDIATELY | 129 x 10% | = 13 |
| REQUIRED EVSE FUTURE (CONDUIT PROVIDED) | 129 x 20% | = 26 |
| TOTAL REQUIRED | 30% | = 39 |

| | |
|---|---|
| TOTAL PROVIDED | = 39 |

# BUILDING DATA

## 17. AREA CALCULATION - BUILDING CODE

| FLOOR AREA CALC. - BUILDING CODE (PER TYPE OF OCCUPANCY): | | | |
|---|---|---|---|
| | RESIDENTIAL | COMM. | GARAGE |
| FLOORS | R-2 | M | S-2 |
| P3 | | | 20,750 S/F |
| P2 | | | 21,080 S/F |
| P1 | | | 20,210 S/F |
| 1ST FLR. | 2,560 S/F | 14,375 S/F | 8,005 S/F |
| 2ND FLR. | 19,295 S/F | | |
| 3RD FLR. | 19,570 S/F | | |
| 4TH FLR. | 19,570 S/F | | |
| 5TH FLR. | 19,570 S/F | | |
| 6TH FLR. | 19,570 S/F | | |
| 7TH FLR. | 17,835 S/F | | |
| TOTAL | 117,970 S/F | 14,375 S/F | 70,045 S/F |

SEE SHT. G8-02 - AREA BREAKDOWN PER RES. & COMM. USE
SEE SHT. G8-02.1 - AREA CALC. PER TYPE OF OCCUPANCY

## 19. BUILDING CODE:

LABC 2017

## 20. BUILDING CONSTRUCTION:

FIVE - STORY TYPE IIIA
OVER 2 - STORY TYPE IA
OVER 3 - SUBTERRANEAN GARAGE TYPE IA
FULLY SPRINKELED BUILDING

- "THIS BUILDING AND GARAGE MUST BE EQUIPPED WITH AN AUTOMATIC FIRE EXTINGUISHING SYSTEM, COMPLYING WITH NFPA 13. THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION". (903.2.8)
- THIS BUILDING SHALL BE PROVIDED WITH A MANUAL ALARM SYSTEM WITH THE CAPABILITY TO SUPPORT VISIBLE ALARM NOTIIFICATIONS APPLIANCES IN ACCORDANCE WITH NFPA 72.
- THIS BUILDING SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDER PER LA FIRE CODE SECTION 510.

# CONSULTANTS

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LOS ANGELES, CA 90034
TEL. (310) 838-2400 Ext. 101 FAX (310) 838-2424

CONTACT PERSON:
JIM REIS
E-mail: jim@craiglawson.com

GENERAL CONTRACTOR:

PERMIT NUMBER & PLAN CHECKER:

| | | |
|---|---|---|
| PERMIT APPLICATION NO. | : | 000 |
| PLAN CHECK NO. | : | 000 |
| BUILDING PLAN CHECK | : | 000 |
| ACCESSIBILITY PLAN CHECK | : | 000 |
| FIRE DEPT. PLAN CHECK | : | 000 |
| GREEN BLDG. PLAN CHECK | : | 000 |

BUILDING CODE SUPERSEDE PLANS

THIS PLANS ARE NOT VALID UNLESS SIGNED BY THE ARCHITECT, OR CITY, COUNTY OFFICIALS STRUCTURAL ENGINEER, DEPT. OF BUILDING & SAFETY,

SPECIAL NOTES:

THE ABOVE DRAWING AND SPECIFICATIONS AND IDEAS, DESIGNS AND ARRANGEMENT REPRESENTED THEREBY ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT AND NO PART THEREOF SHALL BE COPIED OR REPRODUCED, DISCLOSED TO OTHERS OR USED IN CONNECTION WITH ANY WORK OR PROJECT OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN DEVELOPED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT. VISUAL CONTACT WITH THESE DRAWINGS OR SPECIFICATIONS SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.

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

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

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

Architect Stamp:

Sheet Content:
BUILDING DATA

Date : -
Scale : 1" = 1'-0"
CAD : -
Job : -
Sheet :
G0-02
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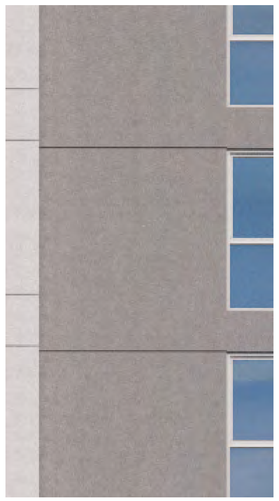







## EXTERIOR WALL

FINISH: SMOOTH STUCCO
COLOR: CRYSTAL WHITE (X-50)
MANUF: LAHABRA








## EXTERIOR WALL

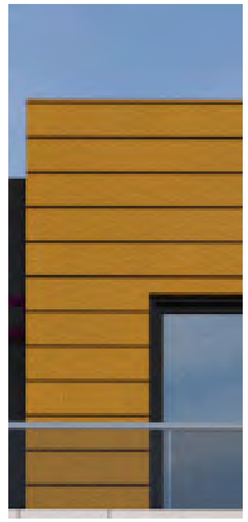
FINISH: SMOOTH STUCCO
COLOR: CORAL GABLES (X-81582)
MANUF: LAHABRA






## EXTERIOR WALL PANELS

FINISH: METAL PANELS
COLOR: A21.7.0 (STEEL GRAY)
MANUF: TRESPA








## EXTERIOR WALL PANELS

FINISH: METAL PANELS
COLOR: A 06.3.5/ST (OCHRE)
MANUF: TRESPA



## CANOPY

FINISH: METAL-PAINT
COLOR : FRAMBOISE (SW6566)
MANUF: SHERWIN WILLIAMS

SW 6566
Framboise
Interior / Exterior
Locator Number: 103-C7



## DOOR & WINDOW FRAME

FINISH: FIBERGLASS
COLOR 1: BLACK @ WHITE STUCCO TYP. COLOR 2: LINEN @ GREY STUCCO TYP. MANUF: SIERRA PACIFIC



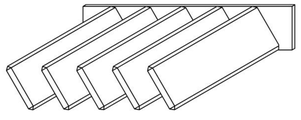
## GUARDRAIL

FINISH: FRAMELESS GLASS W/ STAINLESS STEEL TOP RAIL MANUF: AZURELITE INC.



AMETCO MANUFACTURING CORPORATION
4326 HAMANN PARKWAY P.O. BOX 1210
WILLOUGHBY, OHIO 44096
800-321-7042 TOLL FREE
PHONE: (440) 951-4300
FAX: (440) 951-2542
www.ametco.com

STYLE 104-45
4" x 1/2" ON 4-7/16" CENTERS
ALUMINUM EXTRUSION 45° ANGLE



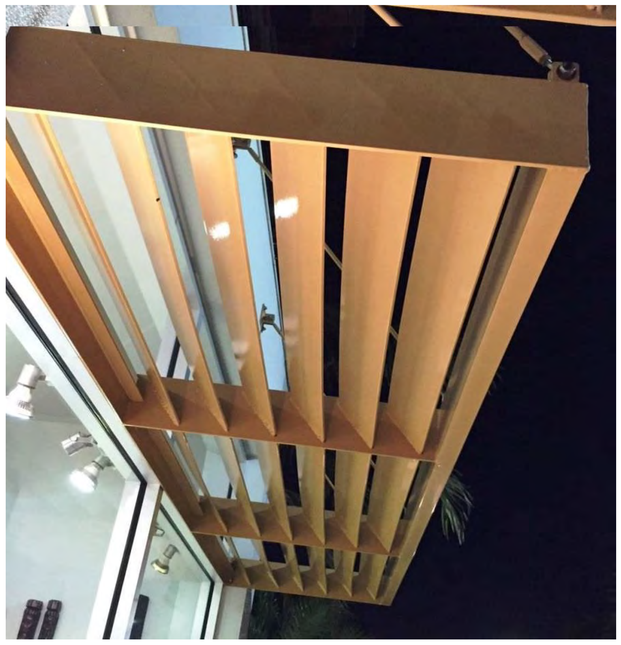

10' MAXIMUM SPAN

BAR GRILLE SUNSHADE
STYLE 103
(NOT TO SCALE)

NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. DO NOT SCALE DRAWINGS.

BAR GRILLE SUNSHADE
STYLE 104-45

0484-019
PROTECTED BY COPYRIGHT - 05/24/06
www.CADdetails.com



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AIA Architect

2932 Wilshire Boulevard, #210
Santa Monica, CA 90403

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Email : safai@verizon.net
www.arshitect.com

Architect Stamp:

Sheet Content:

MATERIAL BOARD

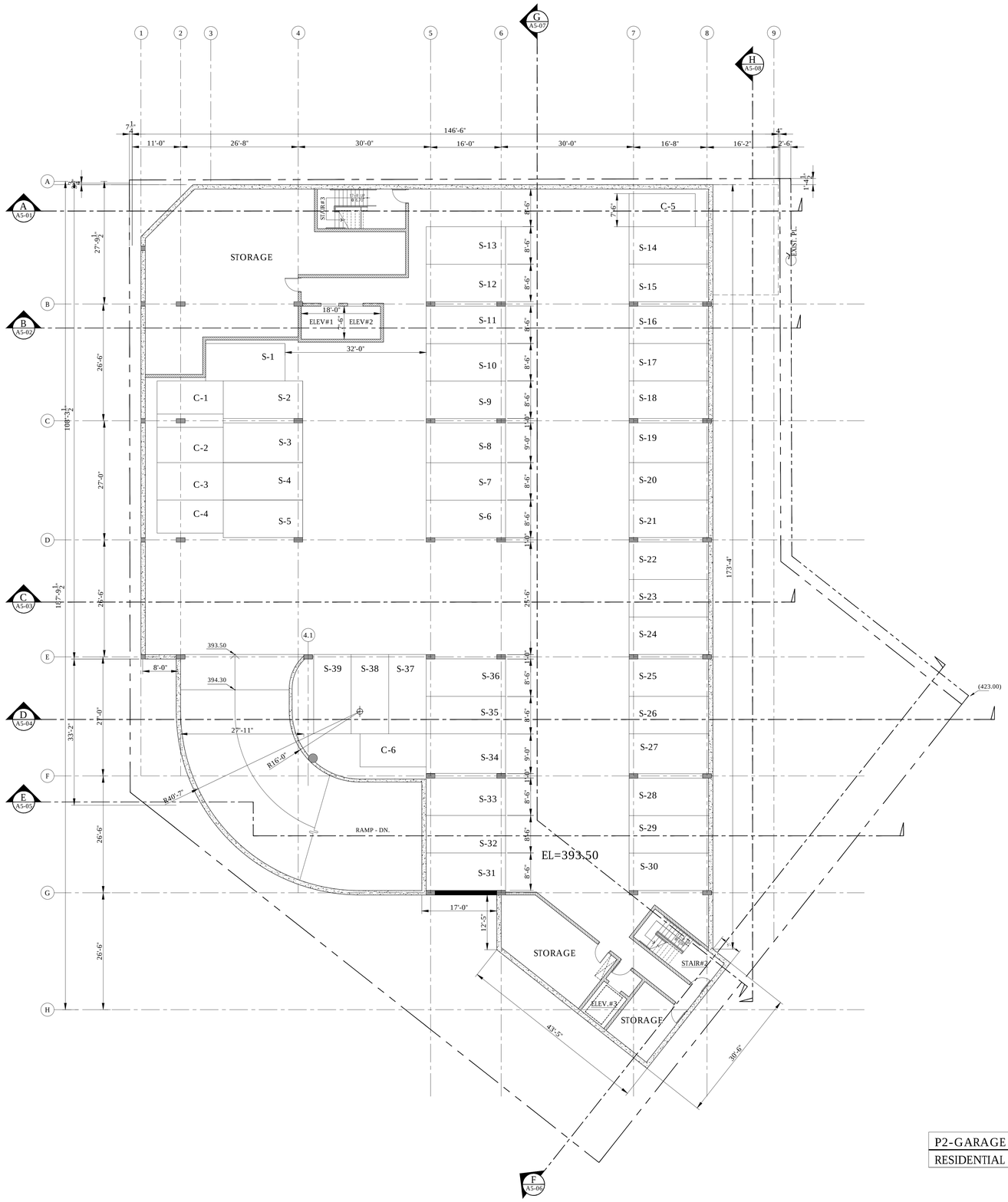
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Scale : 3/16" = 1'-0"
CAD : ROD
Job : -
Sheet :

A-1.0.1

Of 0 Sheets

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7/25/2017 3:29:41 PM




| P2-GARAGE | STANDARD | COMPACT | SUBTOTAL |
|---|---|---|---|
| RESIDENTIAL | 39 | 6 | = 45 |

# P3-GARAGE

SCALE: 3/32" = 1'-0"

Sheet Issue & Revision Log

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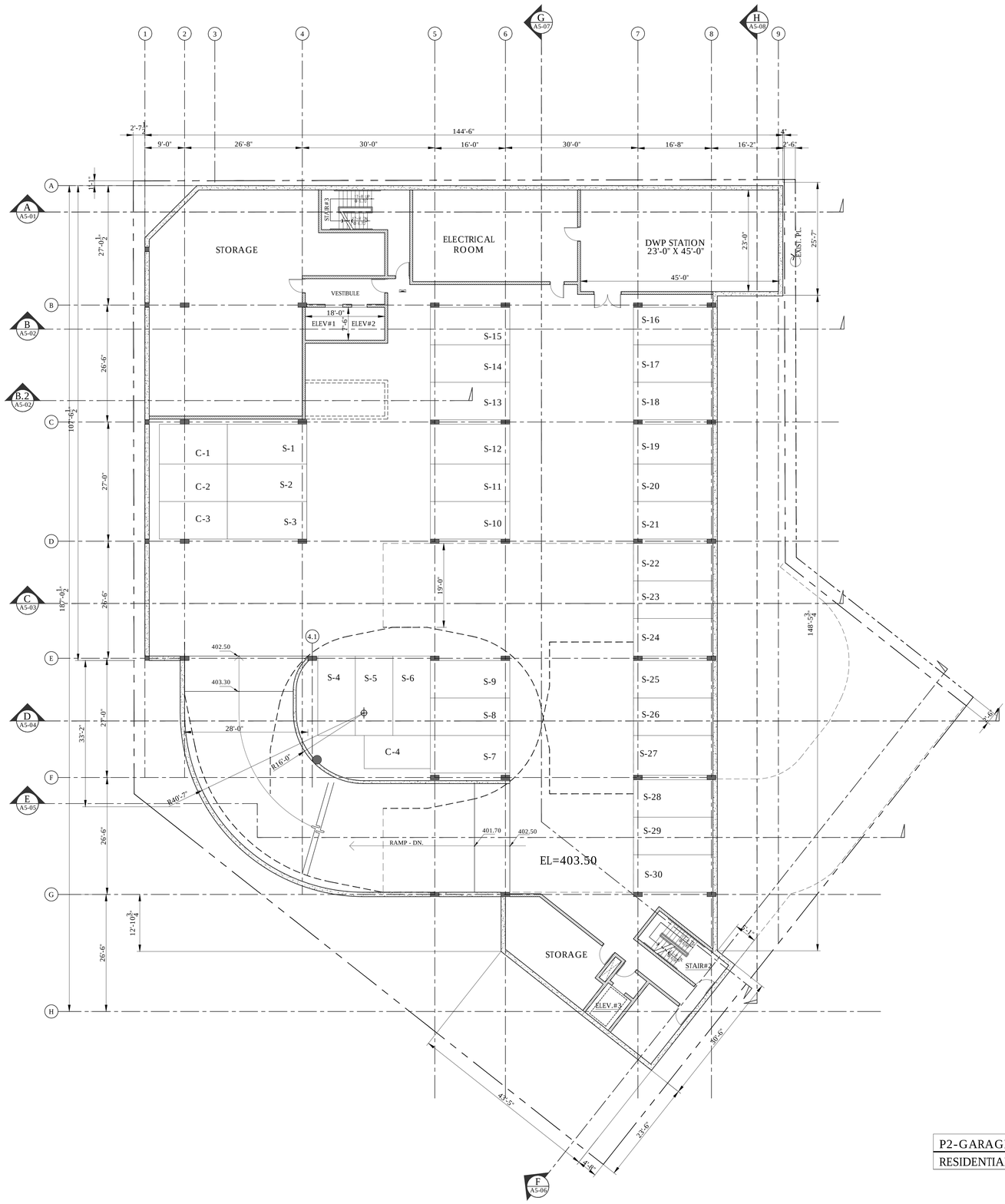
BASEMENT GARAGE

Date : -
Scale : 3/32" = 1'-0"
CAD : -
Job : -
Sheet :

A1-P3

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| P2-GARAGE | STANDARD | COMPACT | SUBTOTAL |
|---|---|---|---|
| RESIDENTIAL | 30 | 4 | = 34 |

# P2-GARAGE

SCALE: 3/32" = 1'-0"

**Sheet Issue & Revision Log**

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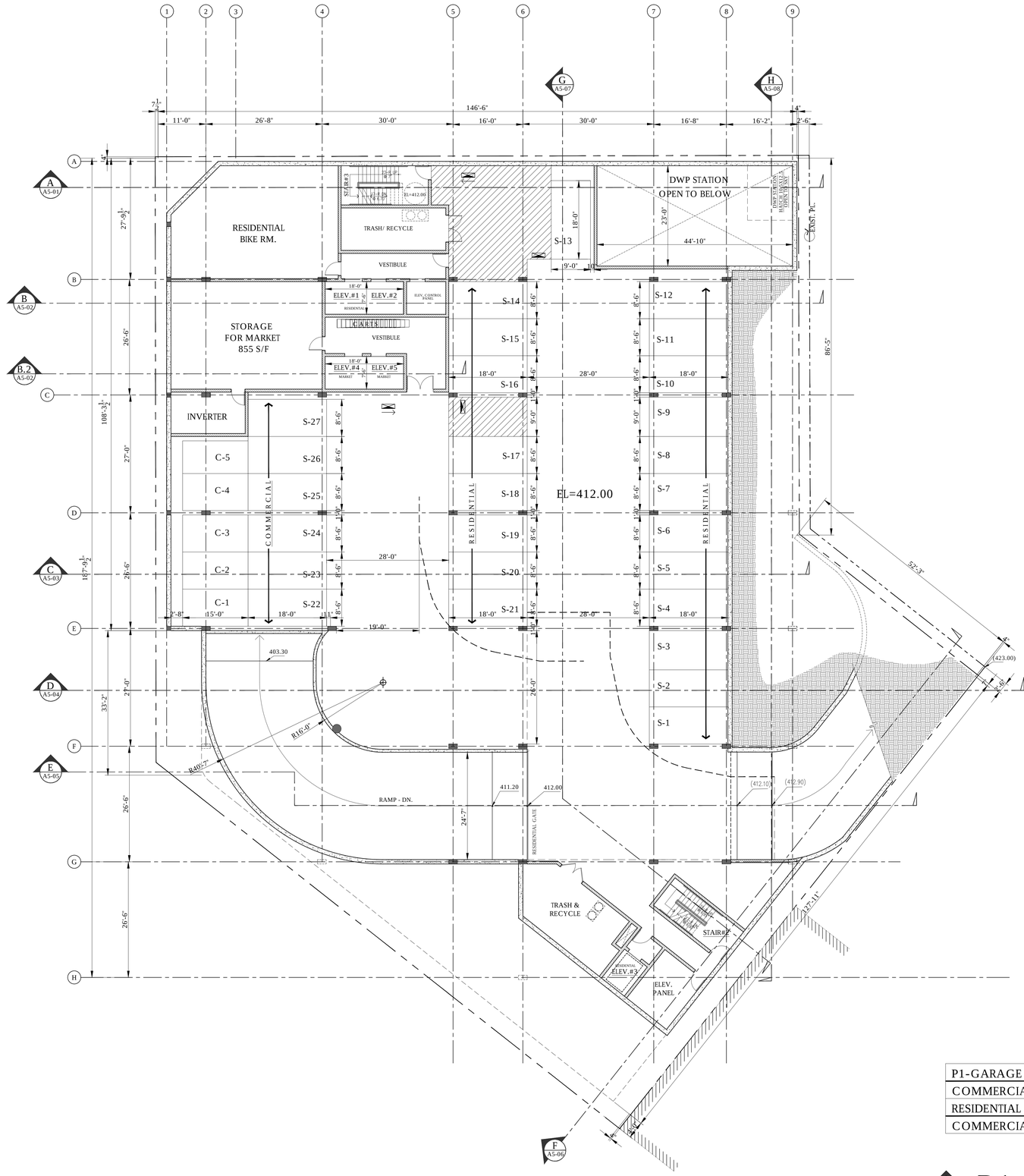
BASEMENT GARAGE

Date : -
Scale : 3/32" = 1'-0"
CAD : -
Job : -
Sheet :

A1-P2

Of 0 Sheets


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| P1-GARAGE | STANDARD | COMPACT | SUBTOTAL |
|---|---|---|---|
| COMMERCIAL | 6 | 5 | = 11 |
| RESIDENTIAL | 21 | 0 | = 21 |
| COMMERCIAL | 27 | 6 | = 33 |

# P1-GARAGE

SCALE: 3/32" = 1'-0"

Sheet Issue & Revision Log

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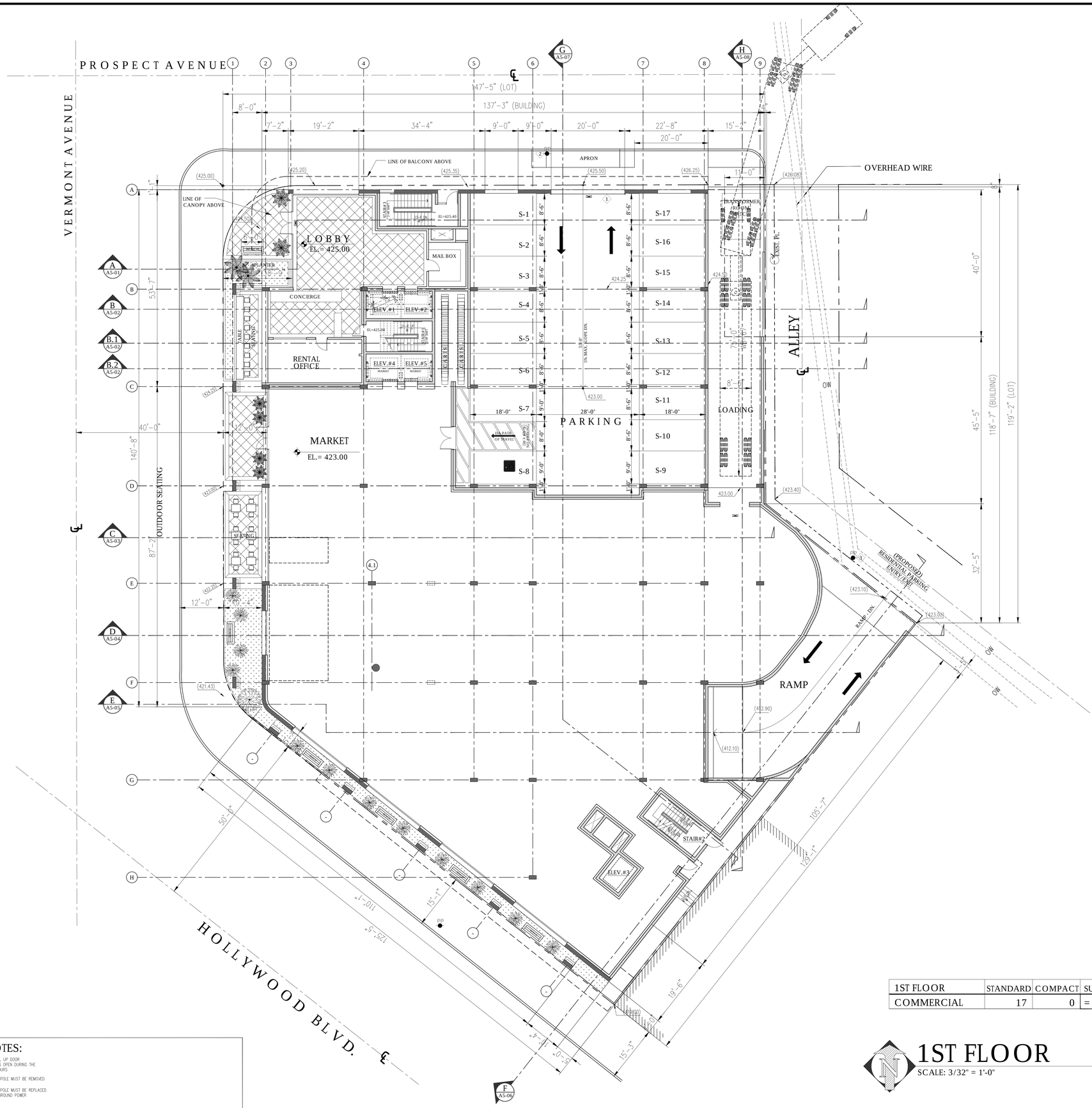
BASEMENT GARAGE

Date : -
Scale : 3/32" = 1'-0"
CAD : -
Job : -
Sheet :

A1-P1

Of 0 Sheets


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| 1ST FLOOR | STANDARD | COMPACT | SUBTOTAL |
|---|---|---|---|
| COMMERCIAL | 17 | 0 | = 17 |

## LEGEND:

- (F) FAN / VENTILATION
  1. ENERGY STAR COMPLIANT
  2. DUCTED TO TERMINATE TO THE OUTSIDE OF BUILDING
  3. CONTROL BY HUMIDITY CONTROLLER
- CLASS-I STANDPIPE
- SPRINKLER HEAD
- EXIT SIGN
- FIRE EXTINGUISHER
- FD FLOOR DRAIN
- HARDWIRED SMOKE DETECTOR WITH BATTERY BACK-UP. SMOKE DETECTOR SHALL EMIT A SIGNAL WHEN THE BATTERIES ARE LOW.
- (CO) HARDWIRED CARBON MONOXIDE DETECTOR WITH BATTERY BACK-UP

## KEYNOTES:

1. GARAGE ROLL UP DOOR THIS DOOR IS OPEN DURING THE BUSINESS HOURS
2. THIS POWER POLE MUST BE REMOVED
3. THIS POWER POLE MUST BE REPLACED WITH UNDERGROUND POWER

# 1ST FLOOR

SCALE: 3/32" = 1'-0"

Sheet Issue & Revision Log

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Email : dan@safaiarchitects.com
www.arshitect.com


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Sheet Content:

1ST FLOOR PLAN

Date : -
Scale : 3/32" = 1'-0"
CAD : -
Job : -
Sheet :

A1-01

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# 2ND FLOOR

SCALE: 3/32" = 1'-0"

| TYPE | SINGLE | 1-BED | 2-BED | TOTAL |
|---|---|---|---|---|
| UNIT # | 7 | 8 | 5 = | 20 |

Sheet Issue & Revision Log

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Sheet Content:

2ND FLOOR PLAN

Date : -
Scale : 3/32" = 1'-0"
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Job : -
Sheet :

A1-02

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# 3RD FLOOR

SCALE: 3/32" = 1'-0"

| TYPE | SINGLE | 1-BED | 2-BED | TOTAL |
|---|---|---|---|---|
| UNIT # | 9 | 12 | 3 = | 24 |

**Sheet Issue & Revision Log**

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Sheet Content:

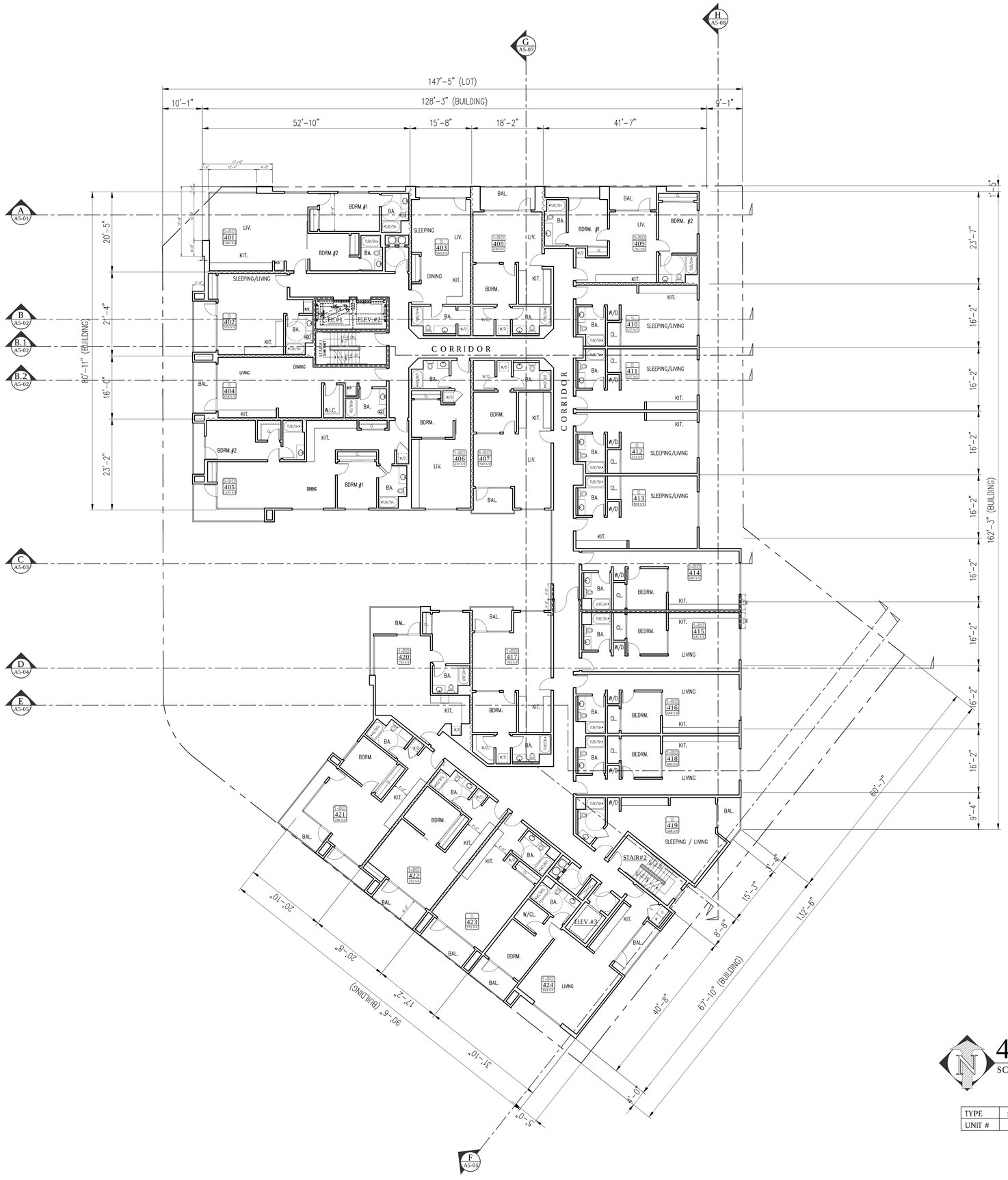
3RD FLOOR PLAN

Date : -
Scale : 3/32" = 1'-0"
CAD : -
Job : -
Sheet :

A1-03

Of 0 Sheets


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# 4TH FLOOR

SCALE: 3/32" = 1'-0"

| TYPE | SINGLE | 1-BED | 2-BED | TOTAL |
|---|---|---|---|---|
| UNIT # | 9 | 12 | 3 = | 24 |

Sheet Issue & Revision Log

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Architect Stamp:

Sheet Content:

4TH FLOOR PLAN

Date : -
Scale : 3/32" = 1'-0"
CAD : -
Job : -
Sheet :

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# 5TH FLOOR

SCALE: 3/32" = 1'-0"

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|---|---|---|---|---|
| UNIT # | 9 | 12 | 3 = | 24 |

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Developer:

VERMONT REAL ESTATE, LLC.

1666 N VERMONT AVENUE,
LOS ANGELES, CA. 90027

Project Title:

139 UNIT MIXED USE APARMENT

1666 N VERMONT AVENUE,
LOS ANGELES, CA. 90027


Architect:

DARYOUSH SAFAI AIA Architect

2932 Wilshire Boulevard, #210
Santa Monica, CA 90403

Tel: (310) 453-3335
Email: dan@safaiarchitects.com
www.arshitect.com


Architect Stamp:

Sheet Content:

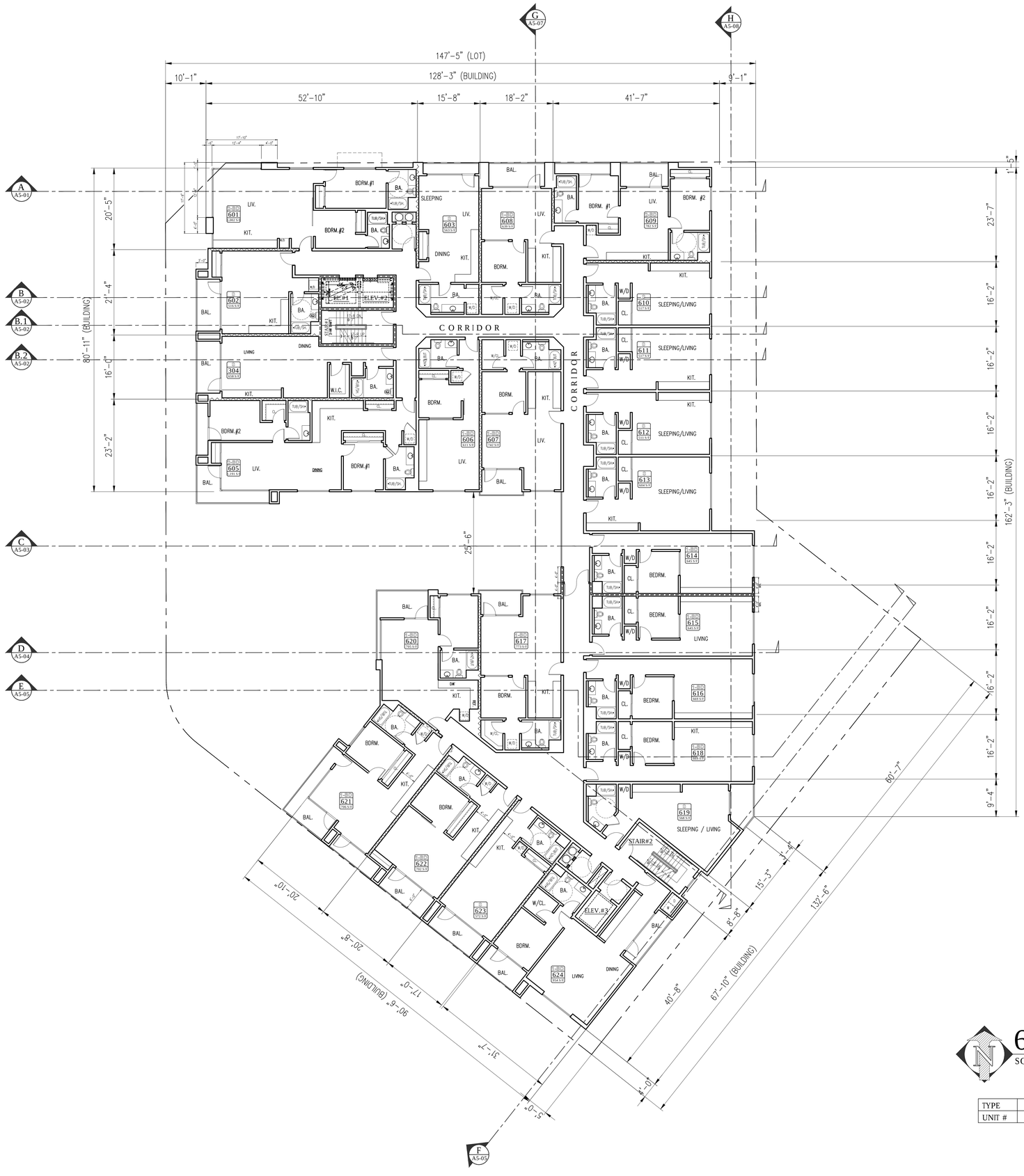
5TH FLOOR PLAN

Date : -
Scale : 3/32" = 1'-0"
CAD : -
Job : -
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A1-05

Of ____0____ Sheets


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# 6TH FLOOR

SCALE: 3/32" = 1'-0"

| TYPE | SINGLE | 1-BED | 2-BED | TOTAL |
|---|---|---|---|---|
| UNIT # | 9 | 12 | 3 = | 24 |

## Sheet Issue & Revision Log

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6TH FLOOR PLAN

Date : -
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CAD : -
Job : -
Sheet :

A1-06

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# 7TH FLOOR

SCALE: 3/32" = 1'-0"

| TYPE | SINGLE | 1-BED | 2-BED | TOTAL |
|---|---|---|---|---|
| UNIT # | 9 | 11 | 3 = | 23 |

**Sheet Issue & Revision Log**

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Sheet Content:

7TH FLOOR PLAN

Date : -
Scale : 3/32" = 1'-0"
CAD : -
Job : -
Sheet :

A1-07

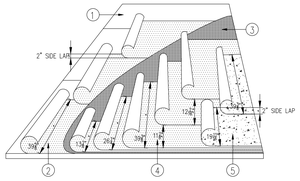
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## CLASS "A"
## ROOFING SPECIFICATION
## FIVE (5) PLY BUILT-UP ROOFING SYSTEM

FOR USE OVER PLYWOOD OR OTHER NAILABLE DECKS.

ALL ROOF CONSTRUCTION AND COVERING SHALL BE APPLIED TO CHAPTER 15, BUILDING CODE 2011 LABC.




KEYNOTES:

1. NAILABLE DECK (SHEATHING PAPER REQUIRED)
2. BASE SHEET.....1 PLY
3. ROOFING ASPHALT.....25 LBS./100 S/F
4. GAFGLAS INTERPLY SHEETS.....3 PLIES
5. GAFGLAS® ENERGY CAP™ BUR MINERAL SURFACED CAP SHEET.....1 PLY CAP SHEET COLOR SPEC. WHITE

20 YRS. DIAMOND PLEDGE AND SYSTEM PLEDGE SPECIFICATIONS:
SPECIFICATION #: N-B-S-M/P6

| BOTTOM SHEET ATTACHMENT | BASE SHEET | INTERPLY | INTERPLY |
|---|---|---|---|
| NAILED | STRATAVENT NAILABLE | FLEXPLY 6 | FLEXPLY 6 |
| NAILED | #75 BASE SHEET | FLEXPLY 6 | FLEXPLY 6 |
| NAILED | #80 ULTIMA BASE SHEET | FLEXPLY 6 | FLEXPLY 6 |
| NAILED | MODIFIED BASE SHEET | FLEXPLY 6 | FLEXPLY 6 |
| NAILED | FLEXPLY 6 W/ SHEATHING PAPER | FLEXPLY 6 | FLEXPLY 6 |

THE ABOVE SPECIFIED PRODUCT OFFERS UP TO 20 YEARS ALL CONSTRUCTION WORK MUST COMPLY WITH BUILDING CODE NRCA ROOFING AND THE OWNER WILL EMPLOY A ROOFING AND WATERPROOFING

A. ELASTOMERIC COATING FOR DECK OR ROOF.
B. WATERPROOFING ON PLANTERS.
C. WATERPROOFING ON OPEN SPACES ABOVE THE STRUCTURAL DECK.
D. WATERPROOFING ON PERIMETER EXTERIOR WALL OF BASEMENT.

NOTES:
1) GUARANTEE FROM GAF MATERIALS CORPORATION OR SIMILAR. OWNER OR GENERAL CONTRACTOR OR ROOFER MUST BUY SUCH A GUARANTEE AND MAIL CERTIFICATE TO ARCHITECT'S OFFICE.

2) AND USE THE RECOMMENDATIONS OF THE WATERPROOFING MANUAL

3) CONSULTANT SERVICE TO INSPECT INSTALLATION OF THE FOLLOWING:

4) PRE-INSTALLATION MEETING:
PRIOR TO START OF INSTALLATION, ARRANGE A PRE-INSTALLATION MEETING BETWEEN THE MANUFACTURER OF THE WATERPROOFING COMPANY AND THE TRADE(S) RESPONSIBLE FOR THEIR INSTALLATION SUCH AS ROOFER, SHEET METAL FRAMER, SUPERINTENDENT, GENERAL CONTRACTOR AND ROOFER CONSULTANT.

5) APPLY WATERPROOFING MATERIALS ONLY IN DRY WEATHER WHEN THE OUTSIDE TEMPERATURE IS ABOVE 45 DEGREES FAHRENHEIT. DO NOT APPLY WATERPROOFING MATERIALS ON DAMP, WET OR FROST COVERED SURFACE.

6) FOR MORE INFORMATION REGARDING THIS PRODUCT, SEE APPLICATION AND SPECIFICATION MANUAL FOR GAF MANUFACTURING.

GAF MATERIALS CORPORATION RR #25271 (CSI #07550) (ESR-1478)
11800 INDUSTRY AVE.
FONTANA, CA. 92337
TEL. (951)360-4200
TECHNICAL SUPPORT 1(800) 766-3411

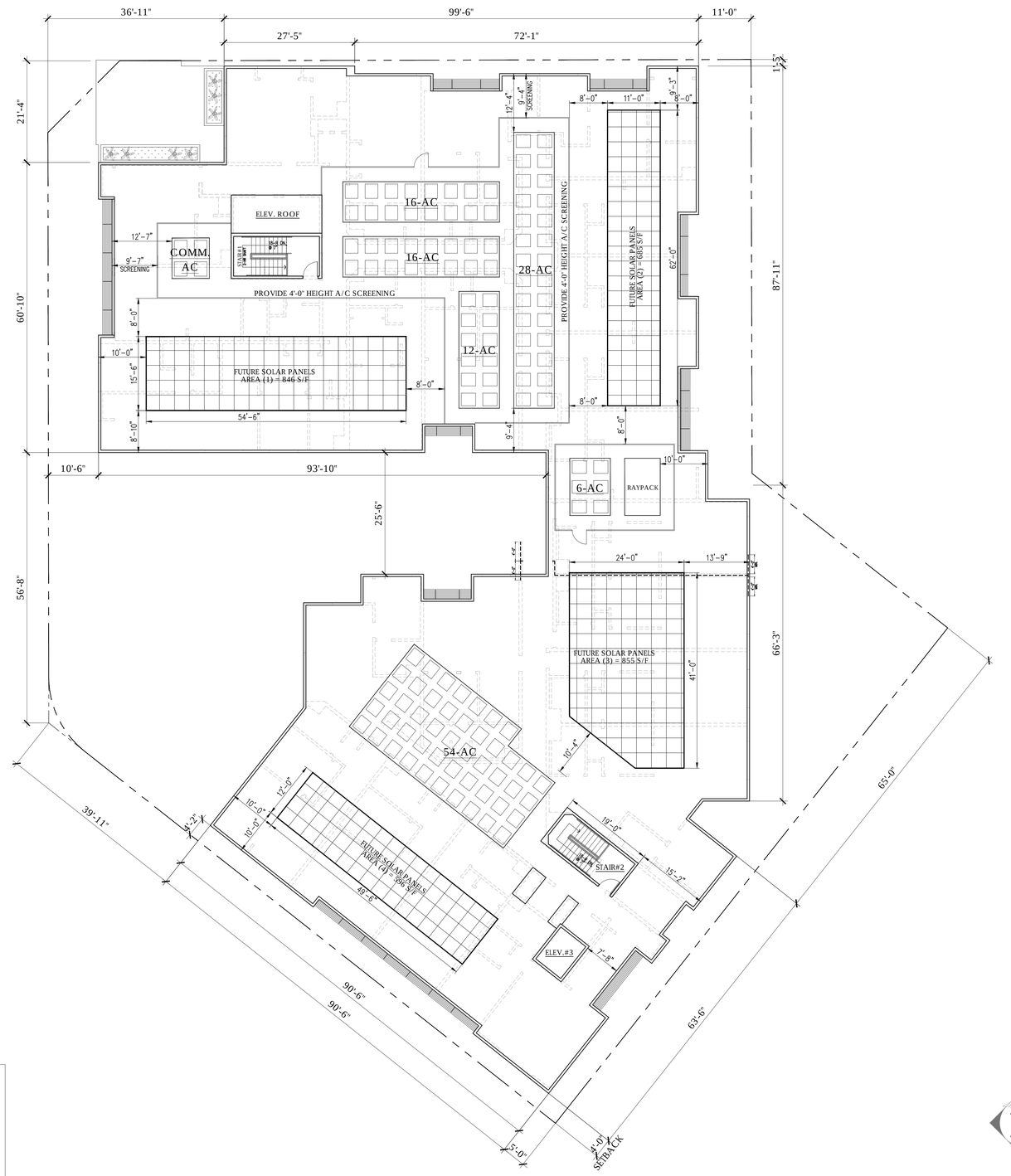
ROOF, SUN DECK & BALCONY WATERPROOFING
DEXCELENT II - FIRE RETARDANT
ROOF COVERING& WALKING DECK SYSTEM
& UPI DECK COATING ROOF COVERING
RR #25261

NOTE:
FOR INSTALLATION SEE MANUFACTURER DETAILS & SPECIFICATION

MANUF.: URETHANE POLYMERS INTERNATIONAL, INC.
10880 POPLAR AVENUE
FONTANA, CA 92337

WATERPROOFING & ROOFING INSPECTION SERVICES:
THE OWNER WILL EMPLOY A ROOFING AND WATERPROOFING INSPECTION SERVICE TO INSPECT INSTALLATION OF THE FOLLOWING:

1) ELASTOMERIC COATING FOR DECK & ROOF.
2) WATERPROOFING IN PLANTERS
3) WATERPROOFING ON OPEN SPACES ABOVE THE STRUCTURAL DECK.
4) WATERPROOFING FOR BASEMENT
(SEE ROOF & SHEET METAL SPECIFICATIONS)




# ROOF PLAN
SCALE: 3/32" = 1'-0"

SOLAR PANEL CALCULATION
REQUIRED:
ROOF AREA = 19,615 S/F
19,615 S/F X 15% = 2,942 S/F

PROVIDED:
AREA (1) = 846 S/F
AREA (2) = 685 S/F
AREA (3) = 855 S/F
AREA (4) = 596 S/F
TOTAL PROVIDED = 2,982 S/F
UNDER SEPARATE PERMIT
NOTE: CONNECT THE SOLAR PANELS TO INDIVIDUAL W/H AT UNIT LEVEL (SEE PLUMBING PLAN)

Sheet Issue & Revision Log

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AIA
Architect

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Santa Monica, CA 90403

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www.arshitect.com


Architect Stamp:

Sheet Content:

ROOF PLAN

Date : -
Scale : 3/32" = 1'-0"
CAD : -
Job : -
Sheet :

A1-10

Of 0 Sheets


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## VERMONT & HOLLYWOOD ELEVATION

SCALE: 3/32" = 1'-0"

Sheet Issue & Revision Log

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Architect Stamp:

Sheet Content:

VERMONT AND HOLLYWOOD ELEVATION

Date : -
Scale : 3/32" = 1'-0"
CAD : -
Job : -
Sheet :

A4-00

Of 0 Sheets


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# WEST ELEVATION (VERMONT ST.)

SCALE: 3/16" = 1'-0"

KEYNOTES:

1. EXTERIOR WALL
FINISH : SMOOTH STUCCO
COLOR : CRYSTAL WHITE (X-50)
MANUF. : LAHABRA

2. EXTERIOR WALL
FINISH : SMOOTH STUCCO
COLOR : BLUE GREY (X-504)
MANUF. : LAHABRA

3. EXTERIOR WALL
FINISH : SMOOTH STUCCO
COLOR : CORAL GABLES (X-81582)
MANUF. : LAHABRA

4. EXTERIOR WALL
FINISH : SMOOTH METAL PANEL
COLOR : YELLOW
MANUF. : KINGSPAN FACADE SYS.

5. EXTERIOR WALL
FINISH : METAL PANEL WOOD MIMIC
COLOR : BROWN
MANUF. : KINGSPAN FACADE SYS.

6. GUARDRAIL
MATERIAL: GLASS
COLOR : CLEAR
MANUF. : LARR #26071

7. GUARDRAIL & GATE
MATERIAL: METAL POST & CABLE
COLOR : BLACK
MANUF. : STAIRSUPPLIES



8. CANOPY
MATERIAL: METAL
COLOR : DARK MAGENTA #8b008b HEX

9. DOOR & WINDOW FRAME
MATERIAL: VENIAL
COLOR : BLACK (EXTERIOR)
: WHITE (INTERIOR)
MANUF. : MILGARD

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

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

Sheet Issue & Revision Log

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www.architect.com

Architect Stamp:

Sheet Content:

WEST ELEVATION (VERMONT)

Date : -
Scale : 3/16" = 1'-0"
CAD : -
Job : -
Sheet :

A4-01

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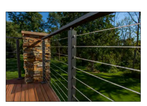



SOUTH WEST ELEVATION (HOLLYWOOD BLVD)

SCALE: 3/16" = 1'-0"

KEYNOTES:

1. EXTERIOR WALL
   FINISH : SMOOTH STUCCO
   COLOR : CRYSTAL WHITE (X-50)
   MANUF. : LAHABRA
2. EXTERIOR WALL
   FINISH : SMOOTH STUCCO
   COLOR : BLUE GREY (X-504)
   MANUF. : LAHABRA
3. EXTERIOR WALL
   FINISH : SMOOTH STUCCO
   COLOR : CORAL GABLES (X-81582)
   MANUF. : LAHABRA
4. EXTERIOR WALL
   FINISH : SMOOTH METAL PANEL
   COLOR : YELLOW
   MANUF. : KINGSPAN FACADE SYS.
5. EXTERIOR WALL
   FINISH : METAL PANEL WOOD MIMIC
   COLOR : BROWN
   MANUF. : KINGSPAN FACADE SYS.
6. GUARDRAIL
   MATERIAL: GLASS
   COLOR : CLEAR
   MANUF. : LARR #26071
7. GUARDRAIL & GATE
   MATERIAL: METAL POST & CABLE
   COLOR : BLACK
   MANUF. : STAIRSUPPLIES



8. CANOPY
   MATERIAL: METAL
   COLOR : DARK MAGENTA #8b008b HEX
9. DOOR & WINDOW FRAME
   MATERIAL: VENIAL
   COLOR : BLACK (EXTERIOR)
   : WHITE (INTERIOR)
   MANUF. : MILGARD

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MONOCHEM PERMASHIELD-ANTIGRAFFITICOATING SYSTEM RR #25080-T (CSI #09960)

WINDOW NOTES:
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Sheet Issue & Revision Log

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Architect Stamp:

Sheet Content:

SOUTH WEST ELEVATION (HOLLYWOOD BLVD.)

Date : -
Scale : 3/16" = 1'-0"
CAD : -
Job : -
Sheet :

A4-02

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NORTH ELEVATION (PROSPECT AVE.)

SCALE: 3/16" = 1'-0"

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Architect Stamp:

Sheet Content:

NORTH ELEVATION (PROSPECT AVE)

Date : -
Scale : 3/16" = 1'-0"
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Job : -
Sheet :

A4-03

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## EAST ELEVATION (ALLEY)

SCALE: 1/8" = 1'-0"

Sheet Issue & Revision Log

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

Developer:

VERMONT REAL ESTATE, LLC.

1666 N VERMONT AVENUE,
LOS ANGELES, CA. 90027

Project Title:

139 UNIT MIXED USE APARMENT

1666 N VERMONT AVENUE,
LOS ANGELES, CA. 90027

Architect:

DARYOUSH SAFAI
AIA
Architect

2932 Wilshire Boulevard, #210
Santa Monica, CA 90403

Tel : (310) 453-3335
Email : dan@safaiarchitects.com
www.arshitect.com

Architect Stamp:

Sheet Content:

EAST ELEVATION (ALLEY)

Date : -
Scale : 1/8" = 1'-0"
CAD : -
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Of 0 Sheets

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# SOUTH ELEVATION

SCALE: 3/16" = 1'-0"

Sheet Issue & Revision Log

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Developer:

VERMONT REAL ESTATE, LLC.

1666 N VERMONT AVENUE,
LOS ANGELES, CA. 90027

Project Title:

139 UNIT MIXED USE APARMENT

1666 N VERMONT AVENUE,
LOS ANGELES, CA. 90027


Architect:

DARYOUSH SAFAI
AIA
Architect

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Email : dan@safaiarchitects.com
www.arshitect.com


Architect Stamp:

Sheet Content:

SOUTH ELEVATION

Date : -
Scale : 3/16" = 1'-0"
CAD : -
Job : -
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Of 0 Sheets


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**ATTACHMENT 3**

LADOT Correspondence Letter, *Updated Transportation Impact Assessment for the Proposed Mixed-Use Project Located at 1666 North Vermont Avenue (ENV-2019-6739-EAF),*
January 9, 2024.

*Supplemental Transportation Evaluation, Modified Mixed-Use Project, 1666 North Vermont Avenue,*
Overland Traffic Consultants, Inc.,
December 2023.

LADOT Correspondence Letter,*Transportation Impact Analysis for the Proposed Mixed-Use Project Located at 1666 North Vermont Avenue (ENV-2019-6739-EAF),*
June 30,2020.

*Traffic Assessment for 1666 North Vermont Avenue Mixed-Use Project,*
Overland Traffic Consultants, Inc.,
January 2020.

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Overland Traffic Consultants, Inc.

Overland Traffic Consultants, Inc.
952 Manhattan Beach Boulevard, # 100
Manhattan Beach, CA 90266
Phone (661) 799 – 8423
E-mail: otc@overlandtraffic.com

February 27, 2024

Eileen Hunt, Acting Transportation Engineer
Los Angeles Department of Transportation (LADOT)
Metro Development Review
Transportation Planning & Development Services
100 South Main Street, 9th Fl
Los Angeles, CA 90012

RE: For your Files: Update to Planning Case Number – 1666 N. Vermont Avenue Mixed Use Project

Dear Ms. Hunt,

Your office has reviewed and provided comment letters for a Transportation Assessment and Supplemental Transportation Evaluation for a proposed original and revised project at 1666 North Vermont Avenue. The Los Angeles Department of Transportation (LADOT) review letters are dated June 30, 2020 and January 9. 2024 and have a LADOT case numbers of CEN 19-48526 and CEN 23-56549. The Planning Case number has been updated to **DIR-2019-6738-SPPA-SPP-TOC-SPR-HCA-M1**. This letter has been sent to provide this updated information to you for your files.

Please contact me if you have any questions.

Sincerely,

Liz Fleming

cc: Gabriel Barrett-Jackson, Craig Lawson & Co, LLC
Jim Ries, Craig Lawson & Co, LLC
Shane Parker, Parker Environmental

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

# CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1666 N Vermont Av
DOT Case No. CEN23-56549

Date: January 9, 2024

To: Brenda Kahinju, Administrative Clerk
Department of City Planning

From: Eileen Hunt, Acting Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT AT 1666 NORTH VERMONT AVENUE (ENV-2019-6739-EAF)**

On June 30, 2020, the Los Angeles Department of Transportation (LADOT) issued a transportation assessment report to the Department of City Planning (**Attachment 1**) for the proposed mixed-use project located at 1666 North Vermont Avenue within the Central Area Planning Commission based on the transportation analysis prepared by Overland Traffic Consultants, Inc., dated January 2020 and updated June 2020. However, since the report was released, the project description and site access as illustrated in **Attachment 2** have been modified and an addendum transportation analysis dated December 2023 was prepared by Overland Traffic Consultants, Inc.

The current project proposal as it compares to the original project is as follows:

| **Land Use** | **Original Project (2020)** | **Revised Project (2023)** |
|---|---|---|
| Apartment (Market-Rate) | 123 Dwelling Units (DU) | 123 DU |
| Affordable Housing | 16 DU | 16 DU |
| Grocery Store | 13,960 Square Feet (SF) | *22,800 SF* |
| Vehicular Parking | 128 spaces | *145 spaces* |
| Commercial loading zone (CLZ) | On-site CLZ from Prospect Avenue adjacent to alley | On-site CLZ from Prospect Avenue adjacent to alley |
| **Site Access** | Driveway along Prospect Avenue for commercial access and driveway along alley for residential access | *Driveway along alley for both commercial and residential access* |
| **Completion Year** | 2022 | *2025* |

The December 2023 addendum transportation analysis included CEQA and non-CEQA transportation analyses. Like the original project, the revised project proposes to incorporate the Transportation Demand Management (TDM) strategies of reduce parking supply by providing 145 of the Code-required 230 parking spaces, unbundle parking, and include bike parking per Los Angeles Municipal Code (LAMC) as project design features. With the application of these TDM strategies, the revised project is projected to have a Household Vehicle Miles Traveled (VMT) per capita of 4.1 and no Work VMT. Therefore, it is concluded that implementation of the revised project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment 3**. LADOT has reviewed the non-CEQA analysis which indicates that the trips generated by the revised project will not likely result in adverse circulation conditions at several locations. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment 4.**

LADOT concurs with the results of the updated analysis that the expected impacts of the revised project would continue to be less than significant. All of the project requirements that are identified in LADOT's June 30, 2020 letter (**Attachment 1**) shall remain in effect.

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

Attachments

*I:\Letters\2024\CEN23-56549_1666 Vermont MU_rev proj_ltr.docx*

c: Mashael Majid/Armida Reyes, Council District 4
Hokchi Chiu, Central District, BOE
Bhuvan Bajaj, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management Office, DOT
Liz Fleming, Overland Traffic Consultants, Inc.

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

**CITY OF LOS ANGELES**

INTER-DEPARTMENTAL CORRESPONDENCE

1666 N Vermont Ave
DOT Case No. CEN 19-48526

Date: June 30, 2020

To: Milena Zasadzien, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 1666 NORTH VERMONT AVENUE ( ENV-2019-6739-EAF)**

The Department of Transportation has reviewed the transportation analysis prepared by Overland Traffic Consultants, Inc., for the proposed mixed-use project located at 1666 North Vermont Avenue. In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

**DISCUSSION AND FINDINGS**

A. Project Description

The project proposes the development of a seven-story mixed-use building which consists of 139 residential apartment units of which 16 units are proposed as extremely low-income affordable units and 13,960 square feet of ground floor commercial area. The site is currently developed with a 300 square foot restaurant and 8,000 square foot car wash with one washing tunnel. All existing structures and surface parking lot will be removed as well as one of the existing driveways, along Prospect Avenue, that is located closest to Vermont Avenue. The proposed project can be accessed via one driveway located along Prospect Avenue which would lead to a commercial parking area. One other driveway will also be located along the east side of the project site, in the alley, and would lead to a residential parking area as well as eleven commercial parking spaces. It is important to note that the project proposes delivery truck access via a separate loading dock driveway located along Prospect Avenue, adjacent to the commercial driveway and alley. All deliveries shall occur during non-peak hours and the project shall provide a dock manager that will be available to receive the trucks. These driveway locations are illustrated in **Attachment A**. Unbundled parking, reduced parking supply, and bike parking have been selected as TDM strategies that will be part of the proposed project. This project is expected to be completed by the year 2022.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, the project is estimated to result in a net increase of 1,286 daily

trips. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9th Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment B** to this report.

Additionally, the analysis included further discussion of the transportation impact thresholds:

T-1 Conflicting with plans, programs, ordinances, or policies
T-2.1 Causing substantial vehicle miles traveled
T-3 Substantially increasing hazards due to a geometric design feature or incompatible use

A Project's impacts per Thresholds T-2.1 is determined by using the VMT calculator and is discussed above. It is important to note that under threshold T-3, the study states that a 2-foot, 6-inch widening would be required for the alley adjacent to the project site in order to adhere to the requirements of the Mobility Plan 2035. The assessment determined that the project would not have a significant transportation impact under any of the above thresholds.

C. Transportation Impacts

On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by Overland Traffic Consultants, Inc., the proposed project is projected to have Household VMT per capita of 5.9 and Work VMT per employee of 0. Therefore, it is concluded that implementation of the Project would result in no significant Household and Work VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements

to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC). Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at one location. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

**PROJECT REQUIREMENTS**

A. Additional Requirements and Considerations
To comply with the transportation and mobility goals and provisions of adopted City plans and ordnances, the applicant should be required to implement the improvements listed below:

1. Parking Requirements
The traffic study indicated that the project would provide 128 automotive parking spaces (28 parking spaces for commercial use and 100 parking spaces for the residential units). Parking will be provided on the first floor as well as three subterranean levels (P1, P2, and P3). Parking on the first floor will be used for the commercial portion of the project site. The three subterranean levels will be used for residential units with the exception of five commercial parking spaces that are located on P1. A total of 70 long term bicycle parking spaces will be provided for the residents in a secured room. A total of 19 short term spaces will be installed for this project, ten of which are for the commercial land use located in the garage (P1), and nine of which are planned as a part of the streetscape. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

2. Highway Dedication and Street Improvements
Per the new Mobility Element of the General Plan, **Vermont Avenue** has been designated as a Modified Avenue II which would require a 28-foot half-width roadway within a 40-foot half-width right-of-way, **Hollywood Boulevard** has been designated as an Avenue I which would require 35-foot half-width roadway within a 50-foot half-width right-of-way, and **Prospect Avenue** has been designated as a Local Street which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

3. Driveway Access and Circulation
   The proposed site plan illustrated in **Attachment A** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well.

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

5. Development Review Fees
   An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. Ordinance No. 183270 identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

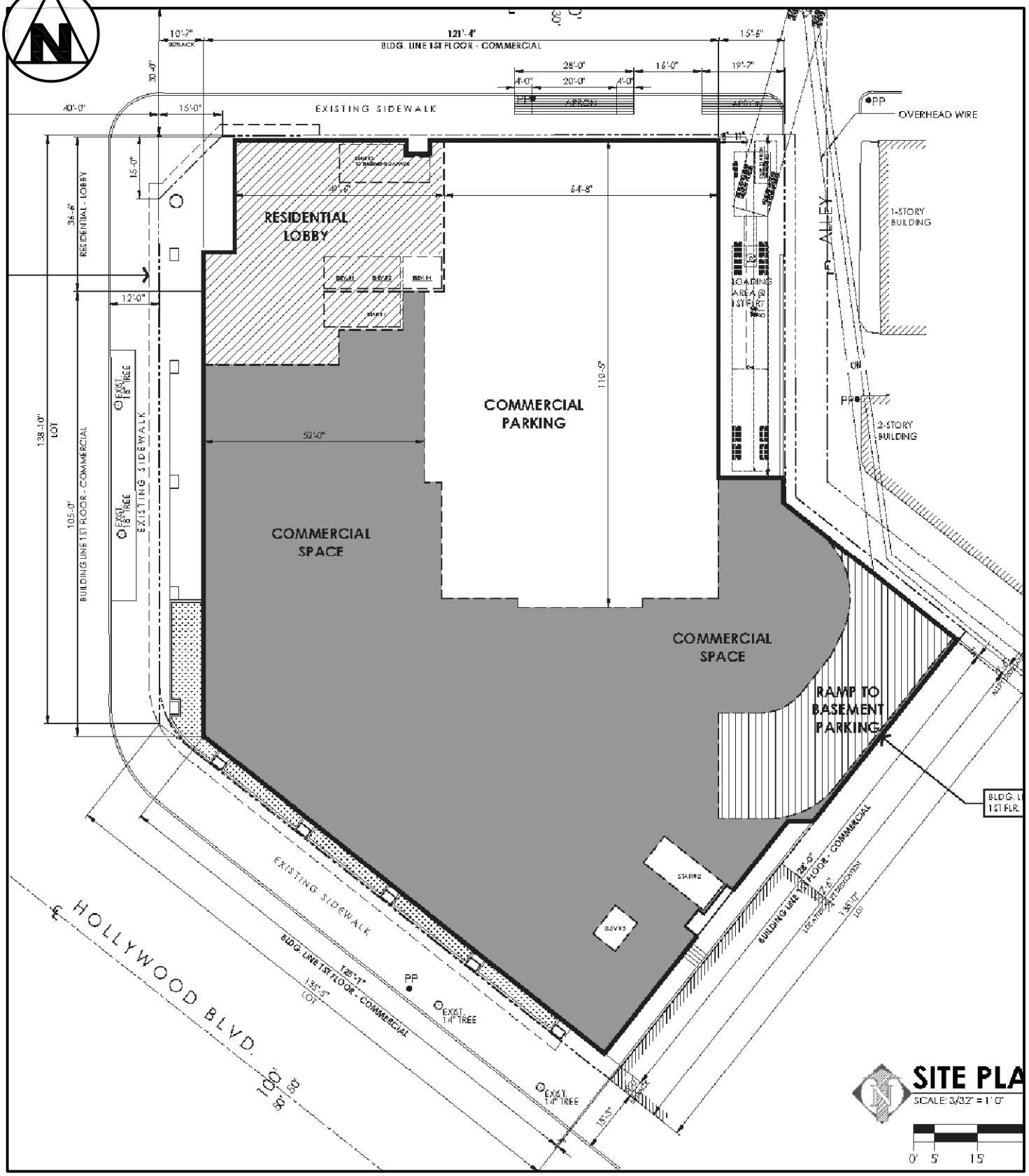
If you have any questions, please contact Kevin Arucan at (213) 972-4970.

Attachments

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c: Emma Howard, Council District 4
Bhuvan Bajaj, Hollywood/Wilshire District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Matthew Masuda, Central District, BOE
Jerry Overland, Overland Traffic Consultants, Inc.

**CEN19-48526_1666 N Vermont Ave_Attachment A**




**Daryoush SAFA AIA Architect**

**Figure 2A**

12/2019

**PROJECT SITE PLAN**
**WITH DRIVEWAY LOCATIONS**

Overland Traffic Consultants, Inc.
*24325 Main Street #202, Santa Clarita, CA 91321*
*(661) 799 - 8423, OTC@overlandtraffic.com*

**CEN19-48526_1666 N Vermont Ave**
**Attachment B**

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

**Project:** Vermont Hollywood Mixed-Use
**Scenario:**
**Address:** 1666 N VERMONT AVE, 90027




**If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?**

○ Yes ○ No

## Existing Land Use

| Land Use Type | Value | Unit |
|---|---|---|
| Retail \| High-Turnover Sit-Down Restaurant | 0.3 | ksf |
| (custom) Car Wash \| Daily | 156 | Trips |
| (custom) Car Wash \| HBW-Attraction Split | 6 | Percent |
| (custom) Car Wash \| HBO-Attraction Split | 50 | Percent |
| (custom) Car Wash \| NHB-Attraction Split | 22 | Percent |
| (custom) Car Wash \| HBW-Production Split | 0 | Percent |
| (custom) Car Wash \| HBO-Production Split | 0 | Percent |
| (custom) Car Wash \| NHB-Production Split | 22 | Percent |
| (custom) Car Wash \| Daily | 0 | Residents |
| (custom) Car Wash \| Daily | 10 | Employees |
| (custom) Car Wash \| Daily | Non-Retai | Retail/Non-R |

☑ Click here to add a single custom land use type (will be included in the above list)

## Proposed Project Land Use

| Land Use Type | Value | Unit |
|---|---|---|
| Retail \| Supermarket | 13.96 | ksf |
| Housing \| Multi-Family | 123 | DU |
| Retail \| Supermarket | 13.96 | ksf |
| Housing \| Affordable Housing - Family | 16 | DU |

☐ Click here to add a single custom land use type (will be included in the above list)

## Project Screening Summary

| Existing Land Use | Proposed Project |
|---|---|
| 131 Daily Vehicle Trips | 1,536 Daily Vehicle Trips |
| 862 Daily VMT | 9,984 Daily VMT |

### Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

### Tier 2 Screening Criteria

| | |
|---|---|
| The net increase in daily trips < 250 trips | 1,405 Net Daily Trips |
| The net increase in daily VMT ≤ 0 | 9,122 Net Daily VMT |
| The proposed project consists of only retail land uses ≤ 50,000 square feet total. | 13.960 ksf |

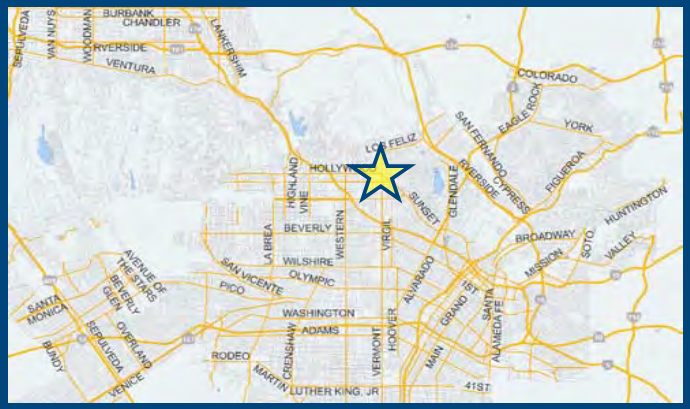
**The proposed project is required to perform VMT analysis.**

Measuring the Miles

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

## Project Information

**Project:** Vermont Hollywood Mixed-Use
**Scenario:**
**Address:** 1666 N VERMONT AVE, 90027




| Proposed Project Land Use Type | Value | Unit |
|---|---|---|
| Housing \| Multi-Family | 123 | DU |
| Retail \| Supermarket | 13.96 | ksf |
| Housing \| Affordable Housing - Family | 16 | DU |

## TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

| | Proposed Project | With Mitigation |
|---|---|---|
| **Max Home Based TDM Achieved?** | **No** | **No** |
| **Max Work Based TDM Achieved?** | **No** | **No** |

### A Parking

**Reduce Parking Supply**
☑ Proposed Prj ☐ Mitigation
220 city code parking provision for the project site
128 actual parking provision for the project site

**Unbundle Parking**
☑ Proposed Prj ☐ Mitigation
150 monthly parking cost (dollar) for the project site

**Parking Cash-Out**
☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

**Price Workplace Parking**
☐ Proposed Prj ☐ Mitigation
600 daily parking charge (dollar)
25 percent of employees subject to priced parking

**Residential Area Parking Permits**
☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

### B Transit

### C Education & Encouragement

### D Commute Trip Reductions

### E Shared Mobility

### F Bicycle Infrastructure

### G Neighborhood Enhancement

## Analysis Results

| Proposed Project | With Mitigation |
|---|---|
| **1,271** Daily Vehicle Trips | **1,271** Daily Vehicle Trips |
| **8,258** Daily VMT | **8,258** Daily VMT |
| **5.9** Household VMT per Capita | **5.9** Household VMT per Capita |
| **N/A** Work VMT per Employee | **N/A** Work VMT per Employee |

### Significant VMT Impact?

| | |
|---|---|
| **Household: No** Threshold = 6.0 15% Below APC | **Household: No** Threshold = 6.0 15% Below APC |
| **Work: N/A** Threshold = 7.6 15% Below APC | **Work: N/A** Threshold = 7.6 15% Below APC |

Measuring the Miles

4/17/2020

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: April 17, 2020
Project Name: Vemont Hollywood Mixed-Use
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.2*

| Project Information | | | |
|---|---|---|---|
| **Land Use Type** | | **Value** | **Units** |
| **Housing** | *Single Family* | *0* | *DU* |
| | Multi Family | 123 | DU |
| | *Townhouse* | *0* | *DU* |
| | *Hotel* | *0* | *Rooms* |
| | *Motel* | *0* | *Rooms* |
| **Affordable Housing** | Family | 16 | DU |
| | *Senior* | *0* | *DU* |
| | *Special Needs* | *0* | *DU* |
| | *Permanent Supportive* | *0* | *DU* |
| **Retail** | *General Retail* | *0.000* | *ksf* |
| | *Furniture Store* | *0.000* | *ksf* |
| | *Pharmacy/Drugstore* | *0.000* | *ksf* |
| | Supermarket | 13.960 | ksf |
| | *Bank* | *0.000* | *ksf* |
| | *Health Club* | *0.000* | *ksf* |
| | *High-Turnover Sit-Down Restaurant* | *0.000* | *ksf* |
| | *Fast-Food Restaurant* | *0.000* | *ksf* |
| | *Quality Restaurant* | *0.000* | *ksf* |
| | *Auto Repair* | *0.000* | *ksf* |
| | *Home Improvement* | *0.000* | *ksf* |
| | *Free-Standing Discount* | *0.000* | *ksf* |
| | *Movie Theater* | *0* | *Seats* |
| *Office* | *General Office* | *0.000* | *ksf* |
| | *Medical Office* | *0.000* | *ksf* |
| *Industrial* | *Light Industrial* | *0.000* | *ksf* |
| | *Manufacturing* | *0.000* | *ksf* |
| | *Warehousing/Self-Storage* | *0.000* | *ksf* |
| *School* | *University* | *0* | *Students* |
| | *High School* | *0* | *Students* |
| | *Middle School* | *0* | *Students* |
| | *Elementary* | *0* | *Students* |
| | *Private School (K-12)* | *0* | *Students* |
| *Other* | | *0* | *Trips* |

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: April 17, 2020
Project Name: Vemont Hollywood Mixed-Use
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.2*

| Analysis Results | | | |
|---|---|---|---|
| Total Employees: 56<br>Total Population: 327 | | | |
| ***Proposed Project*** | | ***With Mitigation*** | |
| **1,271** | **Daily Vehicle Trips** | **1,271** | **Daily Vehicle Trips** |
| **8,258** | **Daily VMT** | **8,258** | **Daily VMT** |
| **5.9** | **Household VMT per Capita** | **5.9** | **Household VMT per Capita** |
| **N/A** | **Work VMT per Employee** | **N/A** | **Work VMT per Employee** |

| Significant VMT Impact? | | | |
|---|---|---|---|
| **APC: Central** | | | |
| Impact Threshold: 15% Below APC Average<br>Household = 6.0<br>Work = 7.6 | | | |
| ***Proposed Project*** | | ***With Mitigation*** | |
| **VMT Threshold** | **Impact** | **VMT Threshold** | **Impact** |
| Household > 6.0<br>Work > 7.6 | No<br>N/A | Household > 6.0<br>Work > 7.6 | No<br>N/A |

## TDM Strategy Inputs

| Strategy Type | | Description | Proposed Project | Mitigations |
|---|---|---|---|---|
| **Parking** | Reduce parking supply | City code parking provision (spaces) | 220 | 220 |
| | | Actual parking provision (spaces) | 128 | 128 |
| | Unbundle parking | Monthly cost for parking ($) | $150 | $150 |
| | *Parking cash-out* | *Employees eligible (%)* | *0%* | *0%* |
| | *Price workplace parking* | *Daily parking charge ($)* | *$0.00* | *$0.00* |
| | | *Employees subject to priced parking (%)* | *0%* | *0%* |
| | *Residential area parking permits* | *Cost of annual permit ($)* | *$0* | *$0* |

(cont. on following page)

## 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: April 17, 2020
Project Name: Vemont Hollywood Mixed-Use
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.2*

## TDM Adjustments by Trip Purpose & Strategy

**Place type: Compact Infill**

| | | *Home Based Work Production* | | *Home Based Work Attraction* | | *Home Based Other Production* | | *Home Based Other Attraction* | | *Non-Home Based Other Production* | | *Non-Home Based Other Attraction* | | *Source* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| **Parking** | Reduce parking supply | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | TDM Strategy Appendix, Parking sections 1 - 5 |
| | Unbundle parking | 18% | 18% | *0%* | *0%* | 18% | 18% | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Parking cash-out | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Price workplace parking | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Residential area parking permits | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | |
| **Transit** | Reduce transit headways | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | TDM Strategy Appendix, Transit sections 1 - 3 |
| | Implement neighborhood shuttle | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Transit subsidies | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| **Education & Encouragement** | Voluntary travel behavior change program | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | TDM Strategy Appendix, Education & Encouragement sections 1 - 2 |
| | Promotions and marketing | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| **Commute Trip Reductions** | Required commute trip reduction program | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4 |
| | Alternative Work Schedules and Telecommute Program | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Employer sponsored vanpool or shuttle | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Ride-share program | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| **Shared Mobility** | Car-share | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | TDM Strategy Appendix, Shared Mobility sections 1 - 3 |
| | Bike share | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | |
| | School carpool program | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | |

## 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** | *29%* | *29%* | *13%* | *13%* | *29%* | *29%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* |
| **MAX. TDM EFFECT** | *29%* | *29%* | *13%* | *13%* | *29%* | *29%* | *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: April 17, 2020
Project Name: Vemont Hollywood Mixed-Use
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.2*

### MXD Methodology - Project Without TDM

| | Unadjusted Trips | MXD Adjustment | MXD Trips | Average Trip Length | Unadjusted VMT | MXD VMT |
|---|---|---|---|---|---|---|
| Home Based Work Production | 187 | -35.3% | 121 | 8.8 | 1,646 | 1,065 |
| Home Based Other Production | 501 | -40.7% | 297 | 5.5 | 2,756 | 1,634 |
| Non-Home Based Other Production | 313 | -13.7% | 270 | 7.6 | 2,379 | 2,052 |
| Home-Based Work Attraction | 81 | -39.5% | 49 | 8.4 | 680 | 412 |
| Home-Based Other Attraction | 810 | -40.2% | 484 | 5.6 | 4,536 | 2,710 |
| Non-Home Based Other Attraction | 364 | -13.5% | 315 | 6.7 | 2,439 | 2,111 |

### MXD Methodology with TDM Measures

| | *Proposed Project* | | | *Project with Mitigation Measures* | | |
|---|---|---|---|---|---|---|
| | TDM Adjustment | Project Trips | Project VMT | TDM Adjustment | Mitigated Trips | Mitigated VMT |
| Home Based Work Production | -28.7% | 86 | 759 | -28.7% | 86 | 759 |
| Home Based Other Production | -28.7% | 212 | 1,165 | -28.7% | 212 | 1,165 |
| Non-Home Based Other Production | -13.0% | 235 | 1,784 | -13.0% | 235 | 1,784 |
| Home-Based Work Attraction | -13.0% | 43 | 358 | -13.0% | 43 | 358 |
| Home-Based Other Attraction | -13.0% | 421 | 2,356 | -13.0% | 421 | 2,356 |
| Non-Home Based Other Attraction | -13.0% | 274 | 1,836 | -13.0% | 274 | 1,836 |

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 327
Total Employees: 56
APC: Central

| | *Proposed Project* | *Project with Mitigation Measures* |
|---|---|---|
| *Total Home Based Production VMT* | **1,924** | **1,924** |
| *Total Home Based Work Attraction VMT* | **358** | **358** |
| *Total Home Based VMT Per Capita* | **5.9** | **5.9** |
| *Total Work Based VMT Per Employee* | **N/A** | **N/A** |

**Overland Traffic Consultants, Inc.**

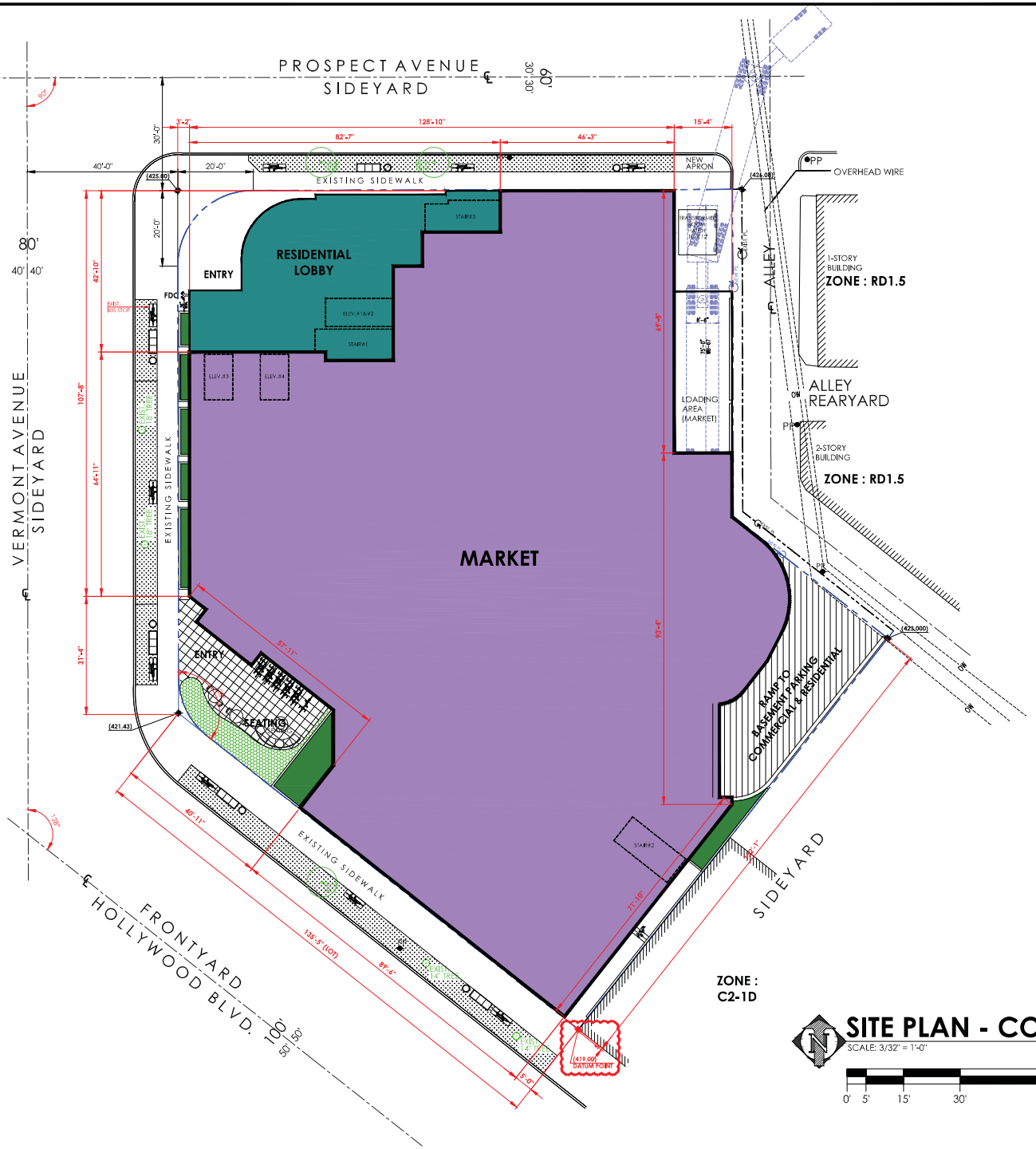
Table 4
Existing + Project Traffic Conditions

| No. | Intersection | Peak Hour | Existing (Dec. 2019) Delay (s) | Existing (Dec. 2019) LOS | Existing +Project Delay (s) | Existing +Project LOS |
|---|---|---|---|---|---|---|
| 1 | Prospect Avenue & | AM | 10.2 | B | 10.4 | B |
| | Vermont Avenue | PM | 11.7 | B | 12.4 | B |
| 2 | Vermont Avenue & | AM | 20.4 | C | 20.4 | C |
| | Hollywood Boulevard | PM | 18.8 | B | 18.8 | B |
| 3 | Hillhurst Avenue & | AM | 18.0 | B | 18.9 | B |
| | Prospect Avenue & | PM | 20.7 | C | 21.8 | C |
| 4 | Hillhurst Av/Virgil Av & | AM | 26.6 | C | 26.7 | C |
| | Hollywood Bl/Sunset Bl&Dr | PM | 29.7 | C | 30.0 | C |

Table 5
Future Cumulative + Project Traffic Conditions

| No. | Intersection | Peak Hour | Future (2022) Without Project Delay (s) | Future (2022) Without Project LOS | Future (2022) With Project Delay (s) | Future (2022) With Project LOS |
|---|---|---|---|---|---|---|
| 1 | Prospect Avenue & | AM | 10.4 | B | 11.1 | B |
| | Vermont Avenue | PM | 12.6 | B | 13.6 | B |
| 2 | Vermont Avenue & | AM | 20.6 | C | 20.6 | C |
| | Hollywood Boulevard | PM | 19.4 | B | 19.5 | B |
| 3 | Hillhurst Avenue & | AM | 27.0 | C | 27.8 | C |
| | Prospect Avenue & | PM | 26.0 | C | 27.5 | C |
| 4 | Hillhurst Av/Virgil Av & | AM | 39.9 | D | 41.8 | D |
| | Hollywood Bl/Sunset Bl&Dr | PM | 44.9 | D | 47.6 | D |

s = seconds




# SITE PLAN - COMMERCIAL

SCALE: 3/32" = 1'-0"

0' 5' 15' 30' 60'

Sheet Issue & Revision Log

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

Developer:

**VERMONT REAL ESTATE, LLC.**

1666 N VERMONT AVENUE,
LOS ANGELES, CA. 90027

Project Title:

**139 UNIT MIXED USE APARMENT**

1666 N. VERMONT AVENUE,
LOS ANGELES, CA. 90027

Architect:

**DARYOUSH SAFAI**
AIA Architect

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

Architect Stamp:

Sheet Content:

**SITE PLAN COMMERCIAL**

Date : -
Scale : 3/32" = 1'-0"
CAD : -
Job : -
Sheet :

**A-2.2**

Of ___0___ Sheets

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# CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

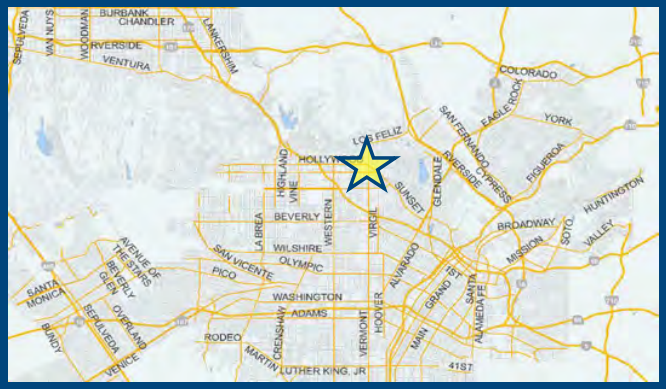
*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

**Project:**

**Scenario:** www

**Address:** 1666 N VERMONT AVE, 90027




**Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?**

○ Yes ◉ No

## Existing Land Use

| Land Use Type | Value | Unit |
|---|---|---|
| Retail \| High-Turnover Sit-Down Restaurant | | ksf |
| Retail \| High-Turnover Sit-Down Restaurant | 0.3 | ksf |
| (custom) Car Wash \| Retail/Non-Retail | Non-Retai | LU type |
| (custom) Car Wash \| Residents | 0 | Person |
| (custom) Car Wash \| Employees | 10 | Person |
| (custom) Car Wash \| Daily | 156 | Trips |
| (custom) Car Wash \| HBW-Attraction Split | 6 | Percent |
| (custom) Car Wash \| HBO-Attraction Split | 50 | Percent |
| (custom) Car Wash \| NHB-Attraction Split | 22 | Percent |
| (custom) Car Wash \| HBW-Production Split | 0 | Percent |
| (custom) Car Wash \| HBO-Production Split | 22 | Percent |
| (custom) Car Wash \| NHB-Production Split | 0 | Percent |

☑ Click here to add a single custom land use type (will be included in the above list)

## Proposed Project Land Use

| Land Use Type | Value | Unit |
|---|---|---|
| Retail \| Supermarket | 22.8 | ksf |
| Housing \| Multi-Family | 123 | DU |
| Housing \| Affordable Housing - Family | 16 | DU |
| Retail \| Supermarket | 22.8 | ksf |

☐ Click here to add a single custom land use type (will be included in the above list)

## Project Screening Summary

| Existing Land Use | Proposed |
|---|---|
| 120 Daily Vehicle Trips | 2,234 Daily Vehicle Trips |
| 772 Daily VMT | 15,338 Daily VMT |

### Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

### Tier 2 Screening Criteria

| | |
|---|---|
| The net increase in daily trips < 250 trips | 2,114 Net Daily Trips |
| The net increase in daily VMT ≤ 0 | 14,566 Net Daily VMT |
| The proposed project consists of only retail land uses ≤ 50,000 square feet total. | 22.800 ksf |

**The proposed project is required to perform VMT analysis.**

Measuring the Miles

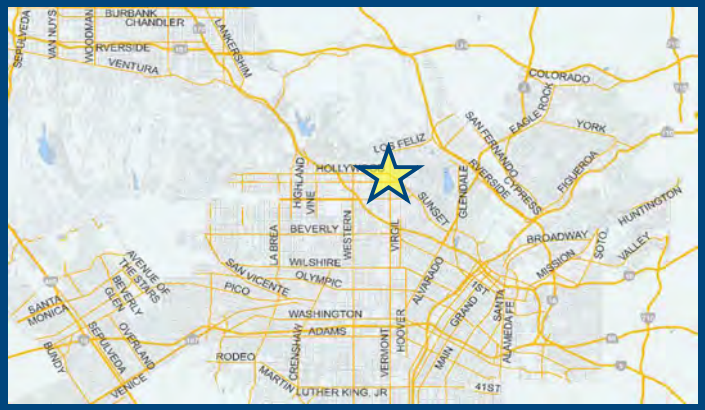
# CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

## Project Information

**Project:** PROPOSED PROJECT

**Scenario:**

**Address:** 1666 N VERMONT AVE, 90027




| Proposed Project Land Use Type | Value | Unit |
|---|---|---|
| Housing \| Multi-Family | 123 | DU |
| Housing \| Affordable Housing - Family | 16 | DU |
| Retail \| Supermarket | 22.8 | ksf |

## TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

| | Proposed Project | With Mitigation |
|---|---|---|
| **Max Home Based TDM Achieved?** | **No** | **No** |
| **Max Work Based TDM Achieved?** | **No** | **No** |

### A Parking

**Reduce Parking Supply**

☑ Proposed Prj ☐ Mitigation

230 city code parking provision for the project site

145 actual parking provision for the project site

**Unbundle Parking**

☑ Proposed Prj ☐ Mitigation

150 monthly parking cost (dollar) for the project site

**Parking Cash-Out**

☐ Proposed Prj ☐ Mitigation

50 percent of employees eligible

**Price Workplace Parking**

6.00 daily parking charge (dollar)

☐ Proposed Prj ☐ Mitigation

50 percent of employees subject to priced parking

**Residential Area Parking Permits**

200 cost (dollar) of annual permit

☐ Proposed Prj ☐ Mitigation

### B Transit

### C Education & Encouragement

### D Commute Trip Reductions

### E Shared Mobility

### F Bicycle Infrastructure

### G Neighborhood Enhancement

## Analysis Results

| Proposed Project | With Mitigation |
|---|---|
| **1,896** Daily Vehicle Trips | **1,896** Daily Vehicle Trips |
| **13,044** Daily VMT | **13,044** Daily VMT |
| **4.1** Household VMT per Capita | **4.1** Household VMT per Capita |
| **N/A** Work VMT per Employee | **N/A** Work VMT per Employee |

### Significant VMT Impact?

| 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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: December 8, 2023
Project Name:
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.4*

| Project Information | | | |
|---|---|---|---|
| **Land Use Type** | | **Value** | **Units** |
| **Housing** | *Single Family* | *0* | *DU* |
| | Multi Family | 123 | DU |
| | *Townhouse* | *0* | *DU* |
| | *Hotel* | *0* | *Rooms* |
| | *Motel* | *0* | *Rooms* |
| **Affordable Housing** | Family | 16 | DU |
| | *Senior* | *0* | *DU* |
| | *Special Needs* | *0* | *DU* |
| | *Permanent Supportive* | *0* | *DU* |
| **Retail** | *General Retail* | *0.000* | *ksf* |
| | *Furniture Store* | *0.000* | *ksf* |
| | *Pharmacy/Drugstore* | *0.000* | *ksf* |
| | Supermarket | 22.800 | ksf |
| | *Bank* | *0.000* | *ksf* |
| | *Health Club* | *0.000* | *ksf* |
| | *High-Turnover Sit-Down Restaurant* | *0.000* | *ksf* |
| | *Fast-Food Restaurant* | *0.000* | *ksf* |
| | *Quality Restaurant* | *0.000* | *ksf* |
| | *Auto Repair* | *0.000* | *ksf* |
| | *Home Improvement* | *0.000* | *ksf* |
| | *Free-Standing Discount* | *0.000* | *ksf* |
| | *Movie Theater* | *0* | *Seats* |
| *Office* | *General Office* | *0.000* | *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: December 8, 2023
Project Name:
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.4*

| Analysis Results | | | |
|---|---|---|---|
| Total Employees: 91<br>Total Population: 327 | | | |
| ***Proposed Project*** | | ***With Mitigation*** | |
| **1,896** | **Daily Vehicle Trips** | **1,896** | **Daily Vehicle Trips** |
| **13,044** | **Daily VMT** | **13,044** | **Daily VMT** |
| **4.1** | **Household VMT per Capita** | **4.1** | **Household VMT per Capita** |
| **N/A** | **Work VMT per Employee** | **N/A** | **Work VMT per Employee** |

| Significant VMT Impact? | | | |
|---|---|---|---|
| **APC: Central** | | | |
| Impact Threshold: 15% Below APC Average<br>Household = 6.0<br>Work = 7.6 | | | |
| ***Proposed Project*** | | ***With Mitigation*** | |
| **VMT Threshold** | **Impact** | **VMT Threshold** | **Impact** |
| Household > 6.0<br>Work > 7.6 | No<br>N/A | Household > 6.0<br>Work > 7.6 | No<br>N/A |

## TDM Strategy Inputs

| Strategy Type | | Description | Proposed Project | Mitigations |
|---|---|---|---|---|
| **Parking** | Reduce parking supply | City code parking provision (spaces) | 230 | 230 |
| | | Actual parking provision (spaces) | 145 | 145 |
| | Unbundle parking | Monthly cost for parking ($) | $150 | $150 |
| | *Parking cash-out* | *Employees eligible (%)* | *0%* | *0%* |
| | *Price workplace parking* | *Daily parking charge ($)* | *$0.00* | *$0.00* |
| | | *Employees subject to priced parking (%)* | *0%* | *0%* |
| | *Residential area parking permits* | *Cost of annual permit ($)* | *$0* | *$0* |

(cont. on following page)

## 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* |

## TDM Adjustments by Trip Purpose & Strategy

**Place type: Compact Infill**

| | | *Home Based Work Production* | | *Home Based Work Attraction* | | *Home Based Other Production* | | *Home Based Other Attraction* | | *Non-Home Based Other Production* | | *Non-Home Based Other Attraction* | | *Source* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| **Parking** | Reduce parking supply | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | TDM Strategy Appendix, Parking sections 1 - 5 |
| | Unbundle parking | 18% | 18% | *0%* | *0%* | 18% | 18% | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Parking cash-out | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Price workplace parking | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Residential area parking permits | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | |
| **Transit** | Reduce transit headways | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | TDM Strategy Appendix, Transit sections 1 - 3 |
| | Implement neighborhood shuttle | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Transit subsidies | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| **Education & Encouragement** | Voluntary travel behavior change program | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | TDM Strategy Appendix, Education & Encouragement sections 1 - 2 |
| | Promotions and marketing | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| **Commute Trip Reductions** | Required commute trip reduction program | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4 |
| | Alternative Work Schedules and Telecommute Program | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Employer sponsored vanpool or shuttle | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Ride-share program | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| **Shared Mobility** | Car-share | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | TDM Strategy Appendix, Shared Mobility sections 1 - 3 |
| | Bike share | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | |
| | School carpool program | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | |

## 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** | *29%* | *29%* | *13%* | *13%* | *29%* | *29%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* |
| **MAX. TDM EFFECT** | *29%* | *29%* | *13%* | *13%* | *29%* | *29%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* |

***= Minimum (X%, 1-[(1-A)*(1-B)…])***

*where X%=*

| | | |
|---|---|---|
| **PLACE** | *urban* | *75%* |
| **TYPE** | compact infill | *40%* |
| **MAX:** | *suburban center* | *20%* |
| | *suburban* | *15%* |

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: December 8, 2023
Project Name:
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.4*

### MXD Methodology - Project Without TDM

| | Unadjusted Trips | MXD Adjustment | MXD Trips | Average Trip Length | Unadjusted VMT | MXD VMT |
|---|---|---|---|---|---|---|
| Home Based Work Production | 124 | -26.6% | 91 | 8.6 | 1,066 | 783 |
| Home Based Other Production | 343 | -41.1% | 202 | 5.4 | 1,852 | 1,091 |
| Non-Home Based Other Production | 672 | -6.1% | 631 | 7.8 | 5,242 | 4,922 |
| Home-Based Work Attraction | 132 | -31.8% | 90 | 8.6 | 1,135 | 774 |
| Home-Based Other Attraction | 1,338 | -47.5% | 702 | 5.9 | 7,894 | 4,142 |
| Non-Home Based Other Attraction | 551 | -6.0% | 518 | 7.0 | 3,857 | 3,626 |

### MXD Methodology with TDM Measures

| | *Proposed Project* | | | *Project with Mitigation Measures* | | |
|---|---|---|---|---|---|---|
| | TDM Adjustment | Project Trips | Project VMT | TDM Adjustment | Mitigated Trips | Mitigated VMT |
| Home Based Work Production | -28.7% | 65 | 558 | -28.7% | 65 | 558 |
| Home Based Other Production | -28.7% | 144 | 778 | -28.7% | 144 | 778 |
| Non-Home Based Other Production | -13.0% | 549 | 4,280 | -13.0% | 549 | 4,280 |
| Home-Based Work Attraction | -13.0% | 78 | 673 | -13.0% | 78 | 673 |
| Home-Based Other Attraction | -13.0% | 610 | 3,602 | -13.0% | 610 | 3,602 |
| Non-Home Based Other Attraction | -13.0% | 450 | 3,153 | -13.0% | 450 | 3,153 |

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 327
Total Employees: 91
APC: Central

| | *Proposed Project* | *Project with Mitigation Measures* |
|---|---|---|
| *Total Home Based Production VMT* | **1,336** | **1,336** |
| *Total Home Based Work Attraction VMT* | **673** | **673** |
| *Total Home Based VMT Per Capita* | **4.1** | **4.1** |
| *Total Work Based VMT Per Employee* | **N/A** | **N/A** |

Table 3
Existing & Future Traffic Conditions
With and With Modified and Approved Project

| Intersection | Peak Hour | Existing (Dec. 2019) | | Existing + Approved Project | | Existing + Modified Project | | Future (2022) Without Approved Project | | Future (2022) With Approved Project | | Future (2025) Without Modified Project | | Future (2025) With Modified Project | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Delay (s) | LOS | Delay (s) | LOS | Delay (s) | LOS | Delay (s) | LOS | Delay (s) | LOS | Delay (s) | LOS | Delay (s) | LOS |
| Prospect Avenue & | AM | 10.2 | B | 10.4 | B | 10.4 | B | 10.4 | B | 11.1 | B | 10.8 | B | 12.1 | B |
| Vermont Avenue | PM | 11.7 | B | 12.4 | B | 12.7 | B | 12.6 | B | 13.6 | B | 12.7 | B | 14.2 | B |
| Vermont Avenue & | AM | 20.4 | C | 20.4 | C | 20.4 | C | 20.6 | C | 20.6 | C | 20.9 | C | 20.9 | C |
| Hollywood Boulevard | PM | 18.8 | B | 18.8 | B | 18.8 | B | 19.4 | B | 19.5 | B | 19.9 | B | 19.9 | B |
| Hillhurst Avenue & | AM | 18.0 | B | 18.9 | B | 19.1 | B | 27.0 | C | 27.8 | C | 28.4 | C | 31.1 | C |
| Prospect Avenue | PM | 20.7 | C | 21.8 | C | 22.3 | C | 26.0 | C | 27.5 | C | 32.3 | C | 34.7 | C |
| Hillhurst Av/Virgil Av & | AM | 26.6 | C | 26.7 | C | 26.7 | C | **39.9** | **D** | **41.8** | **D** | **46.1** | **D** | **48.6** | **D** |
| Hollywood Bl/Sunset Bl&Dr | PM | 29.7 | C | 30.0 | C | 30.3 | C | **44.9** | **D** | **47.6** | **D** | **58.0** | **E** | **60.4** | **E** |

s = seconds
Bold numbers indicate at LOS D,E or F and further evaluation for deficiency needed.

Overland Traffic Consultants, Inc.

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Phone (310) 545-1235
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# Supplemental Transportation Evaluation
# VERMONT-HOLLYWOOD
# Modified Mixed-Use Project
# 1666 North Vermont Avenue

(DOT Case No. CEN 19-48526)
(DIR-2019-6738-SPPA-SPP-TOC-SPR, ENV-2019-6739-EAF)

A prior proposed Project of 123 multi-family housing units, 16 affordable multi-family housing units and 13,960 square foot grocery store to replace a 300 square foot restaurant and 8,000 square foot car wash with one washing tunnel was proposed at 1666 North Vermont Avenue. The Project was evaluated with a full Transportation Assessment (TA) which has been reviewed and approved by the Los Angeles Department of Transportation (LADOT). The LADOT approval letter, dated June 30, 2020, is attached (Attachment A). The Approved Project has now been modified to retain the 139 residential units, no change to the number of affordable units, and to increase the square footage of the grocery store to 22,800 gross square feet (20,240 square feet gross leasable area). This Supplemental Transportation Evaluation provides details and a comparison of the Modified Project and the Approved Project. As demonstrated on the following pages, no new California Environmental Quality Act (CEQA) impacts or new non-CEQA deficiencies are identified. Future calculated poor operating conditions at Hillhurst Avenue/Virgil Avenue and Hollywood Boulevard/Sunset Boulevard are projected to occur in the future without and with the Project as identified in the Approved Project TA and this Modified Project TA.

**Project Location:** The Project is located at 1666 North Vermont Avenue on the southeast corner of Prospect Avenue and Vermont Avenue/Hollywood Boulevard in the Hollywood Community Plan area of the City of Los Angeles. The irregular shaped Project site is located along the south side of Prospect Avenue, east side of North Vermont Avenue, north side of Hollywood Boulevard and west side of a generally north-south operating alley.

**Project Description:** The existing 300 square foot restaurant and 8,000 square foot car wash with one washing tunnel will be removed for the new project. The Approved Project included 139 multi-family residential units and 13,960 square foot grocery store. The Modified Project will provide the same 139 multi-family residential units but increase the size of the grocery store to 22,800 gross square feet (20,240 square feet gross leasable area). The Approved Project

was required to provide 220 vehicle parking spaces per Los Angeles Municipal Code (LAMC) and proposed to provide 128 using permissible parking reductions. The Modified Project will also reduce parking spaces from 230 vehicle parking spaces required per LAMC based on the increased size of the grocery store and is providing 145 vehicle parking spaces using permissible parking reductions. The Approved Project proposed one driveway from Prospect Avenue for the commercial land use and one driveway off the alley for the residential component. The Modified Project has removed the Prospect Avenue driveway and will use the alley driveway for both commercial and residential land uses. Both the Approved and Modified Projects propose an on-site commercial loading zone from Prospect Avenue adjacent to the alley. Table 1, below, provides a description comparison of the Approved Project and Modified Project. Attachment B provides a copy of the site plan for the Modified Project.

Table 1
Project Description Comparison

| | Modified Project | Approved Project | Difference (Modified - Approved) |
|---|---|---|---|
| **Land Use** | | | |
| **Proposed** | | | |
| Multi Family Residential - Mid Rise | 123 units | 123 units | No change |
| Affordable Multi Family Housing | 16 units | 16 units | No change |
| Total Housing | 139 units | 139 units | No change |
| Grocery Store | 22,800 sf | 13,960 sf | 8,840 sf increase |
| # of Vehicle Parking Spaces | 145 spaces | 128 spaces | 17 more spaces |
| **Prior Use to be Removed** | | | |
| Car Wash | 1 stall | 1 stall | No change |
| Restaurant | 300 sf | 300 sf | No change |
| **Vehicle Access** | | | |
| Driveway on Prospect Avenue | | X | Removed for Modified |
| Driveway off Alley along east boundary of site | X | X | No change |
| Loading Zone off Prospect Av along Alley | X | X | No change |
| **Project Design Feature** | | | |
| Reduced Parking from LAMC | X | X | No change |
| Unbundled Parking | X | X | No change |
| Bike Parking per LAMC | X | X | No change |

sf = gross square feet, LAMC = Los Angeles Municipal Code
TA = Transportation Assessment, MND = Mitigated Negative Declaration

As shown, there will be one less driveway, 8,840 square feet more space allocated to the grocery store, and 17 more parking spaces to accommodate the larger retail space.

## CEQA Evaluation

A CEQA evaluation of the Approved Project was conducted and provided in the January 2020 (with update June 2020) TA. The LADOT approved study was conducted using LADOT Transportation Assessment Guidelines (TAG), November 2019. The findings stated that there would be no significant CEQA traffic impacts. Since that time, LADOT has provided a new TAG dated August 2022. These guidelines refine the queries and layout of the TA but do not alter the CEQA Thresholds. This section of the Supplemental Transportation Evaluation considers the potential transportation impacts of the Modified Project and compares it to the Approved Project.

Threshold T-1: Conflicting with Plans Programs, Ordinances, or Policies:

As required by LADOT, the Approved Project was found to be consistent with the Mobility Plan 2035, Plan for Healthy LA, Land Use Element of the General Plan, Coastal Transportation Corridor Specific Plan, Los Angeles Municipal Code (LAMC) 12.21A.16 Bicycle Parking, LAMC Section 12.26J TDM Ordinance, LAMC Section 12.37 Waivers (none requested), Vision Zero Action Plan, Vision Zero Corridor Plan, and Citywide Design Guidelines. The Modified Project will also be consistent with these Plans, Program, Ordinances and Policies. The Modified Project will not conflict with key City Planning documents.

Threshold T-2: Causing Substantial Vehicle Miles Traveled (VMT):

A VMT analysis was conducted of the Approved Project using the LADOT VMT calculator Version 1.2. The Approved Project included three Project Design Features Including reduced parking, unbundled parking, and providing LAMC required number of bicycle parking. The Work VMT per employee is not applicable because the commercial component of the Project is less than 50,000 square feet and considered neighborhood serving commercial. The Central Area Planning Commission (APC) Household VMT per Capita Threshold for a significant VMT Impact is over 6.0. The Approved Project Household VMT per Capita was calculated to be 5.9. There was no significant Household VMT Impact with the Approved Project. The LADOT Worksheets for the Approved Project are part of the LADOT review letter in Attachment A.

A VMT analysis was conducted of the Modified Project using the LADOT VMT calculator Version 1.4. The newer version of the calculator provides updated map fixes, a more refined calculation process in terms of interaction between land uses, surrounding area influences, and

availability of transit in the area. The Modified Project includes the same three Project Design Features as the Approved Project including reduced parking, unbundled parking, and providing LAMC required number of bicycle parking. The Modified Project's Household VMT per Capita was calculated to be 4.1 which is less than the over 6.0 threshold. There is no significant Household VMT Impact with the Modified Project. The Work VMT per employee is not applicable because the commercial component of the Project is less than 50,000 square feet and considered neighborhood serving commercial. The LADOT VMT Worksheets for the Modified Project are provided in Attachment C. Table 2, below, provides a comparison of the Approved and Modified Projects VMT results.

Table 2
Comparison of Approved and Modified Project VMT

| | Modified Project | Approved Project | Difference (Modified - Approved) |
|---|---|---|---|
| **VMT Screening Daily Trips** | | | |
| Project Daily Trips | 2,234 | 1,536 | 698 more |
| Existing Use Daily Trips | 120 | 131 | -11 No Change |
| Net Trips (Proposed - Existing) | **2,114** | **1,405** | **709 more** |
| **Project Design Features** | | | |
| Reduced Parking | Yes, LAMC Requires 230 spaces, Providing 145 | Yes, LAMC Requires 220 spaces, Providing 128 | Project feature added to Modified Project |
| Bike Parking Per LAMC | Yes | Yes | No Change |
| Unbundled Parking | Yes | Yes | No Change |
| **Daily Trips & VMT with PDF** (no existing use credti) | | | |
| Project Daily Trips | **1,896** | **1,271** | **625 more** |
| Daily VMT | **13,044** | **8,258** | **4786 more** |
| **Household VMT per Capita** | | | |
| **Central Household VMT Threshold** | **6.0** | **6.0** | |
| Household VMT with PDF | 4.1 | 5.9 | **1.8 lower**** |
| Significant Household Impact? | No | No | No Change |

** Lower VMT due to updated VMT Analysis Calculator and larger commercial component, potential creating greater internal trips

VMT = Vehicle Miles Traveled, PDF = Project Design Features
TA = Transportation Assessment, MND = Mitigated Negative Declaration

As with the Approved Project, the Modified Project does not create a significant Household or Work VMT impact. The lower VMT for the Modified Project can be attributed to the refined and updated VMT calculator and the larger retail encouraging more interaction between the residential and commercial land uses.

Threshold T-3 Substantially Increasing Hazards Due to a Geometric Design Feature:

As detailed in the approved TA, the Approved Project was found to not substantially increase hazards due to geometric design features and does not have a significant transportation impact under CEQA Threshold T-3. The Modified Project removed the previously proposed driveway on Prospect Avenue creating one less access point and thereby further reducing potential conflict points with vehicles, cyclists and pedestrians. The removal of the Prospect Avenue driveway does not alter the circulation on the surrounding roadways. No significant impact will occur with the Modified Project.

**Non-CEQA Evaluation**

A Non-CEQA evaluation has been conducted to determine if the Modified Project will create any adverse circulation conditions. As shown in Attachment A, the June 30, 2020 LADOT review letter for the Approved Project indicated that the TA adequately discloses traffic operation concerns and referred to the circulation analysis table in the TA and review letter as summarizing the potential deficiencies. Five Project Requirements were recommended in the review letter. These include (in summary):

1. Parking Requirements – Check with the Department of Building and Safety on the number of code-required parking spaces needed for the project.

2. Highway Dedication and Street Widening Requirement. – Check with the Bureau of Engineering for any highway dedication or street widening requirements.

3. Driveway Access and Circulation – The proposed site plan is acceptable to LADOT, but the study does not constitute approval of the driveway dimensions and internal circulation schemes. Check with LADOT's LA/Coastal Development Review Section for final approval.

4. Worksite Traffic Control Requirements - A construction work site traffic control plan is recommended to be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to start of any construction work.

5. Development Review Fees – Section 19.15 of the LAMC identifies specific fees for traffic study review, conditional clearance, and permit issuance. The applicant shall comply with any applicable fee.

The Modified Project circulation analysis was evaluated using the same process as for the Approved Project. Delays per vehicle were determined for the Existing, Existing + Project, Future Without Project and Future With Project traffic conditions. The Future buildout year was increased from the Approved Project's completion in 2022 to 2025 for the Modified Project. Although the delay increases with the additional 8,840 square feet, the Level of Service (LOS) does not differ between the Approved and Modified Projects. None of the study intersections, with the addition of the Project, increases the LOS between the without and with Project traffic Existing + Project conditions. With the additional 3 years of cumulative growth and update to the related projects (provided in Attachment D) the LOS does increase at study intersection 4, Hillhurst Avenue/Virgil Avenue and Hollywood Boulevard/Sunset Boulevard during the PM Peak Hour without and with Project from LOS D to LOS E. The results of the LOS evaluation are provided in Attachment E. Table 3, on the following page, provides the summary delay results and LOS for the four study intersections under the Approved Project analysis and Modified Project analysis.

Table 3
Existing & Future Traffic Conditions
With and With Modified and Approved Project

| Intersection | Peak Hour | Existing (Dec. 2019) | | Existing + Approved Project | | Existing + Modified Project | | Future (2022) Without Approved Project | | Future (2022) With Approved Project | | Future (2025) Without Modified Project | | Future (2025) With Modified Project | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Delay (s) | LOS | Delay (s) | LOS | Delay (s) | LOS | Delay (s) | LOS | Delay (s) | LOS | Delay (s) | LOS | Delay (s) | LOS |
| Prospect Avenue & | AM | 10.2 | B | 10.4 | B | 10.4 | B | 10.4 | B | 11.1 | B | 10.8 | B | 12.1 | B |
| Vermont Avenue | PM | 11.7 | B | 12.4 | B | 12.7 | B | 12.6 | B | 13.6 | B | 12.7 | B | 14.2 | B |
| Vermont Avenue & | AM | 20.4 | C | 20.4 | C | 20.4 | C | 20.6 | C | 20.6 | C | 20.9 | C | 20.9 | C |
| Hollywood Boulevard | PM | 18.8 | B | 18.8 | B | 18.8 | B | 19.4 | B | 19.5 | B | 19.9 | B | 19.9 | B |
| Hillhurst Avenue & | AM | 18.0 | B | 18.9 | B | 19.1 | B | 27.0 | C | 27.8 | C | 28.4 | C | 31.1 | C |
| Prospect Avenue | PM | 20.7 | C | 21.8 | C | 22.3 | C | 26.0 | C | 27.5 | C | 32.3 | C | 34.7 | C |
| Hillhurst Av/Virgil Av & | AM | 26.6 | C | 26.7 | C | 26.7 | C | **39.9** | **D** | **41.8** | **D** | **46.1** | **D** | **48.6** | **D** |
| Hollywood Bl/Sunset Bl&Dr | PM | 29.7 | C | 30.0 | C | 30.3 | C | **44.9** | **D** | **47.6** | **D** | **58.0** | **E** | **60.4** | **E** |

s = seconds
Bold numbers indicate at LOS D,E or F and further evaluation for deficiency needed.

The approved TA provides the Existing and Future without Project worksheets for the Project. The Existing conditions do not change with the Modified Project. The future traffic volumes were increased with 3 more years of ambient growth and updated related projects. The Approved Project's Existing + Project and Future with Project worksheets are also in the approved TA. The LOS worksheets for Existing + Modified Project and Future 2025 without and Future 2025 with Modified Project worksheets are provided in Attachment E of this Supplemental Analysis.

The Approved Project was evaluated under a prior TAG. The Modified Project has been evaluated under the current TAG, August 2022. The prior TAG did not have a specific threshold for what could constitute a potential deficiency. The August 2022 TAG identifies potential deficiency thresholds. As stated in the current TAG (page 3-6), project access is considered constrained if the projects traffic would contribute to unacceptable queueing on an Avenue of Boulevard (as designated in the Mobility Plan 2035) at project driveways or would cause or substantially extend queueing at nearby signalized intersections. Unacceptable or extending queueing may be defined as follows:

- Additional queue along through lanes and either of the following conditions are expected:
    - the projected peak hour intersections LOS is D and the through lane queue increases by greater than 75 feet on any approach with the directional approach of LOS E or F, or
    - the project peak hour intersection LOS E or F and the through lane queue increases by greater than 50 feet on any approach with the direction approach LOS at E or F.
- Spill over from turn pockets into the through lanes,
- Block cross streets or alleys,
- Spill over from drive-throughs into streets,
- Contribute to gridlock congestion.

Applicable to this Project, intersection #4, Hillhurst Avenue/Virgil Avenue and Hollywood Boulevard/Sunset Boulevard will operate at LOS D or E during the Future With Project during the AM and PM peak hours for both the Approved and Modified Projects. In order to determine if there was a deficiency, the maximum queues were determined at Hillhurst Avenue/Virgil Avenue and Hollywood Boulevard/Sunset Boulevard as part of the LOS evaluation for the intersection. Table 4 on the following page, provides a summary of the results between both the Approved and Modified projects in feet per lane. The LOS worksheets present queues in number of feet per lane and number of vehicles.

Table 4
Future Traffic QUEUE Conditions
With and With Modified and Approved Project

| Intersection | Movement | Maximum Queue - Approved Project 2022 | | | | | | Queue Change | | Maximum Queue - Modified Project 2025 | | | | | | Queue Change | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Future WO Project | | Future + Approved Project | | | | | | Future WO Project | | Future + Modified Project | | | | | |
| | | AM Peak Hour Queue | PM Peak Hour Queue | AM Peak Hour Queue | LOS | PM Peak Hour Queue | LOS | AM Peak Hour Queue | PM Peak Hour Queue | AM Peak Hour Queue | PM Peak Hour Queue | AM Peak Hour Queue | LOS | PM Peak Hour Queue | LOS | AM Peak Hour Queue | PM Peak Hour Queue |
| Hillhurst Av/Virgil Av & | EBL | | | | | | | **0.0** | **0.0** | | | | | | | **0.0** | **0.0** |
| Hollywood Bl/Sunset Bl&Dr | EBT | 117.8 | 177.5 | 117.8 | C | 178.1 | C | **0.0** | **0.6** | 126.1 | 193.8 | 126.1 | C | 194.7 | D | **0.0** | **0.9** |
| | EBR | 147.6 | 306.7 | 147.6 | C | 306.7 | D | **0.0** | **0.0** | 152.1 | 580.7 | 152.1 | D | 580.8 | F | **0.0** | **0.1** |
| | WBL | 159.8 | 96.1 | 159.8 | D | 96.1 | D | **0.0** | **0.0** | 172.6 | 93.1 | 172.6 | D | 93.1 | D | **0.0** | **0.0** |
| | WBT | 214.5 | 208.3 | 215.4 | B | 210.0 | B | **0.9** | **1.7** | 217.1 | 214.7 | 217.7 | B | 215.9 | C | **0.6** | **1.2** |
| | WBR | 194.2 | 186.9 | 195.0 | C | 188.4 | C | **0.8** | **1.5** | 196.6 | 192.7 | 197.1 | C | 193.8 | C | **0.5** | **1.1** |
| | NBL | 424.6 | 551.6 | 468.8 | F | 619.8 | F | **44.2** | **68.2** | 558.9 | 399.1 | 611.8 | F | 470.7 | F | **52.9** | **71.6** |
| | NBT | 94.9 | 195.0 | 95.8 | C | 199.2 | C | **0.9** | **4.2** | 98.1 | 181.4 | 99.1 | C | 186.8 | C | **1.0** | **5.4** |
| | NBR | 94.3 | 193.0 | 95.2 | C | 196.8 | C | **0.9** | **3.8** | 97.4 | 179.3 | 98.4 | C | 184.6 | C | **1.0** | **5.3** |
| | SBL | 154.4 | 103.3 | 155.1 | C | 104.4 | C | **0.7** | **1.1** | 158.1 | 95.6 | 159.7 | C | 97.0 | B | **1.6** | **1.4** |
| | SBT | 324.6 | 253.6 | 330.0 | C | 256.5 | C | **5.4** | **2.9** | 335.6 | 234.3 | 341.3 | C | 239.7 | C | **5.7** | **5.4** |
| | SBR | 302.8 | 231.5 | 307.8 | C | 234.0 | C | **5.0** | **2.5** | 313.4 | 213.9 | 318.7 | C | 218.2 | C | **5.3** | **4.3** |

#3 is a signalized location - queue length is feet/lane,
Deficiency Threshold for Queues at LOS "D" Less than 75 feet
Deficiency Threshold for Queues at LOS "E & F" Less than 2 vehicle lengths 50 feet

Boxes with color indicate LOS D, E or F with Green Approved Project and Blue Modified Project
Boxes with red number exceed capacity thresholds

As demonstrated in Table 4, the addition of Approved or Modified Project traffic to the intersection of Hillhurst Avenue/Virgil Avenue and Hollywood Boulevard/Sunset Boulevard would not create further deficient conditions. The poor operating conditions at the intersection would occur without or with the Project. The Modified Project does not create or overly exasperate these conditions except in the northbound direction. These traffic conditions were also identified in the Approved Project TA.

As shown in Table 4, the addition of Approved or Modified Project traffic at the intersection of Hillhurst Avenue/Virgil Avenue and Hollywood Boulevard/Sunset Boulevard may create deficient conditions during the PM Peak Hour in the northbound left direction. The Approved Project and the Modified Project may add 2 to 3 vehicles to the northbound queue on Hollywood Boulevard at Sunset Boulevard. The poor operating conditions at the intersection would occur without or with the Modified Project. The poorly operating traffic condition was identified in the Approved Project TA. The LADOT TAG identifies recommended actions for potential access and circulations constraints (page 3-14). The first recommended action is to provide TDM strategies that reduce trips above and beyond those required in the CEQA section. As stated in the CEQA evaluation, the Approved and Modified Projects contain three Project Design Features. These include reduced parking, unbundled parking and bicycle parking per LAMC. Removal of all three of these TDM measures (worksheets provided in Attachment C) indicates that the Household VMT per Capita would be 5.7. This is below the Central APC threshold of 6.0. All three of these TDM measures equate to a reduction of 13% to 29% in VMT. It is estimated that these proposed TDM measures will also reduce the deficiencies at the study intersections in equal or similar measure.

The access driveway volumes were evaluated in the same manner as in the approved TA and intersection analysis. Although current and future volumes in 2025 are likely lower, it was conservatively estimated that there would be 1,000 vehicles per hour created by other land uses in the area along the alley. The PM Peak hour is estimated as a LOS D, due to the high volumes conservatively estimated, but only a 2-car queue is estimated. No poor operating conditions have been identified. Table 5a, on the following page, shows the Future with Project LOS and Table 5b, on the following page, shows the driveway and adjacent roadway queues. The driveway delay worksheets are provided in Attachment E.

Table 5a
Driveway LOS

| Intersection | Peak Hour | Future (2025) With Modified Project | |
|---|---|---|---|
| | | Delay (s) | LOS |
| Alley & Project Driveway | AM | 22.9 | C |
| | PM | 31.5 | D |

Table 5b
Driveway Queues

| Intersection | Peak Hour | With Modified Project TYPICAL QUEUE LENGTH | |
|---|---|---|---|
| | | DIRECTION | # of Cars |
| Alley & Project Driveway | AM | EB | 0 TO 1 |
| | | SB | 0 |
| | PM | EB | 2 |
| | | NB | 0 |

SUMMARY

As with the Approved Project, the Modified Project will not create a significant Household VMT per Capita impact. The Work VMT per Employee is not applicable because there is less than 50,000 square feet of retail and the grocery store is considered neighborhood serving. No new significant impacts or deficiencies are identified with the Modified Project. The June 30, 2020 LADOT letter's Project Requirements are still applicable.

Overland Traffic Consultants, Inc.

# Attachment A

# LADOT
# April 17th, 2023
# REVIEW LETTER

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

**CITY OF LOS ANGELES**

INTER-DEPARTMENTAL CORRESPONDENCE

1666 N Vermont Ave
DOT Case No. CEN 19-48526

Date: June 30, 2020

To: Milena Zasadzien, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 1666 NORTH VERMONT AVENUE ( ENV-2019-6739-EAF)**

The Department of Transportation has reviewed the transportation analysis prepared by Overland Traffic Consultants, Inc., for the proposed mixed-use project located at 1666 North Vermont Avenue. In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

**DISCUSSION AND FINDINGS**

A. Project Description

The project proposes the development of a seven-story mixed-use building which consists of 139 residential apartment units of which 16 units are proposed as extremely low-income affordable units and 13,960 square feet of ground floor commercial area. The site is currently developed with a 300 square foot restaurant and 8,000 square foot car wash with one washing tunnel. All existing structures and surface parking lot will be removed as well as one of the existing driveways, along Prospect Avenue, that is located closest to Vermont Avenue. The proposed project can be accessed via one driveway located along Prospect Avenue which would lead to a commercial parking area. One other driveway will also be located along the east side of the project site, in the alley, and would lead to a residential parking area as well as eleven commercial parking spaces. It is important to note that the project proposes delivery truck access via a separate loading dock driveway located along Prospect Avenue, adjacent to the commercial driveway and alley. All deliveries shall occur during non-peak hours and the project shall provide a dock manager that will be available to receive the trucks. These driveway locations are illustrated in **Attachment A**. Unbundled parking, reduced parking supply, and bike parking have been selected as TDM strategies that will be part of the proposed project. This project is expected to be completed by the year 2022.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, the project is estimated to result in a net increase of 1,286 daily

trips. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9th Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment B** to this report.

Additionally, the analysis included further discussion of the transportation impact thresholds:

T-1 Conflicting with plans, programs, ordinances, or policies
T-2.1 Causing substantial vehicle miles traveled
T-3 Substantially increasing hazards due to a geometric design feature or incompatible use

A Project's impacts per Thresholds T-2.1 is determined by using the VMT calculator and is discussed above. It is important to note that under threshold T-3, the study states that a 2-foot, 6-inch widening would be required for the alley adjacent to the project site in order to adhere to the requirements of the Mobility Plan 2035. The assessment determined that the project would not have a significant transportation impact under any of the above thresholds.

C. Transportation Impacts

On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by Overland Traffic Consultants, Inc., the proposed project is projected to have Household VMT per capita of 5.9 and Work VMT per employee of 0. Therefore, it is concluded that implementation of the Project would result in no significant Household and Work VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements

to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC). Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at one location. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

**PROJECT REQUIREMENTS**

A. Additional Requirements and Considerations
To comply with the transportation and mobility goals and provisions of adopted City plans and ordnances, the applicant should be required to implement the improvements listed below:

1. Parking Requirements
The traffic study indicated that the project would provide 128 automotive parking spaces (28 parking spaces for commercial use and 100 parking spaces for the residential units). Parking will be provided on the first floor as well as three subterranean levels (P1, P2, and P3). Parking on the first floor will be used for the commercial portion of the project site. The three subterranean levels will be used for residential units with the exception of five commercial parking spaces that are located on P1. A total of 70 long term bicycle parking spaces will be provided for the residents in a secured room. A total of 19 short term spaces will be installed for this project, ten of which are for the commercial land use located in the garage (P1), and nine of which are planned as a part of the streetscape. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

2. Highway Dedication and Street Improvements
Per the new Mobility Element of the General Plan, **Vermont Avenue** has been designated as a Modified Avenue II which would require a 28-foot half-width roadway within a 40-foot half-width right-of-way, **Hollywood Boulevard** has been designated as an Avenue I which would require 35-foot half-width roadway within a 50-foot half-width right-of-way, and **Prospect Avenue** has been designated as a Local Street which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

3. Driveway Access and Circulation
   The proposed site plan illustrated in **Attachment A** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well.

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

5. Development Review Fees
   An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. Ordinance No. 183270 identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

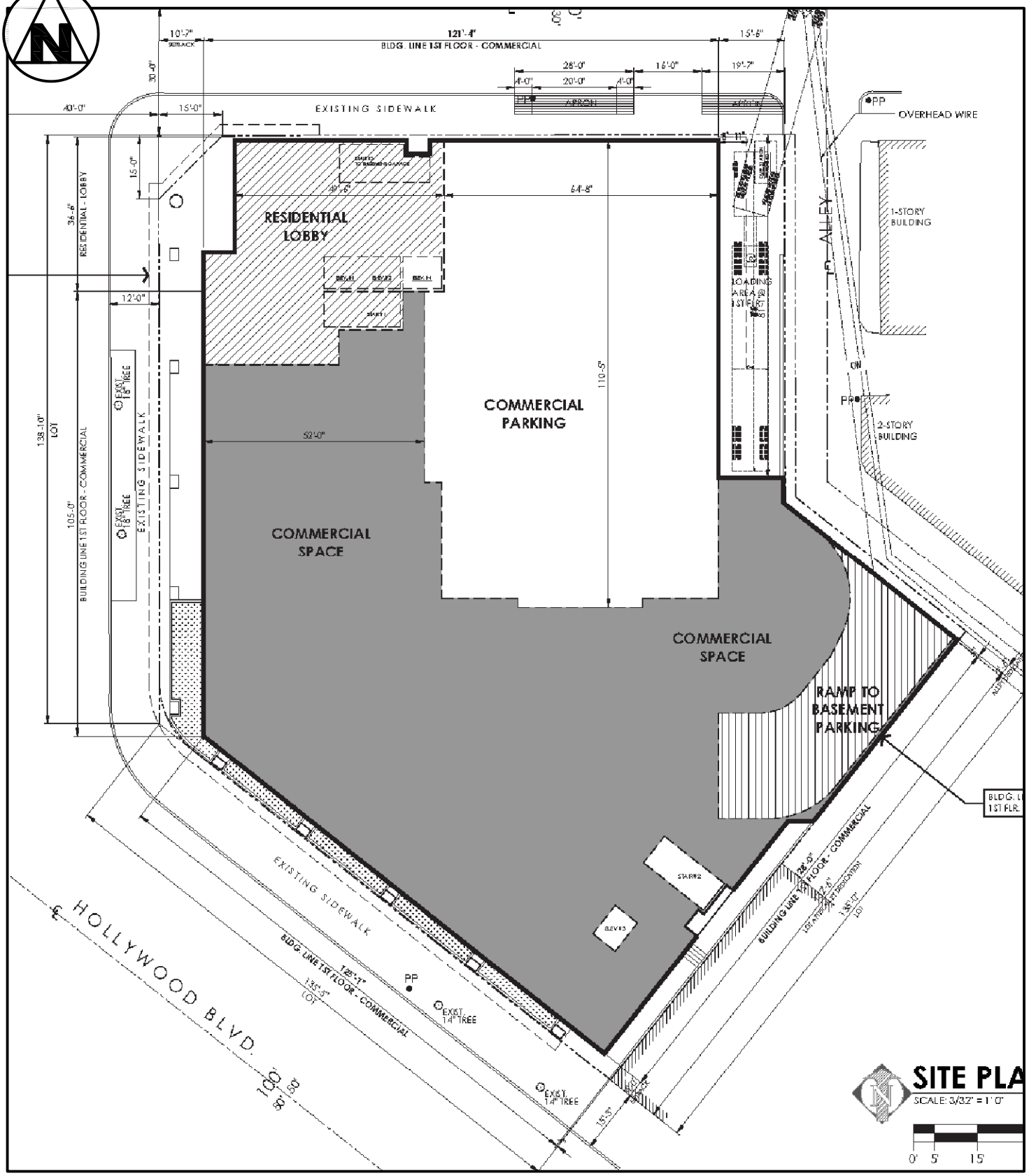
If you have any questions, please contact Kevin Arucan at (213) 972-4970.

Attachments

*J:\Letters\2020\CEN19-48526_1666 N Vermont Ave_mu_vmt_ltr.docx*

c: Emma Howard, Council District 4
Bhuvan Bajaj, Hollywood/Wilshire District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Matthew Masuda, Central District, BOE
Jerry Overland, Overland Traffic Consultants, Inc.

**CEN19-48526_1666 N Vermont Ave_Attachment A**




**Daryoush SAFA AIA Architect**

**Figure 2A**

12/2019

**PROJECT SITE PLAN**
**WITH DRIVEWAY LOCATIONS**

Overland Traffic Consultants, Inc.
*24325 Main Street #202, Santa Clarita, CA 91321*
*(661) 799 - 8423, OTC@overlandtraffic.com*

**CEN19-48526_1666 N Vermont Ave**
**Attachment B**

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

**Project:** Vermont Hollywood Mixed-Use
**Scenario:**
**Address:** 1666 N VERMONT AVE, 90027




**If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?**

○ Yes ○ No

## Existing Land Use

| Land Use Type | Value | Unit |
|---|---|---|
| Retail \| High-Turnover Sit-Down Restaurant | 0.3 | ksf |
| (custom) Car Wash \| Daily | 156 | Trips |
| (custom) Car Wash \| HBW-Attraction Split | 6 | Percent |
| (custom) Car Wash \| HBO-Attraction Split | 50 | Percent |
| (custom) Car Wash \| NHB-Attraction Split | 22 | Percent |
| (custom) Car Wash \| HBW-Production Split | 0 | Percent |
| (custom) Car Wash \| HBO-Production Split | 0 | Percent |
| (custom) Car Wash \| NHB-Production Split | 22 | Percent |
| (custom) Car Wash \| Daily | 0 | Residents |
| (custom) Car Wash \| Daily | 10 | Employees |
| (custom) Car Wash \| Daily | Non-Retai | Retail/Non-R |

☑ Click here to add a single custom land use type (will be included in the above list)

## Proposed Project Land Use

| Land Use Type | Value | Unit |
|---|---|---|
| Retail \| Supermarket | 13.96 | ksf |
| Housing \| Multi-Family | 123 | DU |
| Retail \| Supermarket | 13.96 | ksf |
| Housing \| Affordable Housing - Family | 16 | DU |

☐ Click here to add a single custom land use type (will be included in the above list)

## Project Screening Summary

| Existing Land Use | Proposed Project |
|---|---|
| 131 Daily Vehicle Trips | 1,536 Daily Vehicle Trips |
| 862 Daily VMT | 9,984 Daily VMT |

### Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

### Tier 2 Screening Criteria

| | |
|---|---|
| The net increase in daily trips < 250 trips | 1,405 Net Daily Trips |
| The net increase in daily VMT ≤ 0 | 9,122 Net Daily VMT |
| The proposed project consists of only retail land uses ≤ 50,000 square feet total. | 13.960 ksf |

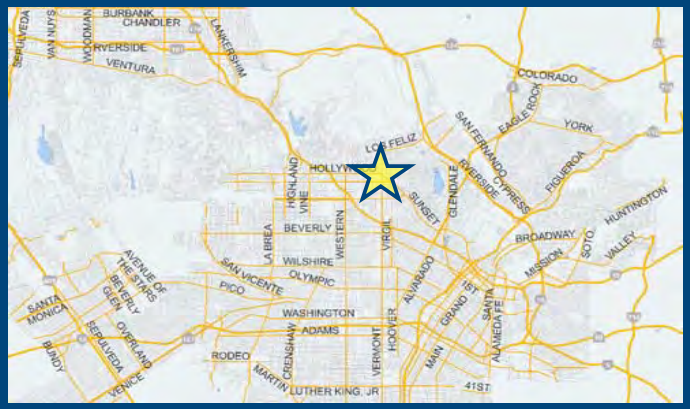
**The proposed project is required to perform VMT analysis.**

Measuring the Miles

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

## Project Information

**Project:** Vermont Hollywood Mixed-Use
**Scenario:**
**Address:** 1666 N VERMONT AVE, 90027




| Proposed Project Land Use Type | Value | Unit |
|---|---|---|
| Housing \| Multi-Family | 123 | DU |
| Retail \| Supermarket | 13.96 | ksf |
| Housing \| Affordable Housing - Family | 16 | DU |

## TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

| | Proposed Project | With Mitigation |
|---|---|---|
| **Max Home Based TDM Achieved?** | **No** | **No** |
| **Max Work Based TDM Achieved?** | **No** | **No** |

### A Parking

**Reduce Parking Supply**
☑ Proposed Prj ☐ Mitigation
220 city code parking provision for the project site
128 actual parking provision for the project site

**Unbundle Parking**
☑ Proposed Prj ☐ Mitigation
150 monthly parking cost (dollar) for the project site

**Parking Cash-Out**
☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

**Price Workplace Parking**
☐ Proposed Prj ☐ Mitigation
600 daily parking charge (dollar)
25 percent of employees subject to priced parking

**Residential Area Parking Permits**
☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

### B Transit

### C Education & Encouragement

### D Commute Trip Reductions

### E Shared Mobility

### F Bicycle Infrastructure

### G Neighborhood Enhancement

## Analysis Results

| Proposed Project | With Mitigation |
|---|---|
| **1,271** Daily Vehicle Trips | **1,271** Daily Vehicle Trips |
| **8,258** Daily VMT | **8,258** Daily VMT |
| **5.9** Household VMT per Capita | **5.9** Household VMT per Capita |
| **N/A** Work VMT per Employee | **N/A** Work VMT per Employee |

### Significant VMT Impact?

| | |
|---|---|
| **Household: No** Threshold = 6.0 15% Below APC | **Household: No** Threshold = 6.0 15% Below APC |
| **Work: N/A** Threshold = 7.6 15% Below APC | **Work: N/A** Threshold = 7.6 15% Below APC |

Measuring the Miles

4/17/2020

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: April 17, 2020
Project Name: Vemont Hollywood Mixed-Use
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.2*

| Project Information | | | |
|---|---|---|---|
| **Land Use Type** | | **Value** | **Units** |
| **Housing** | *Single Family* | *0* | *DU* |
| | Multi Family | 123 | DU |
| | *Townhouse* | *0* | *DU* |
| | *Hotel* | *0* | *Rooms* |
| | *Motel* | *0* | *Rooms* |
| **Affordable Housing** | Family | 16 | DU |
| | *Senior* | *0* | *DU* |
| | *Special Needs* | *0* | *DU* |
| | *Permanent Supportive* | *0* | *DU* |
| **Retail** | *General Retail* | *0.000* | *ksf* |
| | *Furniture Store* | *0.000* | *ksf* |
| | *Pharmacy/Drugstore* | *0.000* | *ksf* |
| | Supermarket | 13.960 | ksf |
| | *Bank* | *0.000* | *ksf* |
| | *Health Club* | *0.000* | *ksf* |
| | *High-Turnover Sit-Down Restaurant* | *0.000* | *ksf* |
| | *Fast-Food Restaurant* | *0.000* | *ksf* |
| | *Quality Restaurant* | *0.000* | *ksf* |
| | *Auto Repair* | *0.000* | *ksf* |
| | *Home Improvement* | *0.000* | *ksf* |
| | *Free-Standing Discount* | *0.000* | *ksf* |
| | *Movie Theater* | *0* | *Seats* |
| *Office* | *General Office* | *0.000* | *ksf* |
| | *Medical Office* | *0.000* | *ksf* |
| *Industrial* | *Light Industrial* | *0.000* | *ksf* |
| | *Manufacturing* | *0.000* | *ksf* |
| | *Warehousing/Self-Storage* | *0.000* | *ksf* |
| *School* | *University* | *0* | *Students* |
| | *High School* | *0* | *Students* |
| | *Middle School* | *0* | *Students* |
| | *Elementary* | *0* | *Students* |
| | *Private School (K-12)* | *0* | *Students* |
| *Other* | | *0* | *Trips* |

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: April 17, 2020
Project Name: Vemont Hollywood Mixed-Use
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.2*

| Analysis Results | | | |
|---|---|---|---|
| Total Employees: 56<br>Total Population: 327 | | | |
| ***Proposed Project*** | | ***With Mitigation*** | |
| **1,271** | **Daily Vehicle Trips** | **1,271** | **Daily Vehicle Trips** |
| **8,258** | **Daily VMT** | **8,258** | **Daily VMT** |
| **5.9** | **Household VMT per Capita** | **5.9** | **Household VMT per Capita** |
| **N/A** | **Work VMT per Employee** | **N/A** | **Work VMT per Employee** |

| Significant VMT Impact? | | | |
|---|---|---|---|
| **APC: Central** | | | |
| Impact Threshold: 15% Below APC Average<br>Household = 6.0<br>Work = 7.6 | | | |
| ***Proposed Project*** | | ***With Mitigation*** | |
| **VMT Threshold** | **Impact** | **VMT Threshold** | **Impact** |
| Household > 6.0<br>Work > 7.6 | No<br>N/A | Household > 6.0<br>Work > 7.6 | No<br>N/A |

## TDM Strategy Inputs

| Strategy Type | | Description | Proposed Project | Mitigations |
|---|---|---|---|---|
| **Parking** | Reduce parking supply | City code parking provision (spaces) | 220 | 220 |
| | | Actual parking provision (spaces) | 128 | 128 |
| | Unbundle parking | Monthly cost for parking ($) | $150 | $150 |
| | *Parking cash-out* | *Employees eligible (%)* | *0%* | *0%* |
| | *Price workplace parking* | *Daily parking charge ($)* | *$0.00* | *$0.00* |
| | | *Employees subject to priced parking (%)* | *0%* | *0%* |
| | *Residential area parking permits* | *Cost of annual permit ($)* | *$0* | *$0* |

(cont. on following page)

## 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: April 17, 2020
Project Name: Vemont Hollywood Mixed-Use
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.2*

## TDM Adjustments by Trip Purpose & Strategy

**Place type: Compact Infill**

| | | *Home Based Work Production* | | *Home Based Work Attraction* | | *Home Based Other Production* | | *Home Based Other Attraction* | | *Non-Home Based Other Production* | | *Non-Home Based Other Attraction* | | *Source* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| **Parking** | Reduce parking supply | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | TDM Strategy Appendix, Parking sections 1 - 5 |
| | Unbundle parking | 18% | 18% | *0%* | *0%* | 18% | 18% | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Parking cash-out | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Price workplace parking | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Residential area parking permits | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | |
| **Transit** | Reduce transit headways | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | TDM Strategy Appendix, Transit sections 1 - 3 |
| | Implement neighborhood shuttle | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Transit subsidies | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| **Education & Encouragement** | Voluntary travel behavior change program | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | TDM Strategy Appendix, Education & Encouragement sections 1 - 2 |
| | Promotions and marketing | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| **Commute Trip Reductions** | Required commute trip reduction program | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4 |
| | Alternative Work Schedules and Telecommute Program | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Employer sponsored vanpool or shuttle | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Ride-share program | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| **Shared Mobility** | Car-share | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | TDM Strategy Appendix, Shared Mobility sections 1 - 3 |
| | Bike share | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | |
| | School carpool program | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | |

## 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** | *29%* | *29%* | *13%* | *13%* | *29%* | *29%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* |
| **MAX. TDM EFFECT** | *29%* | *29%* | *13%* | *13%* | *29%* | *29%* | *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: April 17, 2020
Project Name: Vemont Hollywood Mixed-Use
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.2*

### MXD Methodology - Project Without TDM

| | Unadjusted Trips | MXD Adjustment | MXD Trips | Average Trip Length | Unadjusted VMT | MXD VMT |
|---|---|---|---|---|---|---|
| Home Based Work Production | 187 | -35.3% | 121 | 8.8 | 1,646 | 1,065 |
| Home Based Other Production | 501 | -40.7% | 297 | 5.5 | 2,756 | 1,634 |
| Non-Home Based Other Production | 313 | -13.7% | 270 | 7.6 | 2,379 | 2,052 |
| Home-Based Work Attraction | 81 | -39.5% | 49 | 8.4 | 680 | 412 |
| Home-Based Other Attraction | 810 | -40.2% | 484 | 5.6 | 4,536 | 2,710 |
| Non-Home Based Other Attraction | 364 | -13.5% | 315 | 6.7 | 2,439 | 2,111 |

### MXD Methodology with TDM Measures

| | *Proposed Project* | | | *Project with Mitigation Measures* | | |
|---|---|---|---|---|---|---|
| | TDM Adjustment | Project Trips | Project VMT | TDM Adjustment | Mitigated Trips | Mitigated VMT |
| Home Based Work Production | -28.7% | 86 | 759 | -28.7% | 86 | 759 |
| Home Based Other Production | -28.7% | 212 | 1,165 | -28.7% | 212 | 1,165 |
| Non-Home Based Other Production | -13.0% | 235 | 1,784 | -13.0% | 235 | 1,784 |
| Home-Based Work Attraction | -13.0% | 43 | 358 | -13.0% | 43 | 358 |
| Home-Based Other Attraction | -13.0% | 421 | 2,356 | -13.0% | 421 | 2,356 |
| Non-Home Based Other Attraction | -13.0% | 274 | 1,836 | -13.0% | 274 | 1,836 |

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 327
Total Employees: 56
APC: Central

| | *Proposed Project* | *Project with Mitigation Measures* |
|---|---|---|
| *Total Home Based Production VMT* | **1,924** | **1,924** |
| *Total Home Based Work Attraction VMT* | **358** | **358** |
| *Total Home Based VMT Per Capita* | **5.9** | **5.9** |
| *Total Work Based VMT Per Employee* | **N/A** | **N/A** |

**Overland Traffic Consultants, Inc.**

Table 4
Existing + Project Traffic Conditions

| No. | Intersection | Peak Hour | Existing (Dec. 2019) Delay (s) | Existing (Dec. 2019) LOS | Existing +Project Delay (s) | Existing +Project LOS |
|---|---|---|---|---|---|---|
| 1 | Prospect Avenue & | AM | 10.2 | B | 10.4 | B |
| | Vermont Avenue | PM | 11.7 | B | 12.4 | B |
| 2 | Vermont Avenue & | AM | 20.4 | C | 20.4 | C |
| | Hollywood Boulevard | PM | 18.8 | B | 18.8 | B |
| 3 | Hillhurst Avenue & | AM | 18.0 | B | 18.9 | B |
| | Prospect Avenue & | PM | 20.7 | C | 21.8 | C |
| 4 | Hillhurst Av/Virgil Av & | AM | 26.6 | C | 26.7 | C |
| | Hollywood Bl/Sunset Bl&Dr | PM | 29.7 | C | 30.0 | C |

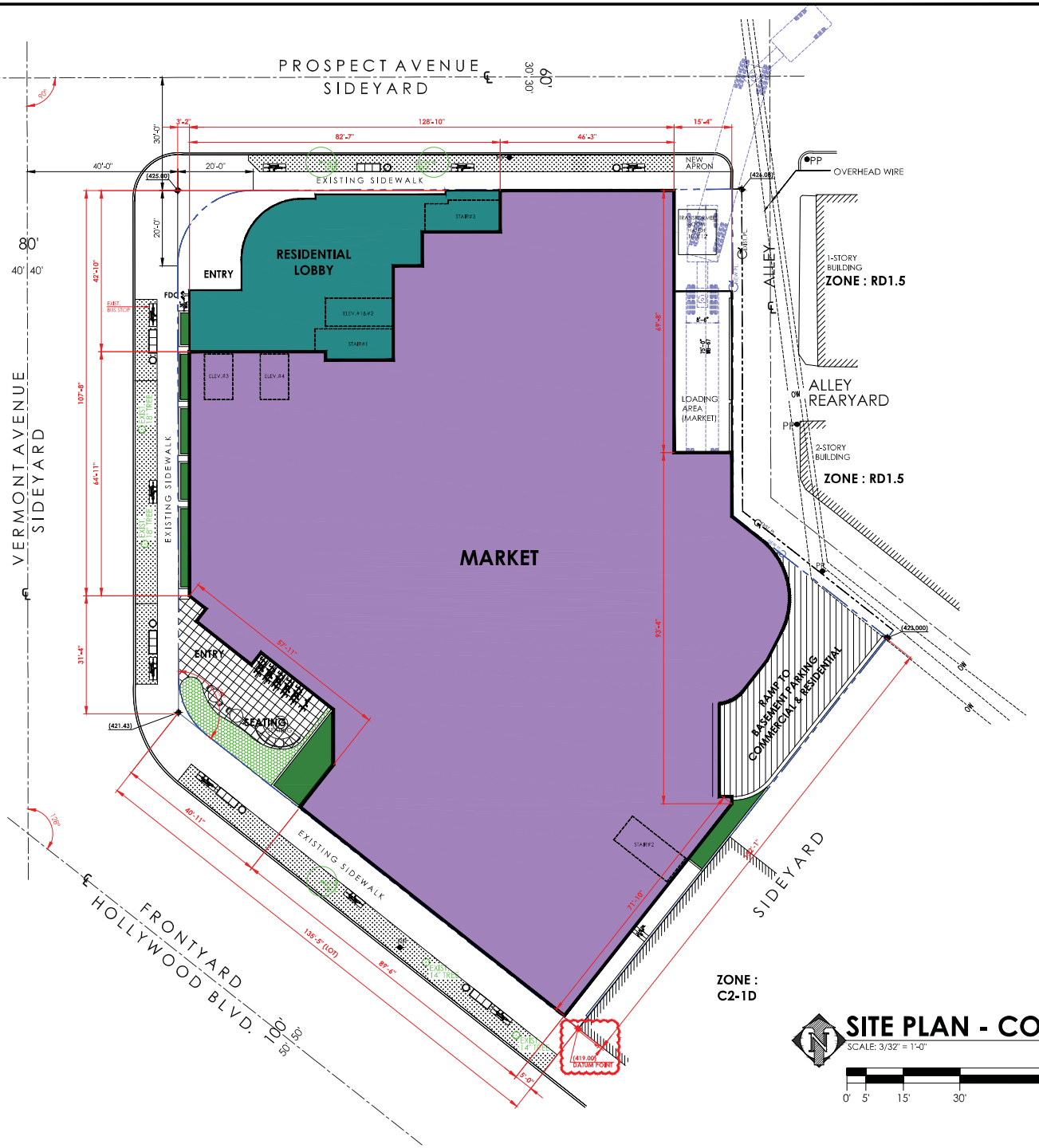
Table 5
Future Cumulative + Project Traffic Conditions

| No. | Intersection | Peak Hour | Future (2022) Without Project Delay (s) | Future (2022) Without Project LOS | Future (2022) With Project Delay (s) | Future (2022) With Project LOS |
|---|---|---|---|---|---|---|
| 1 | Prospect Avenue & | AM | 10.4 | B | 11.1 | B |
| | Vermont Avenue | PM | 12.6 | B | 13.6 | B |
| 2 | Vermont Avenue & | AM | 20.6 | C | 20.6 | C |
| | Hollywood Boulevard | PM | 19.4 | B | 19.5 | B |
| 3 | Hillhurst Avenue & | AM | 27.0 | C | 27.8 | C |
| | Prospect Avenue & | PM | 26.0 | C | 27.5 | C |
| 4 | Hillhurst Av/Virgil Av & | AM | 39.9 | D | 41.8 | D |
| | Hollywood Bl/Sunset Bl&Dr | PM | 44.9 | D | 47.6 | D |

s = seconds

Attachment B

# MODIFIED PROJECT SITE PLAN




Sheet Issue & Revision Log

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

Developer:

**VERMONT REAL ESTATE, LLC.**

1666 N VERMONT AVENUE,
LOS ANGELES, CA. 90027

Project Title:

**139 UNIT MIXED USE APARMENT**

1666 N. VERMONT AVENUE,
LOS ANGELES, CA. 90027


Architect:

**DARYOUSH SAFAI**
AIA Architect

2932 Wilshire Boulevard, #210
Santa Monica, CA 90403

Tel : (310) 453-3335
Email : dan@safaiarchitects.com
www.architect.com


Architect Stamp:

Sheet Content:

**SITE PLAN COMMERCIAL**

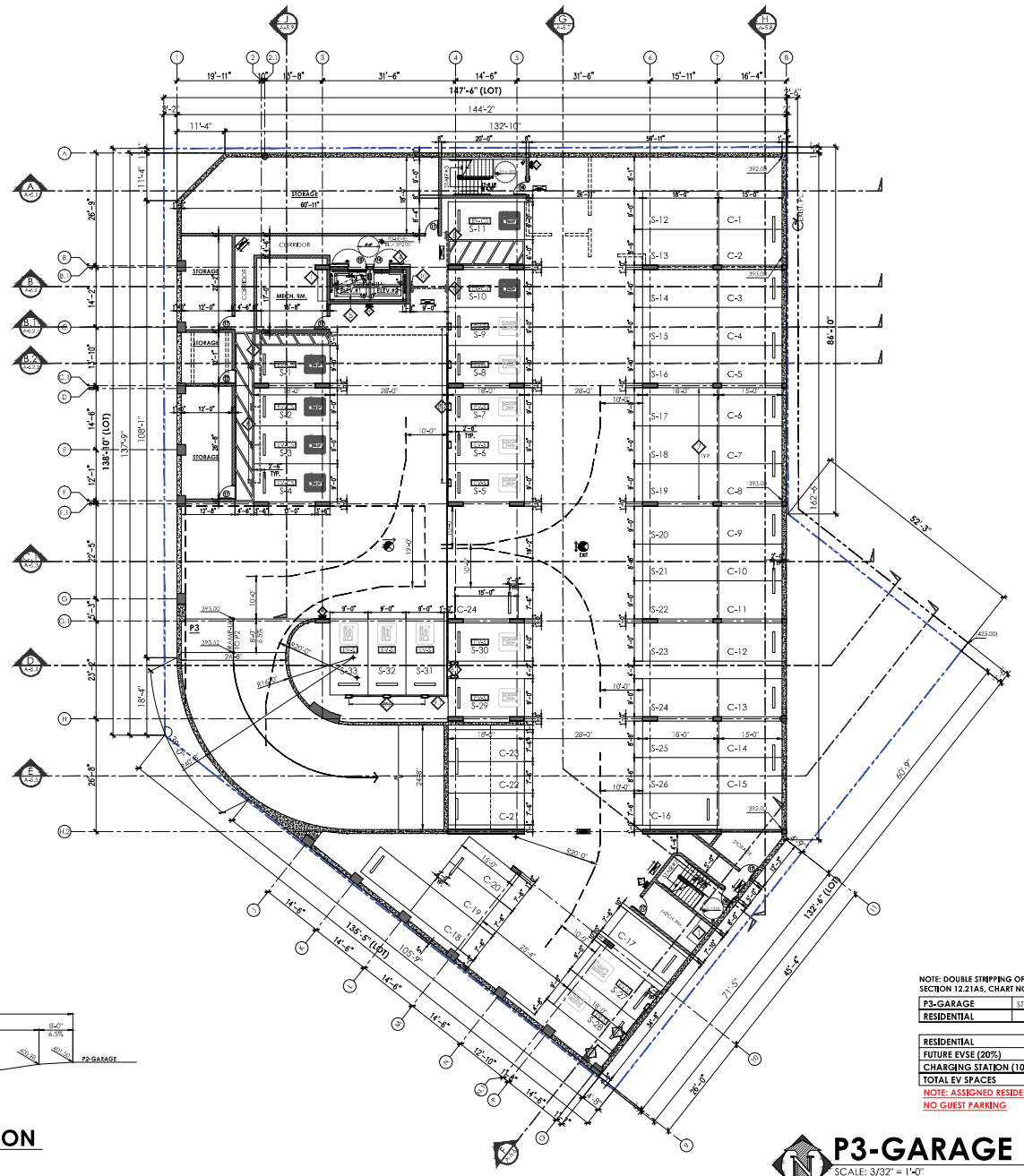
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Scale : 3/32" = 1'-0"
CAD : -
Job : -
Sheet :

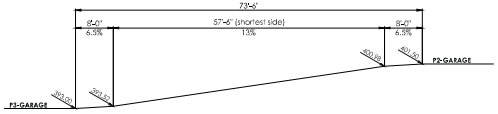
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## RAMP SLOPE TRANSITION

SCALE: 3/32" = 1'-0"

## P3-GARAGE

SCALE: 3/32" = 1'-0"

NOTE: DOUBLE STRIPPING OF STALLS SHALL BE PER ZONIONG CODE SECTION 12.21A5, CHART NO.5

| P3-GARAGE | STANDARD | COMPACT | SUBTOTAL |
|---|---|---|---|
| RESIDENTIAL | 33 | 24 | = 57 |

| RESIDENTIAL | | |
|---|---|---|
| FUTURE EVSE (20%) | EV-S | = 12 |
| CHARGING STATION (10%) | EV-CS | = 6 |
| TOTAL EV SPACES | | = 18 |

NOTE: ASSIGNED RESIDENTIAL PARKING
NO GUEST PARKING

## LEGEND:

| | |
|---|---|
| (F) | FAN / VENTILATION: 1. ENERGY STAR COMPLIANT 2. DUCTED TO TERMINATE TO THE OUTSIDE OF BLDG. 3. CONTROL BY HUMIDITY CONTROLLER |
| | CLASS I STANDPIPE |
| | SPRINKLER HEAD |
| FD | FLOOR DRAIN |
| ED | EMERGENCY DRAIN |
| | THRESHOLDS (A-7.3) (A-7.4) |
| | EXIT SIGN |
| | FIRE EXTINGUISHER |
| | HARDWIRED SMOKE DETECTOR WITH BATTERY BACK-UP; SMOKE DETECTOR SHALL GIVE A SIGNAL WHEN THE BATTERIES ARE LOW. |
| (M) | HARDWIRED CARBON MONOXIDE DETECTOR WITH BATTERY BACK-UP |

## KEYNOTES:

| | |
|---|---|
| 1 | BASEMENT GARAGE VENT. EXHAUST SHAFT. - PROVIDE 1-1/2 HR FIRE DAMPER FOR ENCLOSURE @ SHAFT (UL 555) |
| 2 | BASEMENT GARAGE FRESH AIR SHAFT - PROVIDE 1-1/2 HR FIRE DAMPER FOR ENCLOSURE @ SHAFT (UL 555) |
| 3 | TRASH & RECYCLE CHUTE 1-1/2 HR. CHUTE DOORS |
| 4 | TRASH & RECYCLE CHUTE VENT SHAFT |
| 5 | ADDITIONAL DOORS PER UL 1784 & 9.1.3002.6 TO AVOID ELEVATOR LOBBY |
| 6 | CAB SIZE MIN. 80" x 54" PER CBC CODE SEC. 3002.4.3a |
| 7 | LOCATION OF THE DESCRIPTIVE DIAGRAM INDICATING THE EVACUATION PATTERN AND LOCATION OF EACH DWELLING UNIT IN THE APARTMENT HOUSE OR COMPLEX. |
| 8 | DOUBLE STRIPPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21 A5, CHART NO.5 |
| 9 | CHARGING STATION |
| 9.1 | FUTURE LOCATION CHARGERS |
| 9.2 | FUTURE OVERHEAD CHARGERS |
| 9.3 | 36" X 48" DIA FRONT ACCESS |
| 9.4 | RACEWAY |
| 9.5 | FUTURE LOCATION OF RACEWAY |
| 10 | SERVICE PANEL |
| 11 | TRANSFORMER VAULT 7'-6"H x 11'W |
| 12 | SUMP PUMP UNDERGROUND WATER |
| 13 | SUMP PUMP SURFACE WATER |
| 14 | BUILDING LINE ABOVE |
| 15 | EMERGENCY FLOOR DRAIN |

## WALL LEGEND:

(SEE STRUCTURAL DWG. FOR SCHEDULE)

| | |
|---|---|
| | 8" CONCRETE BLOCK WALL |
| | CONCRETE WALL |

NOTE: SHADED AREA = 8'-2" MIN. VERTICAL DIMENSION SHALL BE CLEAR OF ALL OBSTRUCTION INCLUDING BEAMS, SPRINKLER HEAD PIPING, ETC.

EV-CHARGER

EV NOTES:
1) THE PANEL OR SUBPANEL SHALL PROVIDE CAPACITY TO INSTALL A 40-AMPERE MINIMUM DEDICATED BRANCH CIRCUIT AND SPACE(S) RESERVED TO PERMIT INSTALLATION OF A BRANCH CIRCUIT OVERCURRENT PROTECTIVE DEVICE.
2) THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING AS EV CAPABLE. THE RACEWAY TERMINATION LOCATION SHALL BE PERMANENT AND VISIBLY MARKED EV CAPABLE.
3) THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT FULL RATED AMPERAGE OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
4) THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.

## NOTES:

1) FOR **SHORING**: (SEE SHORING PLANS)
2) FOR **PLUMBING** (SEE PLUMBING PLANS)
3) **PROVIDE MECHANICAL GARAGE VENTILATION** - SEE MECHANICAL PLANS
4) FOR **STAIR DETAILS**, SEE **(A-7.5)**; FOR STAIR PLANS & SECTIONS, SEE **(A-3.9 & A-3.10)**
5) FOR **ELEVATOR** (SEE ELEVATOR SHOP DWGS.)

**ELEVATOR CAPACITY:**
**ELEV.= 3,500 LB.**

Sheet Issue & Revision Log

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Developer:

**VERMONT REAL ESTATE, LLC.**

1666 N VERMONT AVENUE,
LOS ANGELES, CA. 90027

Project Title:

**139 UNIT MIXED USE APARMENT**

1666 N. VERMONT AVENUE,
LOS ANGELES, CA. 90027


Architect:

**DARYOUSH SAFAI**
AIA
Architect

2932 Wilshire Boulevard, #210
Santa Monica, CA 90403

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Email : dan@safaiarchitects.com
www.arshitect.com


Architect Stamp:

Sheet Content:

**P3 BASEMENT GARAGE**
**RESIDENTIAL PARKING**

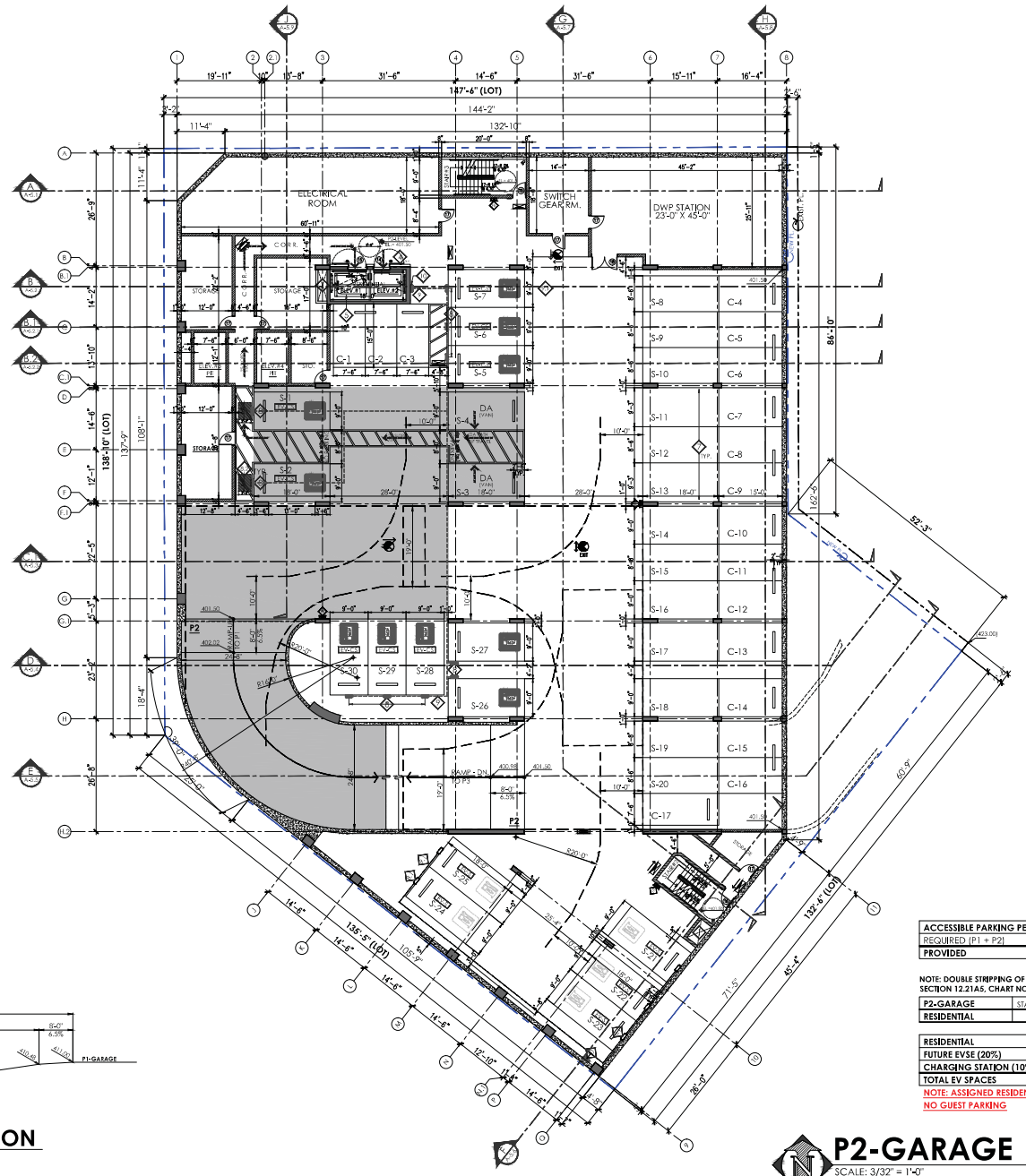
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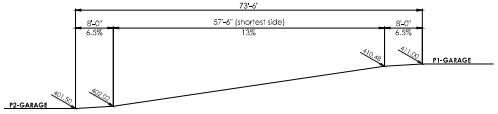
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## RAMP SLOPE TRANSITION
SCALE: 3/32" = 1'-0"

## P2-GARAGE
SCALE: 3/32" = 1'-0"

### LEGEND:

| | |
|---|---|
| F | FAN / VENTILATION: 1. ENERGY STAR COMPLIANT 2. DUCTED TO TERMINATE TO THE OUTSIDE OF BLDG. 3. CONTROL BY HUMIDITY CONTROLLER |
| | CLASS I STANDPIPE |
| | SPRINKLER HEAD |
| FD | FLOOR DRAIN |
| ED | EMERGENCY DRAIN |
| | THRESHOLDS |
| EXIT | EXIT SIGN |
| FE | FIRE EXTINGUISHER |
| SD | HARDWIRED SMOKE DETECTOR WITH BATTERY BACK-UP; SMOKE DETECTOR SHALL GIVE A SIGNAL WHEN THE BATTERIES ARE LOW. |
| CD | HARDWIRED CARBON MONOXIDE DETECTOR WITH BATTERY BACK-UP |

### KEYNOTES:

| | |
|---|---|
| 1 | BASEMENT GARAGE VENT. EXHAUST SHAFT - PROVIDE 1-1/2 HR FIRE DAMPER FOR ENCLOSURE @ SHAFT (UL 555) |
| 2 | BASEMENT GARAGE FRESH AIR SHAFT - PROVIDE 1-1/2 HR FIRE DAMPER FOR ENCLOSURE @ SHAFT (UL 555) |
| 3 | TRASH & RECYCLE CHUTE 1-1/2 HR. CHUTE DOORS |
| 4 | TRASH & RECYCLE CHUTE VENT SHAFT |
| 5 | ADDITIONAL DOORS PER UL 1784 & 91.3002.6 TO AVOID ELEVATOR LOBBY |
| 6 | CAB SIZE MIN. 80" x 54" PER CBC CODE SEC. 3002.4.3a |
| 7 | LOCATION OF THE DECORATIVE DIAGRAM INDICATING THE EVACUATION PATTERN AND LOCATION OF EACH DWELLING UNIT IN THE APARTMENT HOUSE OR COMPLEX. |
| 8 | DOUBLE STRIPPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21 A5, CHART NO.5 |
| 9 | CHARGING STATION |
| 10 | FUTURE OVERHEAD CHARGERS |
| 11 | 36" X 48" DA FRONT ACCESS |
| 12 | RACEWAY |
| 13 | FUTURE LOCATION OF RACEWAY |
| 14 | SERVICE PANEL |
| 15 | TRANSFORMER VAULT - 4'-6" x 11'-6" |
| 16 | SUMP PUMP UNDERGROUND WATER |
| 17 | SUMP PUMP SURFACE WATER |
| 18 | BUILDING LINE ABOVE |
| 19 | EMERGENCY FLOOR DRAIN |

### WALL LEGEND:
(SEE STRUCTURAL DWG. FOR SCHEDULE)

| | |
|---|---|
| | 8" CONCRETE BLOCK WALL |
| | CONCRETE WALL |

NOTE: SHADED AREA = 8'-2" MIN. VERTICAL DIMENSION SHALL BE CLEAR OF ALL OBSTRUCTION INCLUDING BEAMS, SPRINKLER HEAD PIPING, ETC.

EV-CHARGER

EV NOTES:
1) THE PANEL OR SUBPANEL SHALL PROVIDE CAPACITY TO INSTALL A 40-AMPERE MINIMUM DEDICATED BRANCH CIRCUIT AND SPACE(S) RESERVED TO PERMIT INSTALLATION OF A BRANCH CIRCUIT OVERCURRENT PROTECTIVE DEVICE.
2) THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING AS EV CAPABLE. THE RACEWAY TERMINATION LOCATION SHALL BE PERMANENT AND VISIBLY MARKED EV CAPABLE.
3) THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT FULL RATED AMPERAGE OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
4) THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.

| ACCESSIBLE PARKING PER PARKING PROVIDED: | | | |
|---|---|---|---|
| REQUIRED (P1 + P2) | (47 + 57) x 2% | = | 2 |
| PROVIDED | | = | 2 |

NOTE: DOUBLE STRIPPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5, CHART NO.5

| P2-GARAGE | STANDARD | COMPACT | SUBTOTAL |
|---|---|---|---|
| RESIDENTIAL | 30 | 17 | = 47 |

| RESIDENTIAL | | | |
|---|---|---|---|
| FUTURE EVSE (20%) | EVCS | = | 10 |
| CHARGING STATION (10%) | EV-CS | = | 5 |
| TOTAL EV SPACES | | = | 15 |

NOTE: ASSIGNED RESIDENTIAL PARKING
NO GUEST PARKING

### NOTES:
1) FOR **SHORING**: (SEE SHORING PLANS)
2) FOR **PLUMBING** (SEE PLUMBING PLANS)
3) **PROVIDE MECHANICAL GARAGE VENTILATION** - SEE MECHANICAL PLANS
4) FOR **STAIR DETAILS**, SEE **(A-7.5)**; FOR STAIR PLANS & SECTIONS, SEE **(A-3.9 & A-3.10)**
5) FOR **ELEVATOR** **(SEE ELEVATOR SHOP DWGS.)**

**ELEVATOR CAPACITY:**
**ELEV.= 3,500 LB.**

Sheet Issue & Revision Log

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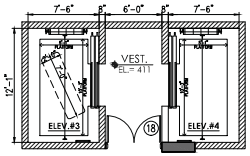

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**P2 BASEMENT GARAGE**
**RESIDENTIAL PARKING**

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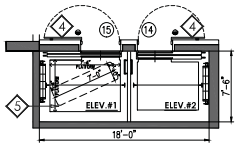

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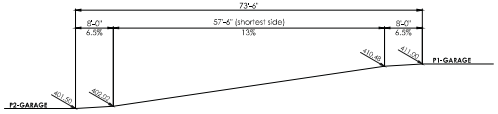

COMMERCIAL

SEE ELEVATOR SHOP DWG.
3/16" = 1'-0"



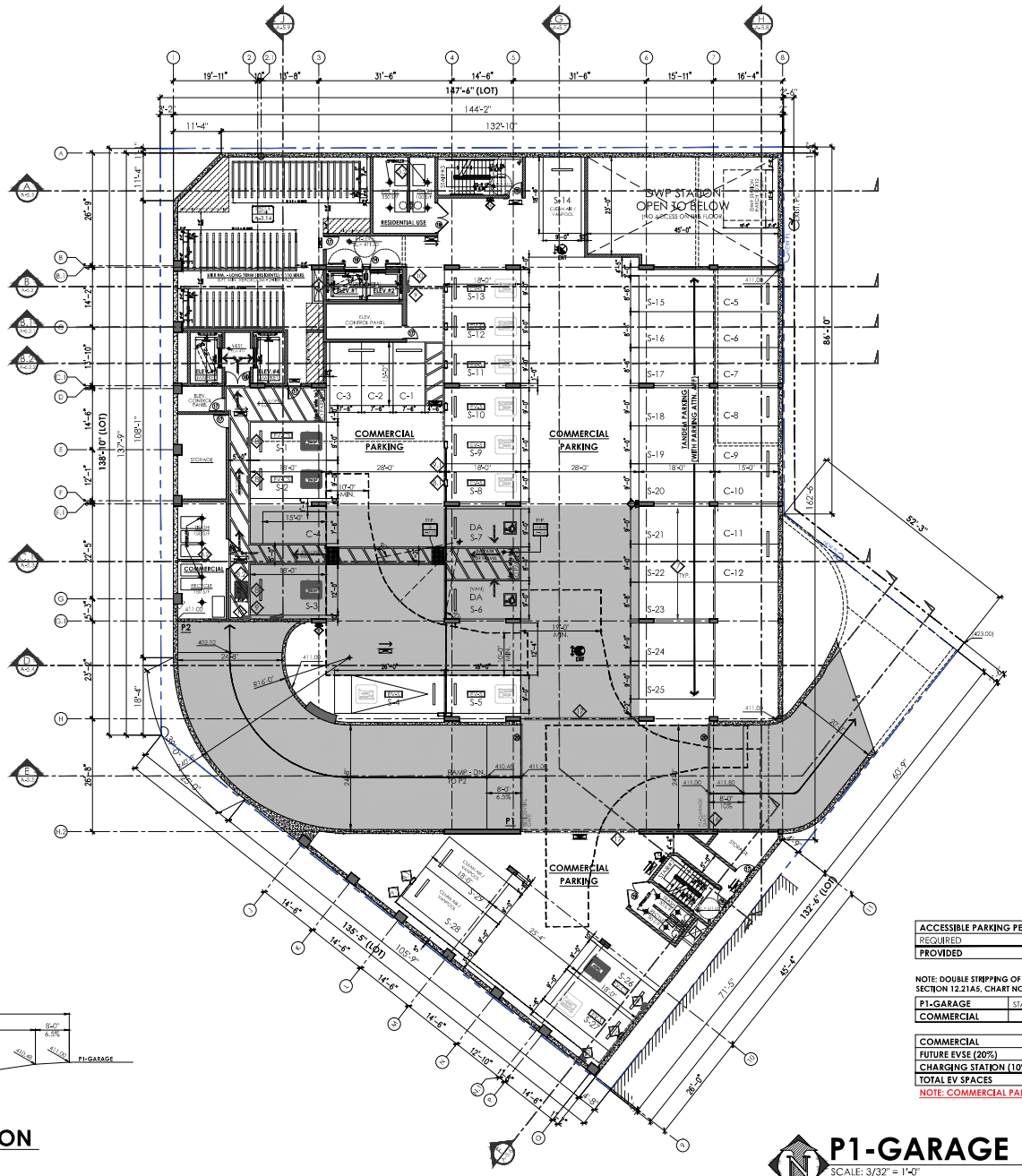

RESIDENTIAL

SEE ELEVATOR SHOP DWG.
3/16" = 1'-0"




## RAMP SLOPE TRANSITION

SCALE: 3/32" = 1'-0"




## P1-GARAGE

SCALE: 3/32" = 1'-0"

## LEGEND:

| | |
|---|---|
| (F) | FAN / VENTILATION: 1. ENERGY STAR COMPLIANT 2. DUCTED TO TERMINATE TO THE OUTSIDE OF BLDG. 3. CONTROL BY HUMIDITY CONTROLLER |
| | CLASS-I STANDPIPE |
| | SPRINKLER HEAD |
| FD | FLOOR DRAIN |
| ED | EMERGENCY DRAIN |
| | THRESHOLDS |
| | EXIT SIGN |
| | FIRE EXTINGUISHER |
| | HARDWIRED SMOKE DETECTOR WITH BATTERY BACK-UP. SMOKE DETECTOR SHALL GIVE A SIGNAL WHEN THE BATTERIES ARE LOW. |
| (M) | HARDWIRED CARBON MONOXIDE DETECTOR WITH BATTERY BACK-UP |

## KEYNOTES:

| | |
|---|---|
| 1 | BASEMENT GARAGE VENT. EXHAUST SHAFT - PROVIDE 1-1/2 HR FIRE DAMPER FOR ENCLOSURE @ SHAFT (UL 555) |
| 2 | BASEMENT GARAGE FRESH AIR SHAFT - PROVIDE 1-1/2 HR FIRE DAMPER FOR ENCLOSURE @ SHAFT (UL 555) |
| 3 | TRASH & RECYCLE CHUTE 1-1/2 HR. CHUTE DOORS |
| 4 | TRASH & RECYCLE CHUTE VENT SHAFT |
| 5 | 6" CONC. BLOCK WALL 1&R SEPARATION, TERMINATED 8'-12"-18" FROM THE CEILING. |
| 6 | ADDITIONAL DOORS PER (E) 1784 & P1 3002.6 TO AVOID ELEVATOR LOBBY |
| 7 | CAB SIZE MIN. 80" x 54" PER CBC CODE SEC. 3002.4.3a |
| 8 | LOCATION OF THE RESIDENTS DIAGRAM INDICATING THE LOCATION OF EACH DWELLING UNIT IN THE APARTMENT HOUSE OR COMPLEX. |
| 9 | DOUBLE STRIPPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21 A5, CHART NO.5 |
| 10 | CHARGING STATION |
| 11 | FUTURE OVERHEAD CHARGERS |
| 12 | 36" X 48" DA FRONT ACCESS |
| 13 | RACEWAY |
| 14 | FUTURE LOCATION OF RACEWAY |
| 15 | SERVICE PANEL |
| 16 | TRANSFORMER VAULT 7'-0" x 11'-6" |
| 17 | SUMP PUMP UNDERGROUND WATER |
| 18 | SUMP-PUMP SURFACE WATER |
| 19 | BUILDING LINE ABOVE |
| 20 | EMERGENCY FLOOR DRAIN |
| 21 | THIS GATE TO REMAIN OPEN DURING BUSINESS HOURS |
| 22 | OVERHEAD STORAGE - COMMERCIAL PARKING |

## WALL LEGEND:

(SEE STRUCTURAL DWG. FOR SCHEDULE)

- 8" CONCRETE BLOCK WALL
- CONCRETE WALL

NOTE: SHADED AREA = 8'-2" MIN. VERTICAL DIMENSION SHALL BE CLEAR OF ALL OBSTRUCTION INCLUDING BEAMS, SPRINKLER HEAD PIPING, ETC.

- EV-CHARGER

EV NOTES:
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## NOTES:

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5) FOR **ELEVATOR** (SEE ELEVATOR SHOP DWGS.)

**ELEVATOR CAPACITY:**
**ELEV.= 3,500 LB.**

| ACCESSIBLE PARKING PER TABLE 11B-208.2 | | | |
|---|---|---|---|
| REQUIRED | 26 - 50 | = | 2 |
| PROVIDED | | = | 2 |

NOTE: DOUBLE STRIPPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5, CHART NO.5

| P1-GARAGE | STANDARD | COMPACT | | SUBTOTAL |
|---|---|---|---|---|
| COMMERCIAL | 29 | 12 | = | 41 |

| COMMERCIAL | | | |
|---|---|---|---|
| FUTURE EVSE (20%) | EV-S | = | 9 |
| CHARGING STATION (10%) | EV-CS | = | 4 |
| TOTAL EV SPACES | | = | 13 |

NOTE: COMMERCIAL PARKING ONLY

Sheet Issue & Revision Log

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Architect Stamp:

Sheet Content:

**P1 BASEMENT GARAGE**
**COMMERCIAL PARKING**

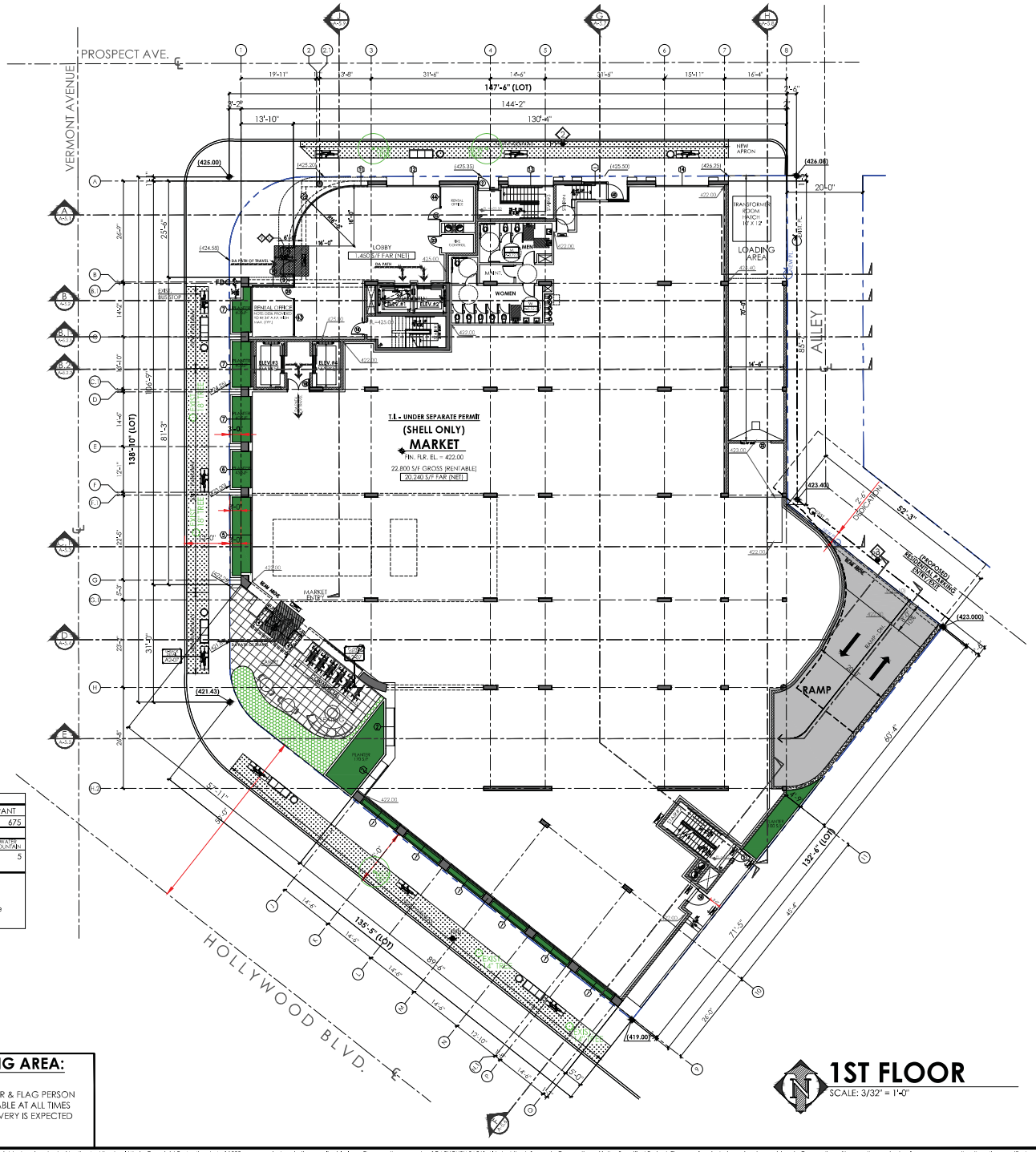
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PROSPECT AVE.
VERMONT AVENUE
HOLLYWOOD BLVD.
ALLEY
147'-6" (LOT)
144'-2"
130'-4"
138'-10" (LOT)
135'-5" (LOT)
132'-6" (LOT)
81'-3"
572.3'
T.I. - UNDER SEPARATE PERMIT
(SHELL ONLY)
MARKET
FIN. FLR. EL. = 422.00
22,800 S/F GROSS (RENTABLE)
20,240 S/F FAR (NET)
LOBBY
1,450 S/F FAR (NET)
LOADING AREA
RAMP
(E) BUILDING
(PROPOSED) RESIDENTIAL ENTRANCE
(PROPOSED) RETAIL ENTRANCES
NEW APRON
TRANSFORMER ROOM
PLANTER
PLANTER
PLANTER

Attachment C

# MODIFIED PROJECT VMT CALCULATOR

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

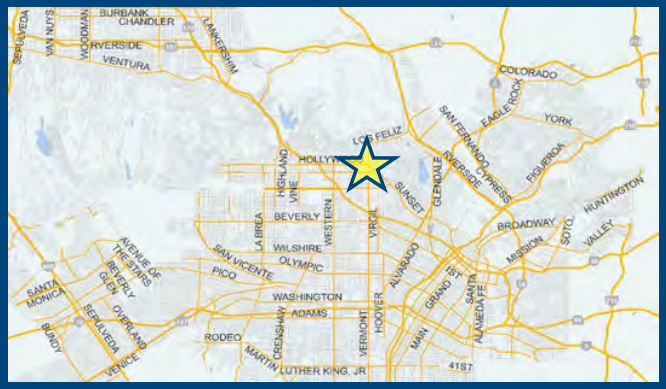
*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

**Project:**

**Scenario:** www

**Address:** 1666 N VERMONT AVE, 90027




**Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?**

○ Yes ◉ No

## Existing Land Use

| Land Use Type | Value | Unit |
|---|---|---|
| Retail \| High-Turnover Sit-Down Restaurant | 0.3 | ksf |
| (custom) Car Wash \| Retail/Non-Retail | Non-Retai | LU type |
| (custom) Car Wash \| Residents | 0 | Person |
| (custom) Car Wash \| Employees | 10 | Person |
| (custom) Car Wash \| Daily | 156 | Trips |
| (custom) Car Wash \| HBW-Attraction Split | 6 | Percent |
| (custom) Car Wash \| HBO-Attraction Split | 50 | Percent |
| (custom) Car Wash \| NHB-Attraction Split | 22 | Percent |
| (custom) Car Wash \| HBW-Production Split | 0 | Percent |
| (custom) Car Wash \| HBO-Production Split | 22 | Percent |
| (custom) Car Wash \| NHB-Production Split | 0 | Percent |

☑ Click here to add a single custom land use type (will be included in the above list)

## Proposed Project Land Use

| Land Use Type | Value | Unit |
|---|---|---|
| Housing \| Multi-Family | 123 | DU |
| Housing \| Affordable Housing - Family | 16 | DU |
| Retail \| Supermarket | 22.8 | ksf |

☐ Click here to add a single custom land use type (will be included in the above list)

## Project Screening Summary

| Existing Land Use | Proposed |
|---|---|
| 120 Daily Vehicle Trips | 2,234 Daily Vehicle Trips |
| 772 Daily VMT | 15,338 Daily VMT |

### Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

### Tier 2 Screening Criteria

| | |
|---|---|
| The net increase in daily trips < 250 trips | 2,114 Net Daily Trips |
| The net increase in daily VMT ≤ 0 | 14,566 Net Daily VMT |
| The proposed project consists of only retail land uses ≤ 50,000 square feet total. | 22.800 ksf |

**The proposed project is required to perform VMT analysis.**

Measuring the Miles

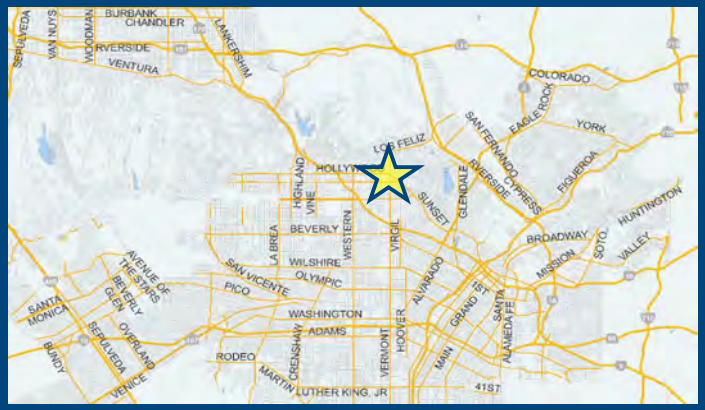
# CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

## Project Information

**Project:** PROPOSED PROJECT

**Scenario:**

**Address:** 1666 N VERMONT AVE, 90027




| Proposed Project Land Use Type | Value | Unit |
|---|---|---|
| Housing \| Multi-Family | 123 | DU |
| Housing \| Affordable Housing - Family | 16 | DU |
| Retail \| Supermarket | 22.8 | ksf |

## TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

| | Proposed Project | With Mitigation |
|---|---|---|
| **Max Home Based TDM Achieved?** | **No** | **No** |
| **Max Work Based TDM Achieved?** | **No** | **No** |

### A Parking

**Reduce Parking Supply**

☑ Proposed Prj ☐ Mitigation

230 city code parking provision for the project site

145 actual parking provision for the project site

**Unbundle Parking**

☑ Proposed Prj ☐ Mitigation

150 monthly parking cost (dollar) for the project site

**Parking Cash-Out**

☐ Proposed Prj ☐ Mitigation

50 percent of employees eligible

**Price Workplace Parking**

6.00 daily parking charge (dollar)

☐ Proposed Prj ☐ Mitigation

50 percent of employees subject to priced parking

**Residential Area Parking Permits**

200 cost (dollar) of annual permit

☐ Proposed Prj ☐ Mitigation

### B Transit

### C Education & Encouragement

### D Commute Trip Reductions

### E Shared Mobility

### F Bicycle Infrastructure

### G Neighborhood Enhancement

## Analysis Results

| Proposed Project | With Mitigation |
|---|---|
| **1,896** Daily Vehicle Trips | **1,896** Daily Vehicle Trips |
| **13,044** Daily VMT | **13,044** Daily VMT |
| **4.1** Household VMT per Capita | **4.1** Household VMT per Capita |
| **N/A** Work VMT per Employee | **N/A** Work VMT per Employee |

### Significant VMT Impact?

| 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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: December 8, 2023
Project Name:
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.4*

| Project Information | | | |
|---|---|---|---|
| **Land Use Type** | | **Value** | **Units** |
| **Housing** | *Single Family* | *0* | *DU* |
| | Multi Family | 123 | DU |
| | *Townhouse* | *0* | *DU* |
| | *Hotel* | *0* | *Rooms* |
| | *Motel* | *0* | *Rooms* |
| **Affordable Housing** | Family | 16 | DU |
| | *Senior* | *0* | *DU* |
| | *Special Needs* | *0* | *DU* |
| | *Permanent Supportive* | *0* | *DU* |
| **Retail** | *General Retail* | *0.000* | *ksf* |
| | *Furniture Store* | *0.000* | *ksf* |
| | *Pharmacy/Drugstore* | *0.000* | *ksf* |
| | Supermarket | 22.800 | ksf |
| | *Bank* | *0.000* | *ksf* |
| | *Health Club* | *0.000* | *ksf* |
| | *High-Turnover Sit-Down Restaurant* | *0.000* | *ksf* |
| | *Fast-Food Restaurant* | *0.000* | *ksf* |
| | *Quality Restaurant* | *0.000* | *ksf* |
| | *Auto Repair* | *0.000* | *ksf* |
| | *Home Improvement* | *0.000* | *ksf* |
| | *Free-Standing Discount* | *0.000* | *ksf* |
| | *Movie Theater* | *0* | *Seats* |
| *Office* | *General Office* | *0.000* | *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: December 8, 2023
Project Name:
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.4*

| Analysis Results | | | |
|---|---|---|---|
| Total Employees: 91<br>Total Population: 327 | | | |
| ***Proposed Project*** | | ***With Mitigation*** | |
| **1,896** | **Daily Vehicle Trips** | **1,896** | **Daily Vehicle Trips** |
| **13,044** | **Daily VMT** | **13,044** | **Daily VMT** |
| **4.1** | **Household VMT per Capita** | **4.1** | **Household VMT per Capita** |
| **N/A** | **Work VMT per Employee** | **N/A** | **Work VMT per Employee** |

| Significant VMT Impact? | | | |
|---|---|---|---|
| **APC: Central** | | | |
| Impact Threshold: 15% Below APC Average<br>Household = 6.0<br>Work = 7.6 | | | |
| ***Proposed Project*** | | ***With Mitigation*** | |
| **VMT Threshold** | **Impact** | **VMT Threshold** | **Impact** |
| Household > 6.0<br>Work > 7.6 | No<br>N/A | Household > 6.0<br>Work > 7.6 | No<br>N/A |

## TDM Strategy Inputs

| Strategy Type | | Description | Proposed Project | Mitigations |
|---|---|---|---|---|
| **Parking** | Reduce parking supply | City code parking provision (spaces) | 230 | 230 |
| | | Actual parking provision (spaces) | 145 | 145 |
| | Unbundle parking | Monthly cost for parking ($) | $150 | $150 |
| | *Parking cash-out* | *Employees eligible (%)* | *0%* | *0%* |
| | *Price workplace parking* | *Daily parking charge ($)* | *$0.00* | *$0.00* |
| | | *Employees subject to priced parking (%)* | *0%* | *0%* |
| | *Residential area parking permits* | *Cost of annual permit ($)* | *$0* | *$0* |

(cont. on following page)

## 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* |

## TDM Adjustments by Trip Purpose & Strategy

**Place type: Compact Infill**

| | | *Home Based Work Production* | | *Home Based Work Attraction* | | *Home Based Other Production* | | *Home Based Other Attraction* | | *Non-Home Based Other Production* | | *Non-Home Based Other Attraction* | | *Source* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| **Parking** | Reduce parking supply | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | TDM Strategy Appendix, Parking sections 1 - 5 |
| | Unbundle parking | 18% | 18% | *0%* | *0%* | 18% | 18% | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Parking cash-out | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Price workplace parking | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Residential area parking permits | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | |
| **Transit** | Reduce transit headways | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | TDM Strategy Appendix, Transit sections 1 - 3 |
| | Implement neighborhood shuttle | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Transit subsidies | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| **Education & Encouragement** | Voluntary travel behavior change program | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | TDM Strategy Appendix, Education & Encouragement sections 1 - 2 |
| | Promotions and marketing | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| **Commute Trip Reductions** | Required commute trip reduction program | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4 |
| | Alternative Work Schedules and Telecommute Program | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Employer sponsored vanpool or shuttle | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Ride-share program | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| **Shared Mobility** | Car-share | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | TDM Strategy Appendix, Shared Mobility sections 1 - 3 |
| | Bike share | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | |
| | School carpool program | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | |

## 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** | *29%* | *29%* | *13%* | *13%* | *29%* | *29%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* |
| **MAX. TDM EFFECT** | *29%* | *29%* | *13%* | *13%* | *29%* | *29%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* |

***= Minimum (X%, 1-[(1-A)*(1-B)…])***

*where X%=*

| | | |
|---|---|---|
| **PLACE** | *urban* | *75%* |
| **TYPE** | compact infill | *40%* |
| **MAX:** | *suburban center* | *20%* |
| | *suburban* | *15%* |

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: December 8, 2023
Project Name:
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.4*

### MXD Methodology - Project Without TDM

| | Unadjusted Trips | MXD Adjustment | MXD Trips | Average Trip Length | Unadjusted VMT | MXD VMT |
|---|---|---|---|---|---|---|
| Home Based Work Production | 124 | -26.6% | 91 | 8.6 | 1,066 | 783 |
| Home Based Other Production | 343 | -41.1% | 202 | 5.4 | 1,852 | 1,091 |
| Non-Home Based Other Production | 672 | -6.1% | 631 | 7.8 | 5,242 | 4,922 |
| Home-Based Work Attraction | 132 | -31.8% | 90 | 8.6 | 1,135 | 774 |
| Home-Based Other Attraction | 1,338 | -47.5% | 702 | 5.9 | 7,894 | 4,142 |
| Non-Home Based Other Attraction | 551 | -6.0% | 518 | 7.0 | 3,857 | 3,626 |

### MXD Methodology with TDM Measures

| | *Proposed Project* | | | *Project with Mitigation Measures* | | |
|---|---|---|---|---|---|---|
| | TDM Adjustment | Project Trips | Project VMT | TDM Adjustment | Mitigated Trips | Mitigated VMT |
| Home Based Work Production | -28.7% | 65 | 558 | -28.7% | 65 | 558 |
| Home Based Other Production | -28.7% | 144 | 778 | -28.7% | 144 | 778 |
| Non-Home Based Other Production | -13.0% | 549 | 4,280 | -13.0% | 549 | 4,280 |
| Home-Based Work Attraction | -13.0% | 78 | 673 | -13.0% | 78 | 673 |
| Home-Based Other Attraction | -13.0% | 610 | 3,602 | -13.0% | 610 | 3,602 |
| Non-Home Based Other Attraction | -13.0% | 450 | 3,153 | -13.0% | 450 | 3,153 |

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 327
Total Employees: 91
APC: Central

| | *Proposed Project* | *Project with Mitigation Measures* |
|---|---|---|
| *Total Home Based Production VMT* | **1,336** | **1,336** |
| *Total Home Based Work Attraction VMT* | **673** | **673** |
| *Total Home Based VMT Per Capita* | **4.1** | **4.1** |
| *Total Work Based VMT Per Employee* | **N/A** | **N/A** |

## VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

**VMT Calculator Application for the City of Los Angeles.** The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

**Limited License to Use.** This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

**Ownership.** You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

**Warranty Disclaimer.** In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

**Limitation of Liability.** It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

| | |
|---|---|
| You, the User | |
| By: | _____ |
| Print Name: | LIZ FLEMING |
| Title: | V.P. |
| Company: | OVERLAND TRAFFIC CONSULTANTS |
| Address: | 952 MANHATTAN BCH BL #100, MB |
| Phone: | 310 545-1235 |
| Email Address: | liz@overlandtraffic.com |
| Date: | 12-12-23 |

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

**Project:** Project with NO TDM

**Scenario:**

**Address:** 1666 N VERMONT AVE, 90027




**Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?**

○ Yes ◉ No

## Existing Land Use

| Land Use Type | Value | Unit |
|---|---|---|
| Retail \| High-Turnover Sit-Down Restaurant | 0.3 | ksf |
| (custom) Car Wash \| Daily | 156 | Trips |
| (custom) Car Wash \| HBW-Attraction Split | 6 | Percent |
| (custom) Car Wash \| HBO-Attraction Split | 50 | Percent |
| (custom) Car Wash \| NHB-Attraction Split | 22 | Percent |
| (custom) Car Wash \| HBW-Production Split | 0 | Percent |
| (custom) Car Wash \| HBO-Production Split | 22 | Percent |
| (custom) Car Wash \| NHB-Production Split | 0 | Percent |
| (custom) Car Wash \| Daily | 0 | Residents |
| (custom) Car Wash \| Daily | 10 | Employees |
| (custom) Car Wash \| Daily | Non-Retai | Retail/Non-R |

☑ Click here to add a single custom land use type (will be included in the above list)

## Proposed Project Land Use

| Land Use Type | Value | Unit |
|---|---|---|
| Housing \| Multi-Family | 123 | DU |
| Retail \| Supermarket | 22.8 | ksf |
| Housing \| Affordable Housing - Family | 16 | DU |

☐ Click here to add a single custom land use type (will be included in the above list)

## Project Screening Summary

| Existing Land Use | Proposed |
|---|---|
| 120 Daily Vehicle Trips | 2,234 Daily Vehicle Trips |
| 772 Daily VMT | 15,338 Daily VMT |

### Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

### Tier 2 Screening Criteria

| | |
|---|---|
| The net increase in daily trips < 250 trips | 2,114 Net Daily Trips |
| The net increase in daily VMT ≤ 0 | 14,566 Net Daily VMT |
| The proposed project consists of only retail land uses ≤ 50,000 square feet total. | 22.800 ksf |

**The proposed project is required to perform VMT analysis.**

Measuring the Miles

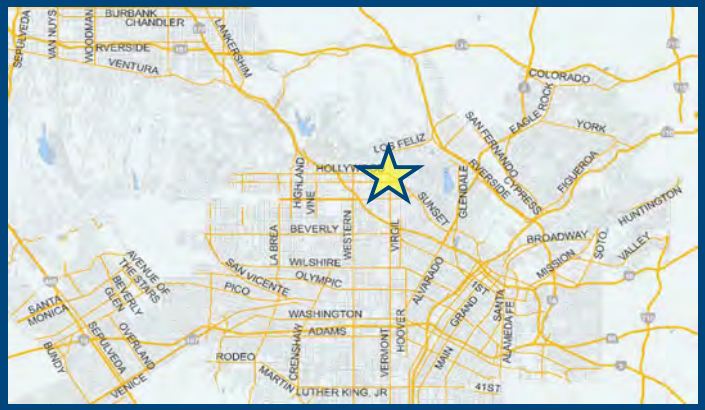
# CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

## Project Information

**Project:**

**Scenario:**

**Address:** 1666 N VERMONT AVE, 90027




| Proposed Project Land Use Type | Value | Unit |
|---|---|---|
| Housing \| Multi-Family | 123 | DU |
| Retail \| Supermarket | 22.8 | ksf |
| Housing \| Affordable Housing - Family | 16 | DU |

## TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

| | Proposed Project | With Mitigation |
|---|---|---|
| **Max Home Based TDM Achieved?** | **No** | **No** |
| **Max Work Based TDM Achieved?** | **No** | **No** |

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure
  - Implement/Improve On-street Bicycle Facility — ☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy
  - Include Bike Parking Per LAMC — ☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy
  - Include Secure Bike Parking and Showers — ☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy
- **G** Neighborhood Enhancement

## Analysis Results

| Proposed Project | With Mitigation |
|---|---|
| **2,234** Daily Vehicle Trips | **2,234** Daily Vehicle Trips |
| **15,338** Daily VMT | **15,338** Daily VMT |
| **5.7** Household VMT per Capita | **5.7** Household VMT per Capita |
| **N/A** Work VMT per Employee | **N/A** Work VMT per Employee |

### Significant VMT Impact?

| 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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: December 14, 2023
Project Name:
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.4*

| Project Information | | | |
|---|---|---|---|
| **Land Use Type** | | **Value** | **Units** |
| **Housing** | *Single Family* | *0* | *DU* |
| | Multi Family | 123 | DU |
| | *Townhouse* | *0* | *DU* |
| | *Hotel* | *0* | *Rooms* |
| | *Motel* | *0* | *Rooms* |
| **Affordable Housing** | Family | 16 | DU |
| | *Senior* | *0* | *DU* |
| | *Special Needs* | *0* | *DU* |
| | *Permanent Supportive* | *0* | *DU* |
| **Retail** | *General Retail* | *0.000* | *ksf* |
| | *Furniture Store* | *0.000* | *ksf* |
| | *Pharmacy/Drugstore* | *0.000* | *ksf* |
| | Supermarket | 22.800 | ksf |
| | *Bank* | *0.000* | *ksf* |
| | *Health Club* | *0.000* | *ksf* |
| | *High-Turnover Sit-Down Restaurant* | *0.000* | *ksf* |
| | *Fast-Food Restaurant* | *0.000* | *ksf* |
| | *Quality Restaurant* | *0.000* | *ksf* |
| | *Auto Repair* | *0.000* | *ksf* |
| | *Home Improvement* | *0.000* | *ksf* |
| | *Free-Standing Discount* | *0.000* | *ksf* |
| | *Movie Theater* | *0* | *Seats* |
| *Office* | *General Office* | *0.000* | *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: December 14, 2023
Project Name:
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.4*

| Analysis Results | | | |
|---|---|---|---|
| Total Employees: 91<br>Total Population: 327 | | | |
| ***Proposed Project*** | | ***With Mitigation*** | |
| **2,234** | **Daily Vehicle Trips** | **2,234** | **Daily Vehicle Trips** |
| **15,338** | **Daily VMT** | **15,338** | **Daily VMT** |
| **5.7** | **Household VMT per Capita** | **5.7** | **Household VMT per Capita** |
| **N/A** | **Work VMT per Employee** | **N/A** | **Work VMT per Employee** |
| **Significant VMT Impact?** | | | |
| **APC: Central** | | | |
| Impact Threshold: 15% Below APC Average<br>Household = 6.0<br>Work = 7.6 | | | |
| ***Proposed Project*** | | ***With Mitigation*** | |
| **VMT Threshold** | **Impact** | **VMT Threshold** | **Impact** |
| Household > 6.0<br>Work > 7.6 | No<br>N/A | Household > 6.0<br>Work > 7.6 | No<br>N/A |

## TDM Strategy Inputs

| Strategy Type | | Description | Proposed Project | Mitigations |
|---|---|---|---|---|
| Parking | Reduce parking supply | City code parking provision (spaces) | 0 | 0 |
| | | Actual parking provision (spaces) | 0 | 0 |
| | 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* |
| | | *Degree of implementation (low, medium, high)* | *0* | *0* |
| | *Employer sponsored vanpool or shuttle* | *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)* | *0* | *0* |
| | *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: December 14, 2023
Project Name:
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.4*

## TDM Adjustments by Trip Purpose & Strategy

**Place type: Compact Infill**

| | | *Home Based Work Production* | | *Home Based Work Attraction* | | *Home Based Other Production* | | *Home Based Other Attraction* | | *Non-Home Based Other Production* | | *Non-Home Based Other Attraction* | | *Source* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| **Parking** | Reduce parking supply | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | 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%* | |

## TDM Adjustments by Trip Purpose & Strategy, Cont.

**Place type: Compact Infill**

| | | *Home Based Work Production* | | *Home Based Work Attraction* | | *Home Based Other Production* | | *Home Based Other Attraction* | | *Non-Home Based Other Production* | | *Non-Home Based Other Attraction* | | *Source* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| **Bicycle Infrastructure** | Implement/ Improve on-street bicycle facility | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3 |
| | Include Bike parking per LAMC | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | |
| | Include secure bike parking and showers | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | |
| **Neighborhood Enhancement** | Traffic calming improvements | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2 |
| | Pedestrian network improvements | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | |

## Final Combined & Maximum TDM Effect

| | *Home Based Work Production* | | *Home Based Work Attraction* | | *Home Based Other Production* | | *Home Based Other Attraction* | | *Non-Home Based Other Production* | | *Non-Home Based Other Attraction* | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated |
| **COMBINED TOTAL** | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* |
| **MAX. TDM EFFECT** | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* |

***= Minimum (X%, 1-[(1-A)*(1-B)…])***

*where X%=*

| | | |
|---|---|---|
| **PLACE** | *urban* | *75%* |
| **TYPE** | compact infill | *40%* |
| **MAX:** | *suburban center* | *20%* |
| | *suburban* | *15%* |

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: December 14, 2023
Project Name:
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.4*

### MXD Methodology - Project Without TDM

| | Unadjusted Trips | MXD Adjustment | MXD Trips | Average Trip Length | Unadjusted VMT | MXD VMT |
|---|---|---|---|---|---|---|
| Home Based Work Production | 124 | -26.6% | 91 | 8.6 | 1,066 | 783 |
| Home Based Other Production | 343 | -41.1% | 202 | 5.4 | 1,852 | 1,091 |
| Non-Home Based Other Production | 672 | -6.1% | 631 | 7.8 | 5,242 | 4,922 |
| Home-Based Work Attraction | 132 | -31.8% | 90 | 8.6 | 1,135 | 774 |
| Home-Based Other Attraction | 1,338 | -47.5% | 702 | 5.9 | 7,894 | 4,142 |
| Non-Home Based Other Attraction | 551 | -6.0% | 518 | 7.0 | 3,857 | 3,626 |

### MXD Methodology with TDM Measures

| | *Proposed Project* | | | *Project with Mitigation Measures* | | |
|---|---|---|---|---|---|---|
| | TDM Adjustment | Project Trips | Project VMT | TDM Adjustment | Mitigated Trips | Mitigated VMT |
| Home Based Work Production | 0.0% | 91 | 783 | 0.0% | 91 | 783 |
| Home Based Other Production | 0.0% | 202 | 1,091 | 0.0% | 202 | 1,091 |
| Non-Home Based Other Production | 0.0% | 631 | 4,922 | 0.0% | 631 | 4,922 |
| Home-Based Work Attraction | 0.0% | 90 | 774 | 0.0% | 90 | 774 |
| Home-Based Other Attraction | 0.0% | 702 | 4,142 | 0.0% | 702 | 4,142 |
| Non-Home Based Other Attraction | 0.0% | 518 | 3,626 | 0.0% | 518 | 3,626 |

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 327
Total Employees: 91
APC: Central

| | *Proposed Project* | *Project with Mitigation Measures* |
|---|---|---|
| *Total Home Based Production VMT* | **1,874** | **1,874** |
| *Total Home Based Work Attraction VMT* | **774** | **774** |
| *Total Home Based VMT Per Capita* | **5.7** | **5.7** |
| *Total Work Based VMT Per Employee* | **N/A** | **N/A** |

## VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

**VMT Calculator Application for the City of Los Angeles.** The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

**Limited License to Use.** This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

**Ownership.** You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

**Warranty Disclaimer.** In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

**Limitation of Liability.** It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

| You, the User | |
|---|---|
| By: | |
| Print Name: | LIZ FLEMING |
| Title: | V.P. |
| Company: | OVERLAND TRAFFIC CONSULTANTS |
| Address: | 952 MANHATTAN BCH BL #100, MB |
| Phone: | 310 545-1235 |
| Email Address: | liz@overlandtraffic.com |
| Date: | 12-12-23 |

Attachment D

# MODIFIED PROJECT

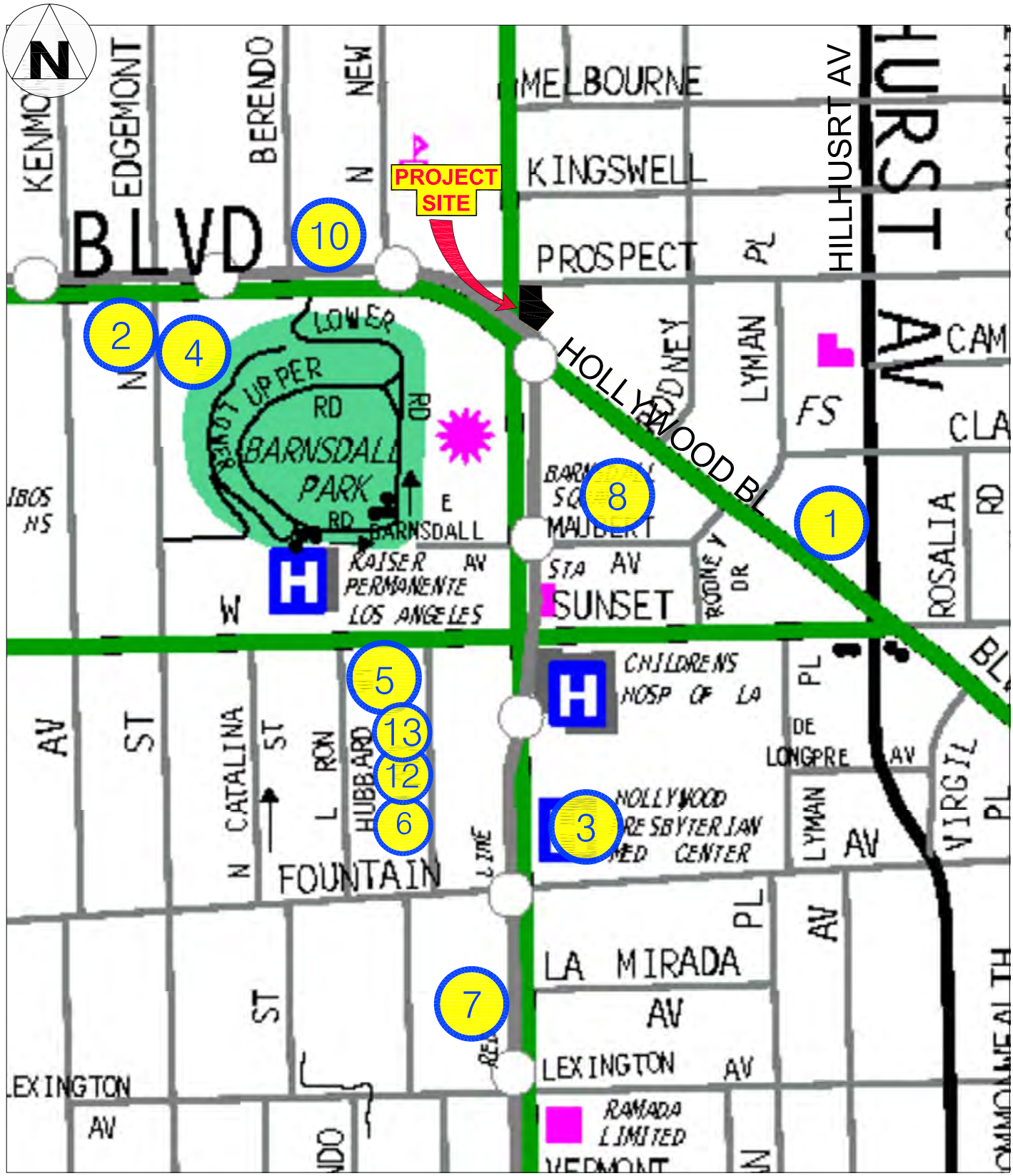
# UPDATED
# RELATED PROJECT LIST & MAP

RELATED PROJECT LIST
1666 N Vermont Av

| # | Project | Size | Location | Daily Traffic | AM Peak Hour In | AM Peak Hour Out | AM Peak Hour Total | PM Peak Hours In | PM Peak Hours Out | PM Peak Hours Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Luxium | | 1515 N Hillhust Av/ | 1,735 | 43 | 92 | 135 | 111 | 73 | 184 |
| | Apartments | 202 units | 4531 Hollywood Bl | | | | | | | |
| | Retail | 6,650 sf | | | | | | | | |
| | Restaurant | 5,050 sf | | | | | | | | |
| | Coffee/Donut | 3,025 sf | | | | | | | | |
| 2 | Apartments | 150 units | 4900 W Hollywood Bl | 752 | 15 | 44 | 59 | 45 | 32 | 77 |
| | Retail | 13,000 sf | | | | | | | | |
| 3 | Hollywood Presbyterian | Existing Replacement | 1300 N Vermont | 290 | 36 | 5 | 41 | 6 | 30 | 36 |
| | Hospital Seismic Retrofit | | | | | | | | | |
| | New Office | 30,933 sf | | | | | | | | |
| 4 | LaTerra Select | | | | | | | | | |
| | Aparments | 96 units | 4850 W Hollywood Bl | 953 | 10 | 29 | 39 | 32 | 23 | 57 |
| | Commercial | 9,500 sf | | | | | | | | |
| 5 | Kaiser Medical Center | | 4760 W Sunset Bl, | 4,506 | 233 | 61 | 294 | 71 | 179 | 2,250 |
| | New Medical Office | 422,700 sf | 1317-1345, 1517 N Vermont. | | | | | | | |
| | Retail | 2,300 sf | 1328 N New Hampshire, & | | | | | | | |
| | Parking | 655,000 sf | 1505 & 1526 N Edemont | | | | | | | |
| | Demo Med Office & Parking | 215,000 sf | | | | | | | | |
| 6 | New Hampisire Residential | | 1317 N New Hampshire Av | 448 | 9 | 23 | 32 | 21 | 15 | 36 |
| | Apartments | 81 units | | | | | | | | |
| | Affordable Housing | 11 units | | | | | | | | |
| 7 | Apartments | 58 units | 1225 N Vermont Av | 429 | 10 | 19 | 29 | 19 | 16 | 35 |
| | Office | 1,320 sf | | | | | | | | |
| | Medical Office | 1,925 sf | | | | | | | | |

RELATED PROJECT LIST
1666 N Vermont Av

| # | Project | Size | Location | Daily Traffic | AM Peak Hour In | AM Peak Hour Out | AM Peak Hour Total | PM Peak Hours In | PM Peak Hours Out | PM Peak Hours Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 8 | Apartments | 153 units | 4649 W Maubert Av | 620 | 11 | 31 | 42 | 31 | 19 | 50 |
| 9 | Condominium | 6 units | 4718 Franklin Av | 43 | 1 | 2 | 3 | 1 | 2 | 3 |
| 10 | Small Lot Homes | 18 units | 4773 Hollywood Bl | 130 | 2 | 7 | 9 | 6 | 4 | 10 |
| 11 | Apartments | 31 units | 1335 N New Hampshire | 141 | 3 | 8 | 11 | 7 | 5 | 12 |
| 12 | Apartments | 62 units | 1423 N New Hampshire | 281 | 5 | 18 | 23 | 15 | 9 | 24 |




**Figure**

12/2023

**RELATED PROJECT LOCATION**

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com

Attachment E

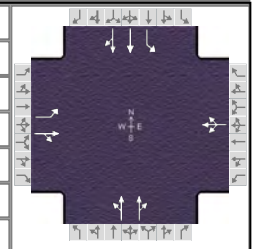
# MODIFIED PROJECT'S

# INTERSECTION & DRIVEWAY LOS WORKSHEETS

EXISTING

# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 1 PROSPECT & VERMONT AM EXISTING.xus | | |
| Project Description | EXISTING | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 104 | 196 | 1 | 103 | 253 | 20 | 0 | 492 | 76 | 19 | 699 | 140 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| 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 | 31.6 | 19.4 | 0.0 | 0.0 | 0.0 | 0.0 | | 5 | 6 | 7 | 8 | |
| Yellow | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | | 6 | | 2 |
| Case Number | | 6.0 | | 8.0 | | 8.0 | | 6.0 |
| Phase Duration, s | | 23.9 | | 23.9 | | 36.1 | | 36.1 |
| Change Period, ( $Y+R_c$ ), s | | 4.5 | | 4.5 | | 4.5 | | 4.5 |
| Max Allow Headway ( *MAH* ), s | | 3.5 | | 3.5 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 17.7 | | 13.7 | | | | |
| Green Extension Time ( $g_e$ ), s | | 1.6 | | 1.7 | | 0.0 | | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | | | | |
| Max Out Probability | | 0.00 | | 0.00 | | | | |

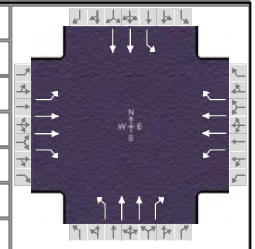
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | 104 | 0 | | | 371 | | 0 | | 262 | 0 | 0 | 402 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1105 | 0 | | | 1620 | | 0 | | 1717 | 872 | 1900 | 1735 |
| Queue Service Time ( $g_s$ ), s | 5.3 | 0.0 | | | 7.8 | | 0.0 | | 5.1 | 0.0 | 0.0 | 14.9 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 15.7 | 0.0 | | | 11.7 | | 0.0 | | 5.1 | 0.0 | 0.0 | 14.9 |
| Green Ratio ( *g/C* ) | 0.32 | | | | 0.32 | | | | 0.53 | 0.53 | 0.53 | 0.53 |
| Capacity ( *c* ), veh/h | 287 | | | | 603 | | | | 901 | 120 | 998 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.362 | 0.000 | | | 0.615 | | 0.000 | | 0.291 | 0.000 | 0.000 | 0.000 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 58.1 | 0 | | | 149.8 | | 0 | | 76 | 0 | 0 | 0 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 2.3 | 0.0 | | | 6.0 | | 0.0 | | 3.0 | 0.0 | 0.0 | 0.0 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.39 | 0.00 | | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 23.9 | | | | 17.4 | | | | 8.0 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.3 | 0.0 | | | 0.4 | | 0.0 | | 0.8 | 0.0 | 0.0 | 0.0 |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | | | 0.0 | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 24.2 | | | | 17.8 | | | | 8.8 | 0.0 | 0.0 | |
| Level of Service (LOS) | C | | | | B | | | | A | | | A |
| Approach Delay, s/veh / LOS | 18.4 | B | | 17.8 | B | | 8.7 | A | | | A | |
| Intersection Delay, s/veh / LOS | 10.2 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.7 | B | 2.9 | C | 2.1 | B | 2.2 | B |
| Bicycle LOS Score / LOS | 1.0 | A | 1.1 | A | 0.9 | A | 1.2 | A |

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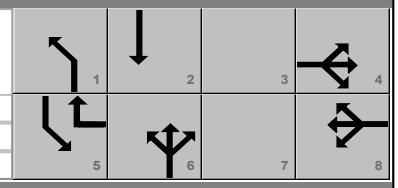
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | HOLLYWOOD BL | File Name | 2HWD & VERMONT AM EXIST.xus | | |
| Project Description | EXISTING | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 17 | 395 | 223 | 58 | 361 | 35 | 172 | 510 | 57 | 71 | 726 | |

| Signal Information | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 | | | | | | | | | | |
| Offset, s | 0 | Reference Point | End | | | | | | | | | | |
| Uncoordinated | No | Simult. Gap E/W | On | Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Force Mode | Fixed | Simult. Gap N/S | On | Yellow | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| | | | | Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | 1 | 6 | 5 | 2 |
| Case Number | | 9.0 | | 9.0 | 1.1 | 3.0 | 2.0 | 4.0 |
| Phase Duration, s | | 17.8 | | 12.6 | 9.7 | 29.6 | 0.0 | 19.9 |
| Change Period, ( *Y+R c* ), s | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Clearance Time ( *g s* ), s | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Green Extension Time ( *g e* ), s | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Max Out Probability | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

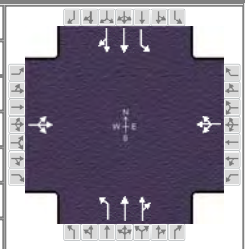
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | |
| Adjusted Flow Rate ( *v* ), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Queue Service Time ( *g s* ), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Cycle Queue Clearance Time ( *g c* ), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Green Ratio ( *g/C* ) | 0.23 | 0.23 | 0.23 | 0.14 | 0.14 | 0.14 | 0.39 | 0.43 | 0.43 | | 0.26 | |
| Capacity ( *c* ), veh/h | 417 | 833 | 263 | 259 | 518 | 194 | 673 | 1544 | 618 | 3 | 953 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.041 | 0.474 | 0.844 | 0.224 | 0.697 | 0.155 | 0.255 | 0.330 | 0.061 | 0.000 | 0.000 | |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 7.6 | 92.5 | 150.4 | 30.7 | 96.5 | 15.7 | 60.2 | 88 | 12.8 | 0 | 0 | |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 0.3 | 3.7 | 6.0 | 1.2 | 3.9 | 0.6 | 2.4 | 3.5 | 0.5 | 0.0 | 0.0 | |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Uniform Delay ( *d 1* ), s/veh | 17.9 | 20.0 | 22.1 | 22.8 | 24.5 | 22.5 | 12.2 | 11.5 | 10.1 | 0.0 | 0.0 | |
| Incremental Delay ( *d 2* ), s/veh | 0.0 | 0.2 | 17.4 | 0.2 | 0.6 | 0.1 | 0.1 | 0.6 | 0.2 | 0.0 | 0.0 | |
| Initial Queue Delay ( *d 3* ), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Control Delay ( *d* ), s/veh | 18.0 | 20.1 | 39.5 | 22.9 | 25.1 | 22.7 | 12.3 | 12.1 | 10.3 | 0.0 | 0.0 | |
| Level of Service (LOS) | B | C | D | C | C | C | B | B | B | | | |
| Approach Delay, s/veh / LOS | 26.8 | C | | 24.7 | C | | 12.0 | B | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 20.4 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 3.0 | C | 2.9 | C | 2.9 | C | 2.9 | C |
| Bicycle LOS Score / LOS | 1.0 | A | 0.9 | A | 1.1 | A | 1.1 | A |

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# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | HILLHURST AVENUE | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 3 PROSPECT & HILLHURST AM EXISTING.xus | | |
| Project Description | EXISTING | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 99 | 107 | 45 | 38 | 189 | 25 | 44 | 463 | 12 | 22 | 723 | 134 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 1 | 2 | 3 | 4 | |
| Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Yellow | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | | 6 | | 2 |
| Case Number | | 12.0 | | 12.0 | | 6.0 | | 6.0 |
| Phase Duration, s | | 13.9 | | 16.1 | | 30.0 | | 30.0 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Green Extension Time ( $g_e$ ), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Phase Call Probability | | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Max Out Probability | | 0.00 | | 0.00 | | 0.00 | | 0.00 |

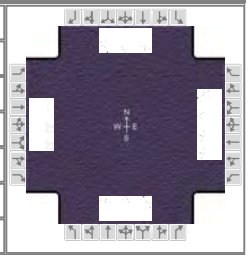
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | | 0 | | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 0 | | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Service Time ( $g_s$ ), s | | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Green Ratio ( *g/C* ) | | 0.16 | | | 0.20 | | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 |
| Capacity ( *c* ), veh/h | | 295 | | | 375 | | 120 | 823 | | 740 | 823 | 776 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.834 | | | 0.657 | | 0.000 | 0.000 | 0.000 | 0.030 | 0.515 | 0.516 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | | 163.7 | | | 127.8 | | 0 | 0 | 0 | 8.4 | 151.4 | 145.2 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | | 6.5 | | | 5.1 | | 0.0 | 0.0 | 0.0 | 0.3 | 6.1 | 5.8 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | | 0.00 | | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 24.3 | | | 22.0 | | 0.0 | 0.0 | | 12.7 | 12.4 | 12.4 |
| Incremental Delay ( $d_2$ ), s/veh | | 15.7 | | | 3.4 | | 0.0 | 0.0 | 0.0 | 0.1 | 2.3 | 2.5 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 40.0 | | | 25.4 | | 0.0 | 0.0 | | 12.8 | 14.7 | 14.9 |
| Level of Service (LOS) | | D | | | C | | | | A | B | B | B |
| Approach Delay, s/veh / LOS | 40.0 | D | | 25.4 | C | | | A | | 14.7 | B | |
| Intersection Delay, s/veh / LOS | 18.0 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.9 | C | 2.1 | B | 2.1 | B |
| Bicycle LOS Score / LOS | 0.9 | A | 0.9 | A | 0.9 | A | 1.2 | A |

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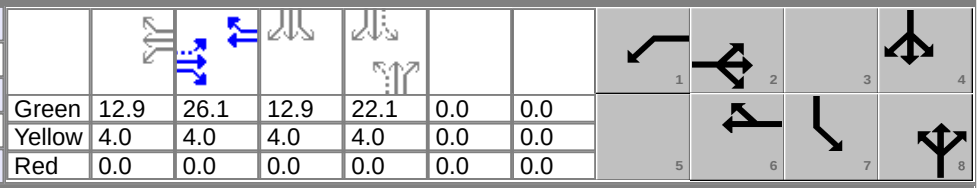
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | 12/6/2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | SUNSET BL/SUNSET A… | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | HILLHURST AV/VIRGIL… | File Name | 4 HILLHURST-VIRGIL-HWD-SUNSET AM EXIST… | | |
| Project Description | EXISTING | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 60 | 23 | 357 | 337 | 504 | 164 | 136 | 232 | 7 | 245 | 680 | 135 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | Off |
| Force Mode | Fixed | Simult. Gap N/S | Off |




| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 12.9 | 26.1 | 12.9 | 22.1 | 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 | 1 | 6 | | 8 | 7 | 4 |
| Case Number | | 7.3 | 2.0 | 4.0 | | 6.3 | 1.0 | 4.0 |
| Phase Duration, s | | 30.1 | 16.9 | 47.0 | | 26.1 | 16.9 | 43.0 |
| Change Period, ( *Y+R c* ), s | | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 0.0 | 3.1 | 0.0 | | 4.0 | 3.1 | 3.1 |
| Queue Clearance Time ( *g s* ), s | | | 12.7 | | | 23.0 | 13.0 | 22.2 |
| Green Extension Time ( *g e* ), s | | 0.0 | 0.3 | 0.0 | | 0.0 | 0.0 | 1.5 |
| Phase Call Probability | | | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Max Out Probability | | | 0.84 | | | 1.00 | 1.00 | 0.00 |

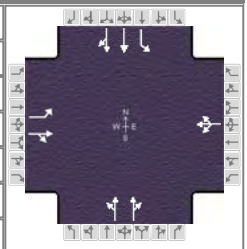
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | | 83 | 357 | 337 | 356 | 312 | 136 | 120 | 119 | 245 | 424 | 391 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 918 | 1100 | 1387 | 1500 | 1305 | 681 | 1500 | 1478 | 1429 | 1500 | 1378 |
| Queue Service Time ( *g s* ), s | | 5.2 | 12.4 | 10.7 | 14.6 | 14.8 | 17.8 | 5.9 | 5.9 | 11.0 | 20.1 | 20.2 |
| Cycle Queue Clearance Time ( *g c* ), s | | 5.9 | 12.4 | 10.7 | 14.6 | 14.8 | 21.0 | 5.9 | 5.9 | 11.0 | 20.1 | 20.2 |
| Green Ratio ( *g/C* ) | | 0.29 | 0.29 | 0.14 | 0.48 | 0.48 | 0.25 | 0.25 | 0.25 | 0.41 | 0.43 | 0.43 |
| Capacity ( *c* ), veh/h | | 335 | 637 | 399 | 717 | 623 | 222 | 368 | 362 | 493 | 650 | 597 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.248 | 0.560 | 0.844 | 0.497 | 0.501 | 0.611 | 0.326 | 0.328 | 0.497 | 0.653 | 0.654 |
| Back of Queue ( *Q* ), ft/ln ( 50 th percentile) | | 37.3 | 86 | 101.4 | 128.2 | 114.4 | 76.3 | 51.9 | 51.5 | 86.6 | 172.4 | 159.4 |
| Back of Queue ( *Q* ), veh/ln ( 50 th percentile) | | 1.5 | 3.4 | 4.1 | 5.1 | 4.6 | 3.1 | 2.1 | 2.1 | 3.5 | 6.9 | 6.4 |
| Queue Storage Ratio ( *RQ* ) ( 50 th percentile) | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( *d 1* ), s/veh | | 24.7 | 27.1 | 37.5 | 16.1 | 16.1 | 35.2 | 27.9 | 27.9 | 19.3 | 20.2 | 20.2 |
| Incremental Delay ( *d 2* ), s/veh | | 1.8 | 3.6 | 9.9 | 2.5 | 2.9 | 3.6 | 0.2 | 0.2 | 0.3 | 1.9 | 2.1 |
| Initial Queue Delay ( *d 3* ), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 26.4 | 30.7 | 47.4 | 18.6 | 19.0 | 38.8 | 28.1 | 28.1 | 19.6 | 22.0 | 22.2 |
| Level of Service (LOS) | | C | C | D | B | B | D | C | C | B | C | C |
| Approach Delay, s/veh / LOS | 29.9 | C | | 28.4 | C | | 32.0 | C | | 21.5 | C | |
| Intersection Delay, s/veh / LOS | 26.6 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.8 | C | 2.6 | B | 2.8 | C |
| Bicycle LOS Score / LOS | 1.2 | A | 1.3 | A | 0.8 | A | 1.4 | A |

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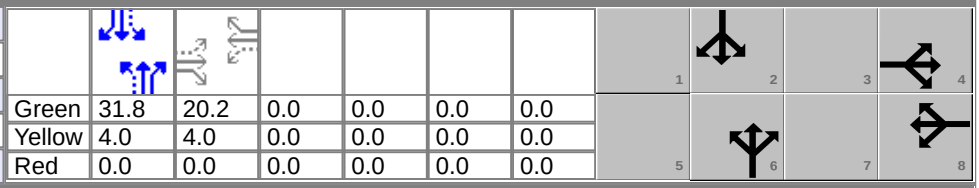
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 1 PROSPECT & VERMONT PM EXISTING.xus | | |
| Project Description | EXISTING | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 163 | 279 | 2 | 72 | 138 | 28 | 1 | 935 | 104 | 21 | 564 | 107 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 31.8 | 20.2 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Yellow | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | | 6 | | 2 |
| Case Number | | 6.0 | | 8.0 | | 8.0 | | 6.0 |
| Phase Duration, s | | 24.2 | | 24.2 | | 35.8 | | 35.8 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.5 | | 3.5 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 17.3 | | 9.5 | | | | |
| Green Extension Time ( $g_e$ ), s | | 1.6 | | 1.7 | | 0.0 | | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | | | | |
| Max Out Probability | | 0.00 | | 0.00 | | | | |

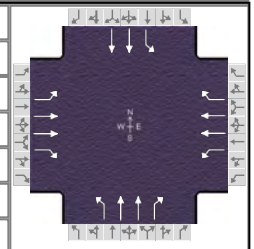
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | 163 | 280 | | | 231 | | 554 | | 460 | 0 | 0 | 322 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1178 | 1874 | | | 1443 | | 1900 | | 1575 | 565 | 1900 | 1753 |
| Queue Service Time ( $g_s$ ), s | 7.4 | 6.8 | | | 1.8 | | 0.0 | | 11.6 | 0.0 | 0.0 | 11.0 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 15.3 | 6.8 | | | 7.5 | | 12.2 | | 11.6 | 0.0 | 0.0 | 11.0 |
| Green Ratio ( *g/C* ) | 0.34 | 0.34 | | | 0.34 | | 0.53 | | 0.53 | 0.53 | 0.53 | 0.53 |
| Capacity ( *c* ), veh/h | 389 | 674 | | | 597 | | 1024 | | 799 | 120 | 964 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.419 | 0.416 | | | 0.387 | | 0.542 | | 0.575 | 0.000 | 0.000 | 0.000 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 82.4 | 104.2 | | | 87.7 | | 170.1 | | 150.2 | 0 | 0 | 0 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 3.3 | 4.2 | | | 3.5 | | 6.8 | | 6.0 | 0.0 | 0.0 | 0.0 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.55 | 0.00 | | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 20.7 | 14.5 | | | 14.3 | | 10.3 | | 10.1 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.3 | 0.2 | | | 0.2 | | 2.1 | | 3.0 | 0.0 | 0.0 | 0.0 |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | | | 0.0 | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 21.0 | 14.6 | | | 14.5 | | 12.4 | | 13.2 | 0.0 | 0.0 | |
| Level of Service (LOS) | C | B | | | B | | B | | B | | | A |
| Approach Delay, s/veh / LOS | 17.0 | B | | 14.5 | B | | 12.7 | B | | | A | |
| Intersection Delay, s/veh / LOS | 11.7 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.7 | B | 2.8 | C | 2.1 | B | 2.2 | B |
| Bicycle LOS Score / LOS | 1.2 | A | 0.9 | A | 1.3 | A | 1.0 | A |

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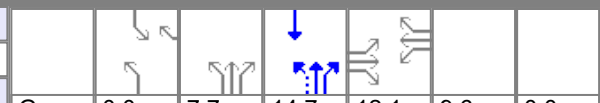
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | HOLLYWOOD BL | File Name | 2HWD & VERMONT PM EXIST.xus | | |
| Project Description | EXISTING | | | | |

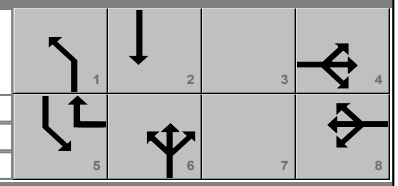


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 16 | 463 | 224 | 88 | 406 | 73 | 236 | 936 | 121 | 73 | 566 | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 0.0 | 7.7 | 14.7 | 12.1 | 9.6 | 0.0 |
| Yellow | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | 1 | 6 | 5 | 2 |
| Case Number | | 9.0 | | 9.0 | 1.1 | 3.0 | 2.0 | 4.0 |
| Phase Duration, s | | 16.1 | | 13.6 | 11.7 | 30.4 | 0.0 | 18.7 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.6 | | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 11.0 | | 8.4 | 7.3 | | | |
| Green Extension Time ( $g_e$ ), s | | 1.0 | | 1.2 | 0.3 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | 1.00 | | | |
| Max Out Probability | | 0.55 | | 0.01 | 0.01 | | | |

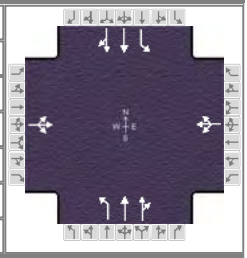
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | |
| Adjusted Flow Rate ( *v* ), veh/h | 16 | 463 | 168 | 88 | 406 | 55 | 236 | 936 | 91 | 0 | 0 | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1810 | 1809 | 1058 | 1810 | 1809 | 1219 | 1810 | 1809 | 1499 | 1810 | 1798 | |
| Queue Service Time ( $g_s$ ), s | 0.4 | 7.0 | 9.0 | 2.6 | 6.4 | 2.4 | 5.3 | 11.7 | 2.2 | 0.0 | 0.0 | |
| Cycle Queue Clearance Time ( $g_c$ ), s | 0.4 | 7.0 | 9.0 | 2.6 | 6.4 | 2.4 | 5.3 | 11.7 | 2.2 | 0.0 | 0.0 | |
| Green Ratio ( *g/C* ) | 0.20 | 0.20 | 0.20 | 0.16 | 0.16 | 0.16 | 0.41 | 0.44 | 0.44 | | 0.24 | |
| Capacity ( *c* ), veh/h | 364 | 729 | 213 | 288 | 577 | 194 | 704 | 1589 | 658 | 3 | 879 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.044 | 0.635 | 0.789 | 0.305 | 0.704 | 0.283 | 0.335 | 0.589 | 0.138 | 0.000 | 0.000 | |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 7.5 | 111.8 | 103.7 | 46.2 | 104.9 | 28.9 | 81.8 | 161.3 | 30.8 | 0 | 0 | |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 0.3 | 4.5 | 4.1 | 1.8 | 4.2 | 1.2 | 3.3 | 6.5 | 1.2 | 0.0 | 0.0 | |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Uniform Delay ( $d_1$ ), s/veh | 19.3 | 21.9 | 22.7 | 22.3 | 23.9 | 22.2 | 12.2 | 12.7 | 10.0 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.0 | 0.3 | 7.9 | 0.2 | 0.6 | 0.3 | 0.1 | 1.6 | 0.4 | 0.0 | 0.0 | |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Control Delay ( *d* ), s/veh | 19.3 | 22.3 | 30.6 | 22.5 | 24.5 | 22.5 | 12.3 | 14.3 | 10.5 | 0.0 | 0.0 | |
| Level of Service (LOS) | B | C | C | C | C | C | B | B | B | | | |
| Approach Delay, s/veh / LOS | 24.4 | C | | 24.0 | C | | 13.7 | B | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 18.8 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 3.0 | C | 2.9 | C | 2.9 | C | 3.0 | C |
| Bicycle LOS Score / LOS | 1.0 | A | 0.9 | A | 1.5 | A | 1.0 | A |

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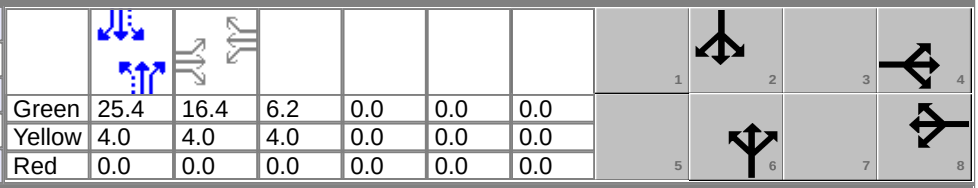
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | HILLHURST AVENUE | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 3 PROSPECT & HILLHURST PM EXISTING.xus | | |
| Project Description | EXISTING | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 182 | 232 | 47 | 26 | 96 | 31 | 44 | 796 | 45 | 23 | 426 | 55 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | | 1 | 2 | 3 | 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Green | 25.4 | 16.4 | 6.2 | 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 | | 6 | | 2 |
| Case Number | | 12.0 | | 12.0 | | 6.0 | | 6.0 |
| Phase Duration, s | | 20.4 | | 10.2 | | 29.4 | | 29.4 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.3 | | 3.3 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 16.2 | | 6.6 | | | | |
| Green Extension Time ( $g_e$ ), s | | 0.2 | | 0.2 | | 0.0 | | 0.0 |
| Phase Call Probability | | 1.00 | | 0.91 | | | | |
| Max Out Probability | | 1.00 | | 0.00 | | | | |

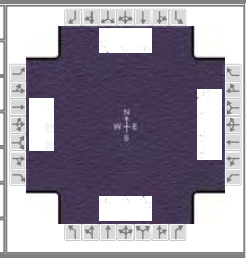
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | | 449 | | | 142 | | 44 | 420 | 410 | 0 | 0 | 232 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1828 | | | 1787 | | 1728 | 1900 | 1855 | 671 | 1900 | 1816 |
| Queue Service Time ( $g_s$ ), s | | 14.2 | | | 4.6 | | 1.1 | 9.8 | 9.8 | 0.0 | 0.0 | 7.0 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 14.2 | | | 4.6 | | 8.1 | 9.8 | 9.8 | 0.0 | 0.0 | 7.0 |
| Green Ratio ( *g/C* ) | | 0.27 | | | 0.10 | | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 |
| Capacity ( *c* ), veh/h | | 500 | | | 185 | | 648 | 803 | 784 | 120 | 803 | |
| Volume-to-Capacity Ratio ( *X* ) | | 0.897 | | | 0.768 | | 0.068 | 0.523 | 0.523 | 0.000 | 0.000 | 0.000 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | | 273.3 | | | 85.2 | | 18.8 | 153.8 | 151.2 | 0 | 0 | 0 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | | 10.9 | | | 3.4 | | 0.8 | 6.2 | 6.0 | 0.0 | 0.0 | 0.0 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | | 0.00 | | | 0.00 | | 0.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 21.0 | | | 26.2 | | 14.8 | 12.8 | 12.8 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | | 19.0 | | | 2.6 | | 0.2 | 2.4 | 2.5 | 0.0 | 0.0 | 0.0 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 40.0 | | | 28.8 | | 15.0 | 15.3 | 15.3 | 0.0 | 0.0 | |
| Level of Service (LOS) | | D | | | C | | B | B | B | | | A |
| Approach Delay, s/veh / LOS | 40.0 | D | | 28.8 | C | | 15.3 | B | | | | A |
| Intersection Delay, s/veh / LOS | 20.7 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.9 | C | 2.1 | B | 2.1 | B |
| Bicycle LOS Score / LOS | 1.2 | A | 0.7 | A | 1.2 | A | 0.9 | A |

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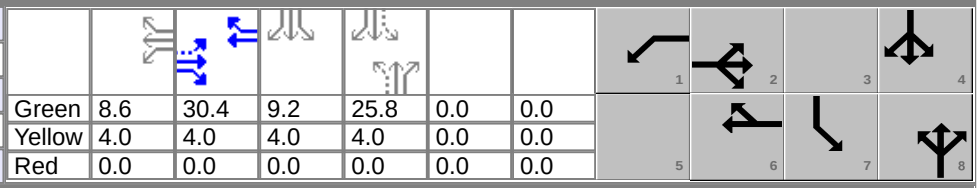
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | 12/6/2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | SUNSET BL/SUNSET A… | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | HILLHURST AV/VIRGIL… | File Name | 4 HILLHURST-VIRGIL-HWD-SUNSET PM EXIST… | | |
| Project Description | EXISTING | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 105 | 71 | 648 | 203 | 404 | 231 | 200 | 473 | 29 | 171 | 614 | 138 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | Off |
| Force Mode | Fixed | Simult. Gap N/S | Off |




| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 8.6 | 30.4 | 9.2 | 25.8 | 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 | 1 | 6 | | 8 | 7 | 4 |
| Case Number | | 7.3 | 2.0 | 4.0 | | 6.3 | 1.0 | 4.0 |
| Phase Duration, s | | 34.4 | 12.6 | 47.0 | | 29.8 | 13.2 | 43.0 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 0.0 | 3.1 | 0.0 | | 3.7 | 3.1 | 3.1 |
| Queue Clearance Time ( $g_s$ ), s | | | 8.4 | | | 27.8 | 9.2 | 20.4 |
| Green Extension Time ( $g_e$ ), s | | 0.0 | 0.3 | 0.0 | | 0.0 | 0.1 | 1.4 |
| Phase Call Probability | | | 0.99 | | | 1.00 | 0.99 | 1.00 |
| Max Out Probability | | | 0.01 | | | 1.00 | 0.50 | 0.00 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | 176 | 648 | 203 | 340 | 295 | 200 | 253 | 249 | 171 | 397 | 355 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1012 | 1105 | 1387 | 1500 | 1283 | 722 | 1500 | 1469 | 1429 | 1500 | 1340 |
| Queue Service Time ( $g_s$ ), s | | 10.7 | 24.7 | 6.4 | 13.8 | 14.0 | 20.5 | 13.0 | 13.1 | 7.2 | 18.3 | 18.4 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 12.1 | 24.7 | 6.4 | 13.8 | 14.0 | 25.8 | 13.0 | 13.1 | 7.2 | 18.3 | 18.4 |
| Green Ratio ( *g/C* ) | | 0.34 | 0.34 | 0.10 | 0.48 | 0.48 | 0.29 | 0.29 | 0.29 | 0.41 | 0.43 | 0.43 |
| Capacity ( *c* ), veh/h | | 405 | 746 | 266 | 717 | 613 | 245 | 430 | 421 | 354 | 650 | 581 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.434 | 0.869 | 0.762 | 0.474 | 0.481 | 0.817 | 0.588 | 0.591 | 0.483 | 0.610 | 0.612 |
| Back of Queue ( *Q* ), ft/ln ( 50 th percentile) | | 80.7 | 193.3 | 55 | 120.3 | 106.7 | 144.1 | 116.2 | 114.8 | 57.1 | 154.8 | 139.7 |
| Back of Queue ( *Q* ), veh/ln ( 50 th percentile) | | 3.2 | 7.7 | 2.2 | 4.8 | 4.3 | 5.8 | 4.6 | 4.6 | 2.3 | 6.2 | 5.6 |
| Queue Storage Ratio ( *RQ* ) ( 50 th percentile) | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 23.5 | 27.9 | 39.7 | 15.9 | 15.9 | 36.5 | 27.5 | 27.6 | 19.3 | 19.7 | 19.7 |
| Incremental Delay ( $d_2$ ), s/veh | | 3.4 | 15.1 | 1.7 | 2.3 | 2.7 | 20.4 | 1.4 | 1.5 | 0.4 | 1.2 | 1.4 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 26.9 | 43.0 | 41.4 | 18.1 | 18.6 | 57.0 | 29.0 | 29.1 | 19.7 | 20.9 | 21.1 |
| Level of Service (LOS) | | C | D | D | B | B | E | C | C | B | C | C |
| Approach Delay, s/veh / LOS | 39.6 | D | | 23.9 | C | | 37.0 | D | | 20.7 | C | |
| Intersection Delay, s/veh / LOS | 29.7 | | | | | | C | | | | | |

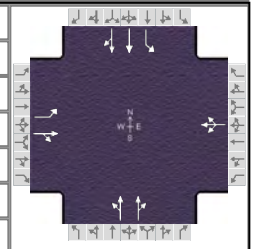
| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.8 | C | 2.6 | B | 2.8 | C |
| Bicycle LOS Score / LOS | 1.8 | A | 1.2 | A | 1.1 | A | 1.2 | A |

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EXISTING + MODIFIED PROJECT

# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 11, 2023 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 1 PROSPECT & VERMONT AM EXIST+PROJ.xus | | |
| Project Description | EXISTING+PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 104 | 205 | 1 | 113 | 265 | 28 | 0 | 492 | 83 | 24 | 699 | 140 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | 1 | 2 | 3 | 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Green | 30.4 | 20.6 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 |
| Yellow | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | | 6 | | 2 |
| Case Number | | 6.0 | | 8.0 | | 8.0 | | 6.0 |
| Phase Duration, s | | 25.1 | | 25.1 | | 34.9 | | 34.9 |
| Change Period, ( $Y+R_c$ ), s | | 4.5 | | 4.5 | | 4.5 | | 4.5 |
| Max Allow Headway ( *MAH* ), s | | 3.5 | | 3.5 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 18.8 | | 14.9 | | | | |
| Green Extension Time ( $g_e$ ), s | | 1.8 | | 1.8 | | 0.0 | | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | | | | |
| Max Out Probability | | 0.00 | | 0.00 | | | | |

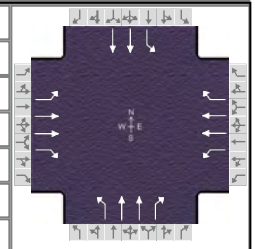
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | 104 | 0 | | | 401 | | 0 | | 265 | 0 | 0 | 402 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1087 | 0 | | | 1595 | | 0 | | 1705 | 866 | 1900 | 1735 |
| Queue Service Time ( $g_s$ ), s | 5.4 | 0.0 | | | 9.0 | | 0.0 | | 5.4 | 0.0 | 0.0 | 14.9 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 16.8 | 0.0 | | | 12.9 | | 0.0 | | 5.4 | 0.0 | 0.0 | 14.9 |
| Green Ratio ( *g/C* ) | 0.34 | | | | 0.34 | | | | 0.51 | 0.51 | 0.51 | 0.51 |
| Capacity ( *c* ), veh/h | 287 | | | | 624 | | | | 864 | 120 | 963 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.363 | 0.000 | | | 0.642 | | 0.000 | | 0.306 | 0.000 | 0.000 | 0.000 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 58.1 | 0 | | | 159.1 | | 0 | | 80.4 | 0 | 0 | 0 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 2.3 | 0.0 | | | 6.4 | | 0.0 | | 3.2 | 0.0 | 0.0 | 0.0 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.39 | 0.00 | | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 23.8 | | | | 17.0 | | | | 8.6 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.3 | 0.0 | | | 0.4 | | 0.0 | | 0.9 | 0.0 | 0.0 | 0.0 |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | | | 0.0 | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 24.1 | | | | 17.4 | | | | 9.6 | 0.0 | 0.0 | |
| Level of Service (LOS) | C | | | | B | | | | A | | | A |
| Approach Delay, s/veh / LOS | 17.8 | | B | 17.4 | | B | 9.5 | | A | | | A |
| Intersection Delay, s/veh / LOS | 10.4 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.7 | B | 2.9 | C | 2.1 | B | 2.2 | B |
| Bicycle LOS Score / LOS | 1.0 | A | 1.1 | A | 0.9 | A | 1.2 | A |

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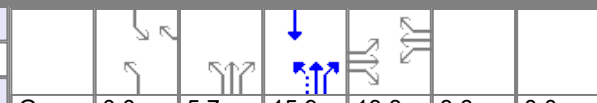
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 11, 2023 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | HOLLYWOOD BL | File Name | 2HWD & VERMONT AM EXIST+PROJ.xus | | |
| Project Description | EXISTING+PROJ | | | | |

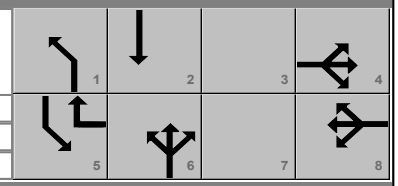


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 17 | 395 | 223 | 58 | 361 | 35 | 172 | 517 | 57 | 71 | 736 | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 0.0 | 5.7 | 15.9 | 13.8 | 8.6 | 0.0 | | | | | | |
| Yellow | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 0.0 | | | | | | |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | 1 | 6 | 5 | 2 |
| Case Number | | 9.0 | | 9.0 | 1.1 | 3.0 | 2.0 | 4.0 |
| Phase Duration, s | | 17.8 | | 12.6 | 9.7 | 29.6 | 0.0 | 19.9 |
| Change Period, ( *Y+R c* ), s | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.6 | | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 |
| Queue Clearance Time ( *g s* ), s | | 13.1 | | 7.7 | 5.8 | | | |
| Green Extension Time ( *g e* ), s | | 0.7 | | 0.9 | 0.2 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | 0.94 | | | |
| Max Out Probability | | 1.00 | | 0.01 | 0.00 | | | |

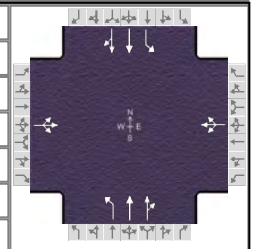
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | |
| Adjusted Flow Rate ( *v* ), veh/h | 17 | 395 | 222 | 58 | 361 | 30 | 172 | 517 | 38 | 0 | 0 | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1810 | 1809 | 1143 | 1810 | 1809 | 1354 | 1810 | 1809 | 1449 | 1810 | 1798 | |
| Queue Service Time ( *g s* ), s | 0.4 | 5.7 | 11.1 | 1.7 | 5.7 | 1.2 | 3.8 | 5.7 | 0.9 | 0.0 | 0.0 | |
| Cycle Queue Clearance Time ( *g c* ), s | 0.4 | 5.7 | 11.1 | 1.7 | 5.7 | 1.2 | 3.8 | 5.7 | 0.9 | 0.0 | 0.0 | |
| Green Ratio ( *g/C* ) | 0.23 | 0.23 | 0.23 | 0.14 | 0.14 | 0.14 | 0.39 | 0.43 | 0.43 | | 0.26 | |
| Capacity ( *c* ), veh/h | 417 | 833 | 263 | 259 | 518 | 194 | 673 | 1544 | 618 | 3 | 953 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.041 | 0.474 | 0.844 | 0.224 | 0.697 | 0.155 | 0.255 | 0.335 | 0.061 | 0.000 | 0.000 | |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 7.6 | 92.5 | 150.4 | 30.7 | 96.5 | 15.7 | 60.2 | 89 | 12.8 | 0 | 0 | |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 0.3 | 3.7 | 6.0 | 1.2 | 3.9 | 0.6 | 2.4 | 3.6 | 0.5 | 0.0 | 0.0 | |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Uniform Delay ( *d 1* ), s/veh | 17.9 | 20.0 | 22.1 | 22.8 | 24.5 | 22.5 | 12.2 | 11.5 | 10.1 | 0.0 | 0.0 | |
| Incremental Delay ( *d 2* ), s/veh | 0.0 | 0.2 | 17.4 | 0.2 | 0.6 | 0.1 | 0.1 | 0.6 | 0.2 | 0.0 | 0.0 | |
| Initial Queue Delay ( *d 3* ), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Control Delay ( *d* ), s/veh | 18.0 | 20.1 | 39.5 | 22.9 | 25.1 | 22.7 | 12.3 | 12.1 | 10.3 | 0.0 | 0.0 | |
| Level of Service (LOS) | B | C | D | C | C | C | B | B | B | | | |
| Approach Delay, s/veh / LOS | 26.8 | C | | 24.7 | C | | 12.1 | B | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 20.4 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 3.0 | C | 2.9 | C | 2.9 | C | 2.9 | C |
| Bicycle LOS Score / LOS | 1.0 | A | 0.9 | A | 1.1 | A | 1.2 | A |

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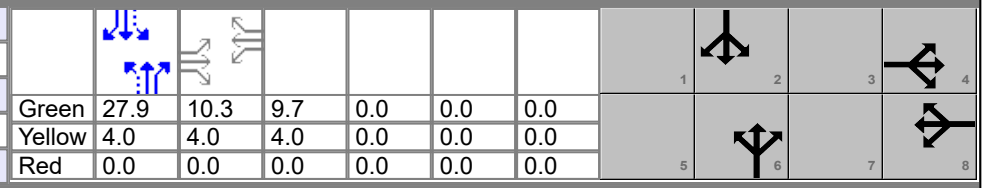
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 11, 2023 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | HILLHURST AVENUE | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 3 PROSPECT & HILLHURST AM EXISTING+PR… | | |
| Project Description | EXISTING+PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 101 | 111 | 52 | 38 | 191 | 25 | 47 | 463 | 12 | 22 | 723 | 136 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 27.9 | 10.3 | 9.7 | 0.0 | 0.0 | 0.0 | | | | | | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | | 6 | | 2 |
| Case Number | | 12.0 | | 12.0 | | 6.0 | | 6.0 |
| Phase Duration, s | | 14.3 | | 13.7 | | 31.9 | | 31.9 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.3 | | 3.3 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 10.4 | | 9.8 | | | | |
| Green Extension Time ( $g_e$ ), s | | 0.0 | | 0.1 | | 0.0 | | 0.0 |
| Phase Call Probability | | 0.99 | | 0.98 | | | | |
| Max Out Probability | | 1.00 | | 1.00 | | | | |

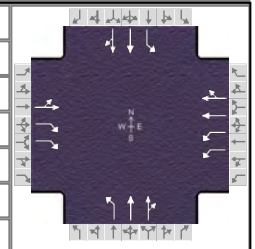
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | | 259 | | | 248 | | 0 | 0 | 236 | 22 | 425 | 401 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1787 | | | 1852 | | 674 | 1900 | 1887 | 1762 | 1900 | 1789 |
| Queue Service Time ( $g_s$ ), s | | 8.4 | | | 7.8 | | 0.0 | 0.0 | 4.9 | 0.5 | 9.2 | 9.3 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 8.4 | | | 7.8 | | 0.0 | 0.0 | 4.9 | 5.4 | 9.2 | 9.3 |
| Green Ratio ( *g/C* ) | | 0.17 | | | 0.16 | | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 |
| Capacity ( *c* ), veh/h | | 308 | | | 300 | | 120 | 885 | | 797 | 885 | 833 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.842 | | | 0.826 | | 0.000 | 0.000 | 0.000 | 0.028 | 0.481 | 0.481 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | | 175.4 | | | 153.1 | | 0 | 0 | 0 | 7.8 | 140.6 | 134.8 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | | 7.0 | | | 6.1 | | 0.0 | 0.0 | 0.0 | 0.3 | 5.6 | 5.4 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | | 0.00 | | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 24.0 | | | 24.3 | | 0.0 | 0.0 | | 11.5 | 11.0 | 11.0 |
| Incremental Delay ( $d_2$ ), s/veh | | 17.7 | | | 11.1 | | 0.0 | 0.0 | 0.0 | 0.1 | 1.9 | 2.0 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 41.8 | | | 35.4 | | 0.0 | 0.0 | | 11.6 | 12.9 | 13.0 |
| Level of Service (LOS) | | D | | | D | | | | A | B | B | B |
| Approach Delay, s/veh / LOS | 41.8 | D | | 35.4 | D | | | A | | 12.9 | B | |
| Intersection Delay, s/veh / LOS | 19.1 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.9 | C | 2.1 | B | 2.1 | B |
| Bicycle LOS Score / LOS | 0.9 | A | 0.9 | A | 0.9 | A | 1.2 | A |

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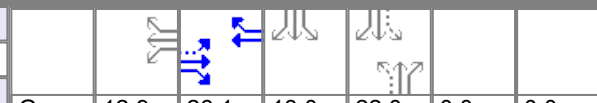
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 11, 2023 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | SUNSET BL/SUNSET A… | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | HILLHURST AV/VIRGIL… | File Name | 4 HILLHURST-VIRGIL-HWD-SUNSET AM EXIST… | | |
| Project Description | EXISTING+PROJECT | | | | |

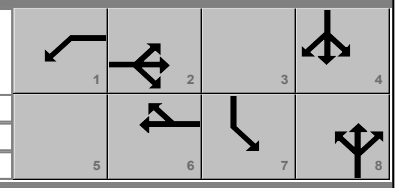


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 60 | 23 | 357 | 337 | 505 | 165 | 137 | 234 | 8 | 247 | 684 | 139 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | Off |
| Force Mode | Fixed | Simult. Gap N/S | Off |



| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 12.9 | 26.1 | 13.0 | 22.0 | 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 | 1 | 6 | | 8 | 7 | 4 |
| Case Number | | 7.3 | 2.0 | 4.0 | | 6.3 | 1.0 | 4.0 |
| Phase Duration, s | | 30.1 | 16.9 | 47.0 | | 26.0 | 17.0 | 43.0 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 0.0 | 3.1 | 0.0 | | 4.1 | 3.1 | 3.1 |
| Queue Clearance Time ( $g_s$ ), s | | | 12.7 | | | 23.6 | 13.1 | 22.5 |
| Green Extension Time ( $g_e$ ), s | | 0.0 | 0.3 | 0.0 | | 0.0 | 0.0 | 1.6 |
| Phase Call Probability | | | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Max Out Probability | | | 0.84 | | | 1.00 | 1.00 | 0.00 |

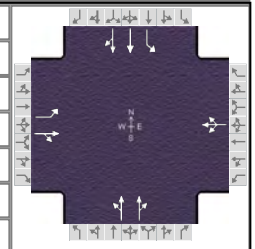
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | | 83 | 357 | 337 | 357 | 313 | 137 | 122 | 120 | 247 | 429 | 394 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 917 | 1100 | 1387 | 1500 | 1304 | 676 | 1500 | 1476 | 1429 | 1500 | 1377 |
| Queue Service Time ( $g_s$ ), s | | 5.2 | 12.4 | 10.7 | 14.7 | 14.8 | 18.2 | 6.0 | 6.0 | 11.1 | 20.4 | 20.5 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 5.9 | 12.4 | 10.7 | 14.7 | 14.8 | 21.6 | 6.0 | 6.0 | 11.1 | 20.4 | 20.5 |
| Green Ratio ( *g/C* ) | | 0.29 | 0.29 | 0.14 | 0.48 | 0.48 | 0.24 | 0.24 | 0.24 | 0.41 | 0.43 | 0.43 |
| Capacity ( *c* ), veh/h | | 334 | 637 | 399 | 717 | 623 | 219 | 367 | 361 | 491 | 650 | 597 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.248 | 0.560 | 0.844 | 0.498 | 0.502 | 0.625 | 0.332 | 0.334 | 0.503 | 0.660 | 0.661 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | | 67.1 | 134.3 | 153.8 | 187.6 | 170.7 | 124.4 | 90.4 | 89.8 | 136.2 | 243.7 | 227.7 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | | 2.7 | 5.4 | 6.2 | 7.5 | 6.8 | 5.0 | 3.6 | 3.6 | 5.4 | 9.7 | 9.1 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 24.7 | 27.1 | 37.5 | 16.1 | 16.1 | 35.6 | 28.0 | 28.0 | 19.3 | 20.2 | 20.2 |
| Incremental Delay ( $d_2$ ), s/veh | | 1.8 | 3.6 | 9.9 | 2.5 | 2.9 | 4.2 | 0.2 | 0.2 | 0.3 | 2.0 | 2.2 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 26.4 | 30.7 | 47.4 | 18.6 | 19.1 | 39.8 | 28.1 | 28.2 | 19.6 | 22.2 | 22.4 |
| Level of Service (LOS) | | C | C | D | B | B | D | C | C | B | C | C |
| Approach Delay, s/veh / LOS | 29.9 | C | | 28.4 | C | | 32.4 | C | | 21.7 | C | |
| Intersection Delay, s/veh / LOS | 26.7 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.8 | C | 2.6 | B | 2.8 | C |
| Bicycle LOS Score / LOS | 1.2 | A | 1.3 | A | 0.8 | A | 1.4 | A |

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# HCS 2010 Signalized Intersection Results Summary

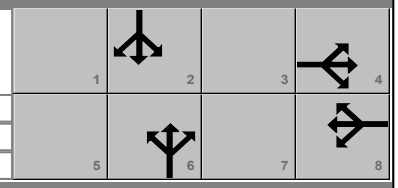
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 11, 2023 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 1 PROSPECT & VERMONT PM EXISTING+PRO… | | |
| Project Description | EXISTING+PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 163 | 304 | 2 | 91 | 162 | 42 | 1 | 935 | 124 | 36 | 564 | 107 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 29.7 | 22.3 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Yellow | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | | 6 | | 2 |
| Case Number | | 6.0 | | 8.0 | | 8.0 | | 6.0 |
| Phase Duration, s | | 26.3 | | 26.3 | | 33.7 | | 33.7 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.5 | | 3.5 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 18.9 | | 11.2 | | | | |
| Green Extension Time ( $g_e$ ), s | | 1.9 | | 1.9 | | 0.0 | | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | | | | |
| Max Out Probability | | 0.00 | | 0.00 | | | | |

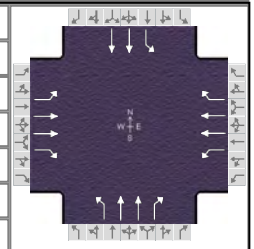
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | 163 | 305 | | | 288 | | 569 | | 465 | 0 | 0 | 322 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1148 | 1875 | | | 1428 | | 1900 | | 1550 | 555 | 1900 | 1753 |
| Queue Service Time ( $g_s$ ), s | 7.5 | 7.0 | | | 3.6 | | 0.0 | | 12.9 | 0.0 | 0.0 | 11.0 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 16.9 | 7.0 | | | 9.2 | | 13.6 | | 12.9 | 0.0 | 0.0 | 11.0 |
| Green Ratio ( *g/C* ) | 0.37 | 0.37 | | | 0.37 | | 0.49 | | 0.49 | 0.49 | 0.49 | 0.49 |
| Capacity ( *c* ), veh/h | 398 | 745 | | | 647 | | 952 | | 727 | 120 | 892 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.410 | 0.409 | | | 0.445 | | 0.598 | | 0.639 | 0.000 | 0.000 | 0.000 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 81.1 | 105.4 | | | 105.1 | | 195.6 | | 171.8 | 0 | 0 | 0 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 3.2 | 4.2 | | | 4.2 | | 7.8 | | 6.9 | 0.0 | 0.0 | 0.0 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.54 | 0.00 | | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 20.1 | 13.0 | | | 13.4 | | 12.1 | | 11.9 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.3 | 0.1 | | | 0.2 | | 2.8 | | 4.3 | 0.0 | 0.0 | 0.0 |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | | | 0.0 | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 20.4 | 13.1 | | | 13.6 | | 14.9 | | 16.2 | 0.0 | 0.0 | |
| Level of Service (LOS) | C | B | | | B | | B | | B | | | A |
| Approach Delay, s/veh / LOS | 15.7 | B | | 13.6 | B | | 15.5 | B | | | A | |
| Intersection Delay, s/veh / LOS | 12.7 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.7 | B | 2.8 | C | 2.1 | B | 2.2 | B |
| Bicycle LOS Score / LOS | 1.3 | A | 1.0 | A | 1.3 | A | 1.0 | A |

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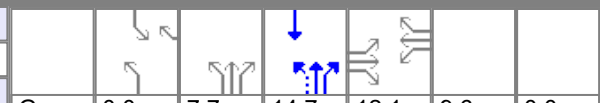
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 11, 2023 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | HOLLYWOOD BL | File Name | 2HWD & VERMONT PM EXIST+PROJ.xus | | |
| Project Description | EXISTING+PROJECT | | | | |

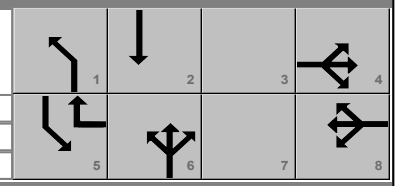


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 16 | 463 | 224 | 88 | 406 | 73 | 236 | 956 | 121 | 73 | 584 | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 0.0 | 7.7 | 14.7 | 12.1 | 9.6 | 0.0 |
| Yellow | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | 1 | 6 | 5 | 2 |
| Case Number | | 9.0 | | 9.0 | 1.1 | 3.0 | 2.0 | 4.0 |
| Phase Duration, s | | 16.1 | | 13.6 | 11.7 | 30.4 | 0.0 | 18.7 |
| Change Period, ( *Y+R c* ), s | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.6 | | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 |
| Queue Clearance Time ( *g s* ), s | | 11.0 | | 8.4 | 7.3 | | | |
| Green Extension Time ( *g e* ), s | | 1.0 | | 1.2 | 0.3 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | 1.00 | | | |
| Max Out Probability | | 0.55 | | 0.01 | 0.01 | | | |

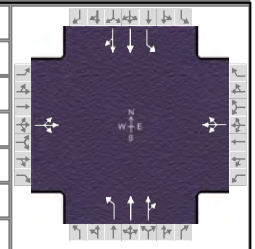
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | |
| Adjusted Flow Rate ( *v* ), veh/h | 16 | 463 | 168 | 88 | 406 | 55 | 236 | 956 | 91 | 0 | 0 | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1810 | 1809 | 1058 | 1810 | 1809 | 1219 | 1810 | 1809 | 1499 | 1810 | 1798 | |
| Queue Service Time ( *g s* ), s | 0.4 | 7.0 | 9.0 | 2.6 | 6.4 | 2.4 | 5.3 | 12.1 | 2.2 | 0.0 | 0.0 | |
| Cycle Queue Clearance Time ( *g c* ), s | 0.4 | 7.0 | 9.0 | 2.6 | 6.4 | 2.4 | 5.3 | 12.1 | 2.2 | 0.0 | 0.0 | |
| Green Ratio ( *g/C* ) | 0.20 | 0.20 | 0.20 | 0.16 | 0.16 | 0.16 | 0.41 | 0.44 | 0.44 | | 0.24 | |
| Capacity ( *c* ), veh/h | 364 | 729 | 213 | 288 | 577 | 194 | 704 | 1589 | 658 | 3 | 879 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.044 | 0.635 | 0.789 | 0.305 | 0.704 | 0.283 | 0.335 | 0.602 | 0.138 | 0.000 | 0.000 | |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 7.5 | 111.8 | 103.7 | 46.2 | 104.9 | 28.9 | 81.8 | 165.4 | 30.8 | 0 | 0 | |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 0.3 | 4.5 | 4.1 | 1.8 | 4.2 | 1.2 | 3.3 | 6.6 | 1.2 | 0.0 | 0.0 | |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Uniform Delay ( *d 1* ), s/veh | 19.3 | 21.9 | 22.7 | 22.3 | 23.9 | 22.2 | 12.2 | 12.8 | 10.0 | 0.0 | 0.0 | |
| Incremental Delay ( *d 2* ), s/veh | 0.0 | 0.3 | 7.9 | 0.2 | 0.6 | 0.3 | 0.1 | 1.7 | 0.4 | 0.0 | 0.0 | |
| Initial Queue Delay ( *d 3* ), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Control Delay ( *d* ), s/veh | 19.3 | 22.3 | 30.6 | 22.5 | 24.5 | 22.5 | 12.3 | 14.5 | 10.5 | 0.0 | 0.0 | |
| Level of Service (LOS) | B | C | C | C | C | C | B | B | B | | | |
| Approach Delay, s/veh / LOS | 24.4 | C | | 24.0 | C | | 13.8 | B | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 18.8 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 3.0 | C | 2.9 | C | 2.9 | C | 3.0 | C |
| Bicycle LOS Score / LOS | 1.0 | A | 0.9 | A | 1.5 | A | 1.0 | A |

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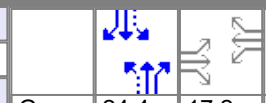
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 11, 2023 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | HILLHURST AVENUE | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 3 PROSPECT & HILLHURST PM EXISTING+PR… | | |
| Project Description | EXISTING+PROJECT | | | | |

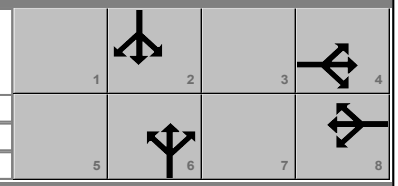


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 185 | 238 | 61 | 26 | 103 | 31 | 54 | 796 | 45 | 23 | 426 | 58 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 24.4 | 17.2 | 6.5 | 0.0 | 0.0 | 0.0 | | | | | | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | | 6 | | 2 |
| Case Number | | 12.0 | | 12.0 | | 6.0 | | 6.0 |
| Phase Duration, s | | 21.2 | | 10.5 | | 28.4 | | 28.4 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.3 | | 3.3 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 17.0 | | 6.8 | | | | |
| Green Extension Time ( $g_e$ ), s | | 0.2 | | 0.2 | | 0.0 | | 0.0 |
| Phase Call Probability | | 1.00 | | 0.92 | | | | |
| Max Out Probability | | 1.00 | | 0.00 | | | | |

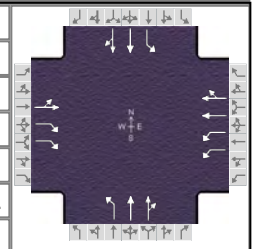
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | | 472 | | | 149 | | 54 | 420 | 410 | 0 | 0 | 234 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1818 | | | 1794 | | 1726 | 1900 | 1854 | 671 | 1900 | 1812 |
| Queue Service Time ( $g_s$ ), s | | 15.0 | | | 4.8 | | 1.4 | 10.1 | 10.1 | 0.0 | 0.0 | 7.1 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 15.0 | | | 4.8 | | 8.5 | 10.1 | 10.1 | 0.0 | 0.0 | 7.1 |
| Green Ratio ( *g/C* ) | | 0.29 | | | 0.11 | | 0.41 | 0.41 | 0.41 | 0.41 | 0.41 | 0.41 |
| Capacity ( *c* ), veh/h | | 520 | | | 193 | | 617 | 772 | 753 | 120 | 772 | |
| Volume-to-Capacity Ratio ( *X* ) | | 0.907 | | | 0.770 | | 0.088 | 0.544 | 0.545 | 0.000 | 0.000 | 0.000 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | | 298.9 | | | 88.3 | | 24.2 | 160.1 | 157.4 | 0 | 0 | 0 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | | 12.0 | | | 3.5 | | 1.0 | 6.4 | 6.3 | 0.0 | 0.0 | 0.0 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | | 0.00 | | | 0.00 | | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 20.7 | | | 26.0 | | 15.7 | 13.6 | 13.6 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | | 22.5 | | | 2.5 | | 0.3 | 2.8 | 2.8 | 0.0 | 0.0 | 0.0 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 43.1 | | | 28.5 | | 16.0 | 16.4 | 16.4 | 0.0 | 0.0 | |
| Level of Service (LOS) | | D | | | C | | B | B | B | | | A |
| Approach Delay, s/veh / LOS | 43.1 | D | | 28.5 | C | | 16.4 | B | | | | A |
| Intersection Delay, s/veh / LOS | 22.3 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.9 | C | 2.1 | B | 2.1 | B |
| Bicycle LOS Score / LOS | 1.3 | A | 0.7 | A | 1.2 | A | 0.9 | A |

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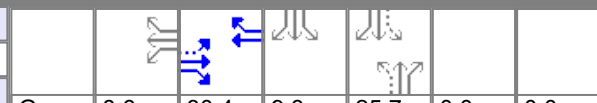
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 11, 2023 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | SUNSET BL/SUNSET A… | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | HILLHURST AV/VIRGIL… | File Name | 4 HILLHURST-VIRGIL-HWD-SUNSET PM EXIST… | | |
| Project Description | EXISTING+PROJECT | | | | |

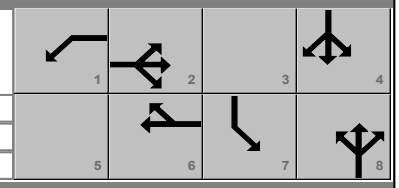


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 105 | 71 | 648 | 203 | 405 | 233 | 203 | 480 | 33 | 174 | 620 | 144 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | Off |
| Force Mode | Fixed | Simult. Gap N/S | Off |



| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 8.6 | 30.4 | 9.3 | 25.7 | 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 | 1 | 6 | | 8 | 7 | 4 |
| Case Number | | 7.3 | 2.0 | 4.0 | | 6.3 | 1.0 | 4.0 |
| Phase Duration, s | | 34.4 | 12.6 | 47.0 | | 29.7 | 13.3 | 43.0 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 0.0 | 3.1 | 0.0 | | 3.8 | 3.1 | 3.1 |
| Queue Clearance Time ( $g_s$ ), s | | | 8.4 | | | 27.7 | 9.4 | 20.8 |
| Green Extension Time ( $g_e$ ), s | | 0.0 | 0.3 | 0.0 | | 0.0 | 0.1 | 1.5 |
| Phase Call Probability | | | 0.99 | | | 1.00 | 0.99 | 1.00 |
| Max Out Probability | | | 0.01 | | | 1.00 | 0.59 | 0.00 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | 176 | 648 | 203 | 342 | 296 | 203 | 259 | 254 | 174 | 403 | 361 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1007 | 1105 | 1387 | 1500 | 1283 | 714 | 1500 | 1466 | 1429 | 1500 | 1338 |
| Queue Service Time ( $g_s$ ), s | | 10.7 | 24.7 | 6.4 | 13.9 | 14.1 | 20.1 | 13.4 | 13.5 | 7.4 | 18.8 | 18.8 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 12.2 | 24.7 | 6.4 | 13.9 | 14.1 | 25.7 | 13.4 | 13.5 | 7.4 | 18.8 | 18.8 |
| Green Ratio ( *g/C* ) | | 0.34 | 0.34 | 0.10 | 0.48 | 0.48 | 0.29 | 0.29 | 0.29 | 0.41 | 0.43 | 0.43 |
| Capacity ( *c* ), veh/h | | 404 | 746 | 266 | 717 | 613 | 240 | 428 | 418 | 350 | 650 | 580 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.436 | 0.869 | 0.762 | 0.476 | 0.484 | 0.847 | 0.605 | 0.608 | 0.498 | 0.621 | 0.622 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | | 127.6 | 265.6 | 93.5 | 178.4 | 161.3 | 221.1 | 177.7 | 175.6 | 98 | 224.3 | 205.3 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | | 5.1 | 10.6 | 3.7 | 7.1 | 6.5 | 8.8 | 7.1 | 7.0 | 3.9 | 9.0 | 8.2 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 23.6 | 27.9 | 39.7 | 15.9 | 16.0 | 37.1 | 27.8 | 27.8 | 19.4 | 19.8 | 19.8 |
| Incremental Delay ( $d_2$ ), s/veh | | 3.4 | 15.1 | 1.7 | 2.3 | 2.7 | 27.1 | 1.8 | 1.9 | 0.4 | 1.4 | 1.6 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 27.0 | 43.0 | 41.4 | 18.2 | 18.7 | 64.2 | 29.6 | 29.7 | 19.8 | 21.1 | 21.4 |
| Level of Service (LOS) | | C | D | D | B | B | E | C | C | B | C | C |
| Approach Delay, s/veh / LOS | 39.6 | D | | 24.0 | C | | 39.4 | D | | 21.0 | C | |
| Intersection Delay, s/veh / LOS | 30.3 | | | | | | C | | | | | |

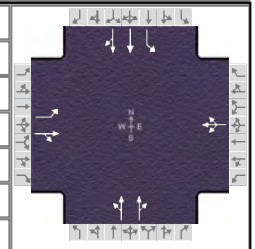
| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.8 | C | 2.6 | B | 2.8 | C |
| Bicycle LOS Score / LOS | 1.8 | A | 1.2 | A | 1.1 | A | 1.3 | A |

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FUTURE 2025 WO PROEJCT

# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 12, 2023 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2025 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 1 PROSPECT & VERMONT AM FUT WO PROJ.... | | |
| Project Description | FUTURE WO PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 111 | 209 | 1 | 113 | 270 | 21 | 0 | 567 | 81 | 20 | 871 | 149 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | 1 | 2 | 3 | 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Green | 30.5 | 20.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 |
| Yellow | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | | 6 | | 2 |
| Case Number | | 6.0 | | 8.0 | | 8.0 | | 6.0 |
| Phase Duration, s | | 25.0 | | 25.0 | | 35.0 | | 35.0 |
| Change Period, ( $Y+R_c$ ), s | | 4.5 | | 4.5 | | 4.5 | | 4.5 |
| Max Allow Headway ( *MAH* ), s | | 3.5 | | 3.5 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 22.4 | | 16.3 | | | | |
| Green Extension Time ( $g_e$ ), s | | 0.0 | | 0.9 | | 0.0 | | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | | | | |
| Max Out Probability | | 1.00 | | 0.76 | | | | |

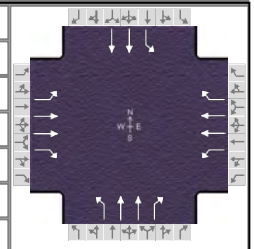
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | 111 | 0 | | | 399 | | 0 | | 300 | 0 | 0 | 493 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1091 | 0 | | | 1516 | | 0 | | 1721 | 810 | 1900 | 1744 |
| Queue Service Time ( $g_s$ ), s | 6.1 | 0.0 | | | 9.3 | | 0.0 | | 6.2 | 0.0 | 0.0 | 11.6 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 20.4 | 0.0 | | | 14.3 | | 0.0 | | 6.2 | 0.0 | 0.0 | 11.6 |
| Green Ratio ( *g/C* ) | 0.34 | | | | 0.34 | | | | 0.51 | 0.51 | 0.51 | 0.51 |
| Capacity ( *c* ), veh/h | 232 | | | | 595 | | | | 875 | 120 | 966 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.478 | 0.000 | | | 0.671 | | 0.000 | | 0.343 | 0.000 | 0.000 | 0.000 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 67.6 | 0 | | | 174.2 | | 0 | | 90.3 | 0 | 0 | 0 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 2.7 | 0.0 | | | 7.0 | | 0.0 | | 3.6 | 0.0 | 0.0 | 0.0 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.45 | 0.00 | | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 26.9 | | | | 17.7 | | | | 8.8 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.6 | 0.0 | | | 2.4 | | 0.0 | | 1.1 | 0.0 | 0.0 | 0.0 |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | | | 0.0 | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 27.4 | | | | 20.1 | | | | 9.9 | 0.0 | 0.0 | |
| Level of Service (LOS) | C | | | | C | | | | A | | | A |
| Approach Delay, s/veh / LOS | 19.2 | B | | 20.1 | C | | 9.8 | A | | | A | |
| Intersection Delay, s/veh / LOS | 10.8 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.7 | B | 2.9 | C | 2.1 | B | 2.2 | B |
| Bicycle LOS Score / LOS | 1.0 | A | 1.1 | A | 1.0 | A | 1.3 | A |

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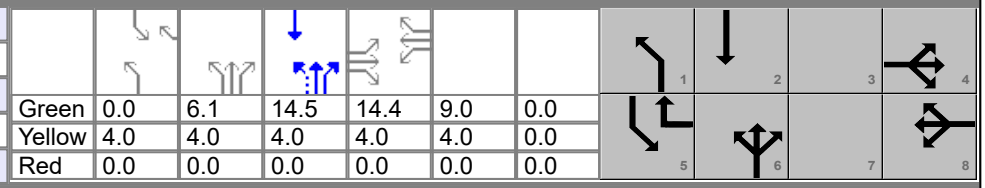
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 11, 2023 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2025 | Analysis Period | 1> 7:00 |
| Intersection | HOLLYWOOD BL | File Name | 2HWD & VERMONT AM FUT WO.xus | | |
| Project Description | FUTURE WO PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 21 | 429 | 238 | 62 | 388 | 37 | 183 | 567 | 61 | 76 | 807 | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 0.0 | 6.1 | 14.5 | 14.4 | 9.0 | 0.0 | 1 | 2 | 3 | 4 | | |
| Yellow | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 0.0 | 5 | 6 | 7 | 8 | | |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | 1 | 6 | 5 | 2 |
| Case Number | | 9.0 | | 9.0 | 1.1 | 3.0 | 2.0 | 4.0 |
| Phase Duration, s | | 18.4 | | 13.0 | 10.1 | 28.6 | 0.0 | 18.5 |
| Change Period, ( *Y+R c* ), s | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.6 | | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 |
| Queue Clearance Time ( *g s* ), s | | 13.7 | | 8.1 | 6.2 | | | |
| Green Extension Time ( *g e* ), s | | 0.6 | | 0.9 | 0.2 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | 0.95 | | | |
| Max Out Probability | | 1.00 | | 0.02 | 0.01 | | | |

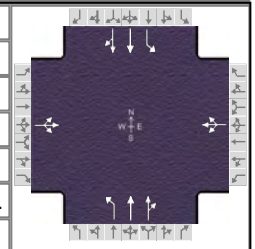
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | |
| Adjusted Flow Rate ( *v* ), veh/h | 21 | 429 | 237 | 62 | 388 | 32 | 183 | 567 | 42 | 0 | 0 | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1810 | 1809 | 1158 | 1810 | 1809 | 1364 | 1810 | 1809 | 1448 | 1810 | 1798 | |
| Queue Service Time ( *g s* ), s | 0.5 | 6.1 | 11.7 | 1.8 | 6.1 | 1.2 | 4.2 | 6.6 | 1.1 | 0.0 | 0.0 | |
| Cycle Queue Clearance Time ( *g c* ), s | 0.5 | 6.1 | 11.7 | 1.8 | 6.1 | 1.2 | 4.2 | 6.6 | 1.1 | 0.0 | 0.0 | |
| Green Ratio ( *g/C* ) | 0.24 | 0.24 | 0.24 | 0.15 | 0.15 | 0.15 | 0.38 | 0.41 | 0.41 | | 0.24 | |
| Capacity ( *c* ), veh/h | 433 | 865 | 277 | 273 | 546 | 206 | 652 | 1483 | 594 | 3 | 867 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.049 | 0.496 | 0.856 | 0.227 | 0.711 | 0.156 | 0.281 | 0.382 | 0.071 | 0.000 | 0.000 | |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 9.3 | 98.6 | 165.2 | 32.5 | 101.9 | 16.6 | 67 | 100.5 | 14.8 | 0 | 0 | |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 0.4 | 3.9 | 6.6 | 1.3 | 4.1 | 0.7 | 2.7 | 4.0 | 0.6 | 0.0 | 0.0 | |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Uniform Delay ( *d 1* ), s/veh | 17.6 | 19.7 | 21.8 | 22.4 | 24.2 | 22.2 | 13.0 | 12.4 | 10.8 | 0.0 | 0.0 | |
| Incremental Delay ( *d 2* ), s/veh | 0.0 | 0.2 | 20.5 | 0.2 | 0.7 | 0.1 | 0.1 | 0.8 | 0.2 | 0.0 | 0.0 | |
| Initial Queue Delay ( *d 3* ), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Control Delay ( *d* ), s/veh | 17.6 | 19.9 | 42.3 | 22.6 | 24.9 | 22.3 | 13.1 | 13.1 | 11.0 | 0.0 | 0.0 | |
| Level of Service (LOS) | B | B | D | C | C | C | B | B | B | | | |
| Approach Delay, s/veh / LOS | 27.5 | C | | 24.4 | C | | 13.0 | B | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 20.9 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 3.0 | C | 2.9 | C | 2.9 | C | 2.9 | C |
| Bicycle LOS Score / LOS | 1.1 | A | 0.9 | A | 1.1 | A | 1.2 | A |

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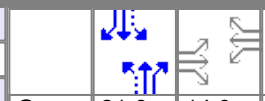
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 13, 2023 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | HILLHURST AVENUE | Analysis Year | 2025 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 3 PROSPECT & HILLHURST AM FUTURE WO P… | | |
| Project Description | FUTURE WO PROJECT | | | | |

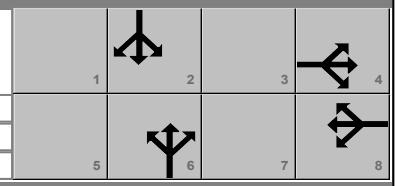


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 141 | 149 | 88 | 41 | 231 | 57 | 62 | 517 | 13 | 33 | 871 | 168 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 21.6 | 14.0 | 12.4 | 0.0 | 0.0 | 0.0 |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | | 6 | | 2 |
| Case Number | | 12.0 | | 12.0 | | 6.0 | | 6.0 |
| Phase Duration, s | | 18.0 | | 16.4 | | 25.6 | | 25.6 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.3 | | 3.3 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 14.2 | | 12.3 | | | | |
| Green Extension Time ( $g_e$ ), s | | 0.0 | | 0.1 | | 0.0 | | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | | | | |
| Max Out Probability | | 1.00 | | 1.00 | | | | |

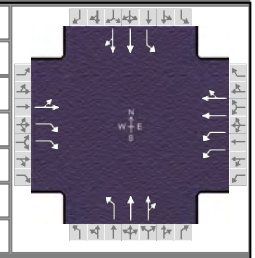
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | | 373 | | | 323 | | 0 | 0 | 264 | 33 | 519 | 487 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1776 | | | 1823 | | 569 | 1900 | 1887 | 1752 | 1900 | 1781 |
| Queue Service Time ( $g_s$ ), s | | 12.2 | | | 10.3 | | 0.0 | 0.0 | 6.5 | 0.9 | 14.4 | 14.4 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 12.2 | | | 10.3 | | 0.0 | 0.0 | 6.5 | 7.4 | 14.4 | 14.4 |
| Green Ratio ( *g/C* ) | | 0.23 | | | 0.21 | | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 |
| Capacity ( *c* ), veh/h | | 414 | | | 375 | | 120 | 686 | | 563 | 686 | 643 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.900 | | | 0.861 | | 0.000 | 0.000 | 0.000 | 0.059 | 0.757 | 0.757 |
| Back of Queue ( *Q* ), ft/ln ( 90 th percentile) | | 282.8 | | | 215.6 | | 0 | 0 | 0 | 15.6 | 257.4 | 246.8 |
| Back of Queue ( *Q* ), veh/ln ( 90 th percentile) | | 11.3 | | | 8.6 | | 0.0 | 0.0 | 0.0 | 0.6 | 10.3 | 9.9 |
| Queue Storage Ratio ( *RQ* ) ( 90 th percentile) | | 0.00 | | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.31 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 22.3 | | | 23.0 | | 0.0 | 0.0 | | 17.1 | 16.9 | 16.9 |
| Incremental Delay ( $d_2$ ), s/veh | | 27.7 | | | 15.6 | | 0.0 | 0.0 | 0.0 | 0.2 | 8.1 | 8.6 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 50.0 | | | 38.5 | | 0.0 | 0.0 | | 17.3 | 24.9 | 25.4 |
| Level of Service (LOS) | | D | | | D | | | | A | B | C | C |
| Approach Delay, s/veh / LOS | 50.0 | D | | 38.5 | D | | | A | | 24.9 | C | |
| Intersection Delay, s/veh / LOS | 28.4 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.9 | C | 2.1 | B | 2.1 | B |
| Bicycle LOS Score / LOS | 1.1 | A | 1.0 | A | 1.0 | A | 1.3 | A |

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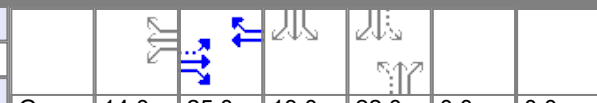
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 13, 2023 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | SUNSET BL/SUNSET A… | Analysis Year | 2025 | Analysis Period | 1> 7:00 |
| Intersection | HILLHURST AV/VIRGIL… | File Name | 4 HILLHURST-VIRGIL-HWD-SUNSET AM FUTU… | | |
| Project Description | FUTURE WO PROJECT | | | | |

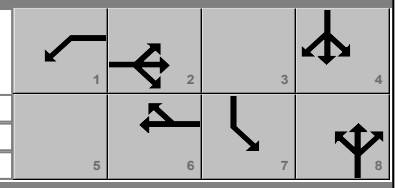


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 87 | 69 | 392 | 371 | 571 | 184 | 175 | 258 | 8 | 280 | 820 | 179 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | Off |
| Force Mode | Fixed | Simult. Gap N/S | Off |



| | EB | | WB | | | |
|---|---|---|---|---|---|---|
| Green | 14.0 | 25.0 | 13.0 | 22.0 | 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 | 1 | 6 | | 8 | 7 | 4 |
| Case Number | | 7.3 | 2.0 | 4.0 | | 6.3 | 1.0 | 4.0 |
| Phase Duration, s | | 29.0 | 18.0 | 47.0 | | 26.0 | 17.0 | 43.0 |
| Change Period, ( *Y+R c* ), s | | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 0.0 | 3.1 | 0.0 | | 4.5 | 3.1 | 3.1 |
| Queue Clearance Time ( *g s* ), s | | | 13.7 | | | 24.0 | 14.9 | 29.2 |
| Green Extension Time ( *g e* ), s | | 0.0 | 0.2 | 0.0 | | 0.0 | 0.0 | 1.7 |
| Phase Call Probability | | | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Max Out Probability | | | 1.00 | | | 1.00 | 1.00 | 0.11 |

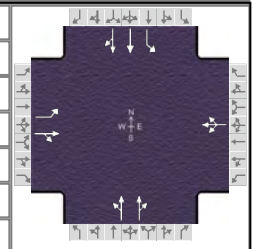
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | | 156 | 392 | 371 | 403 | 352 | 175 | 134 | 132 | 280 | 522 | 477 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 971 | 1100 | 1387 | 1500 | 1305 | 573 | 1500 | 1478 | 1429 | 1500 | 1371 |
| Queue Service Time ( *g s* ), s | | 10.3 | 14.1 | 11.7 | 17.3 | 17.4 | 11.8 | 6.6 | 6.7 | 12.9 | 27.2 | 27.2 |
| Cycle Queue Clearance Time ( *g c* ), s | | 11.9 | 14.1 | 11.7 | 17.3 | 17.4 | 22.0 | 6.6 | 6.7 | 12.9 | 27.2 | 27.2 |
| Green Ratio ( *g/C* ) | | 0.28 | 0.28 | 0.16 | 0.48 | 0.48 | 0.24 | 0.24 | 0.24 | 0.41 | 0.43 | 0.43 |
| Capacity ( *c* ), veh/h | | 332 | 612 | 431 | 717 | 624 | 155 | 367 | 361 | 479 | 650 | 594 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.470 | 0.641 | 0.861 | 0.562 | 0.565 | 1.129 | 0.364 | 0.366 | 0.585 | 0.803 | 0.803 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | | 126.1 | 152.1 | 172.6 | 217.1 | 196.6 | 558.9 | 98.1 | 97.4 | 158.1 | 335.6 | 313.4 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | | 5.0 | 6.1 | 6.9 | 8.7 | 7.9 | 22.4 | 3.9 | 3.9 | 6.3 | 13.4 | 12.5 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( *d 1* ), s/veh | | 27.4 | 28.5 | 37.1 | 16.8 | 16.8 | 42.1 | 28.2 | 28.2 | 20.0 | 22.2 | 22.2 |
| Incremental Delay ( *d 2* ), s/veh | | 4.8 | 5.2 | 13.4 | 3.2 | 3.7 | 308.4 | 0.2 | 0.2 | 1.3 | 7.0 | 7.7 |
| Initial Queue Delay ( *d 3* ), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 32.2 | 33.7 | 50.4 | 20.0 | 20.5 | 350.6 | 28.4 | 28.4 | 21.2 | 29.2 | 29.9 |
| Level of Service (LOS) | | C | C | D | B | C | F | C | C | C | C | C |
| Approach Delay, s/veh / LOS | 33.3 | C | | 30.2 | C | | 156.3 | F | | 27.7 | C | |
| Intersection Delay, s/veh / LOS | 46.1 | | | | | | D | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.8 | C | 2.6 | B | 2.8 | C |
| Bicycle LOS Score / LOS | 1.4 | A | 1.4 | A | 0.9 | A | 1.5 | A |

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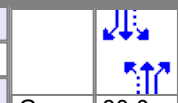
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 11, 2023 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2025 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 1 PROSPECT & VERMONT PM FUT WO PROJ.... | | |
| Project Description | FUTURE WO PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 174 | 297 | 2 | 82 | 147 | 30 | 1 | 1029 | 117 | 22 | 747 | 114 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | | 1 | 2 | 3 | 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Green | 30.0 | 22.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 |
| Yellow | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | | 6 | | 2 |
| Case Number | | 6.0 | | 8.0 | | 8.0 | | 6.0 |
| Phase Duration, s | | 26.0 | | 26.0 | | 34.0 | | 34.0 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.5 | | 3.5 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 18.7 | | 10.4 | | | | |
| Green Extension Time ( $g_e$ ), s | | 1.8 | | 1.8 | | 0.0 | | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | | | | |
| Max Out Probability | | 0.00 | | 0.00 | | | | |

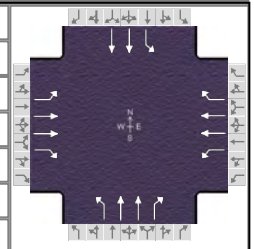
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | 174 | 298 | | | 252 | | 614 | | 507 | 0 | 0 | 417 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1173 | 1875 | | | 1409 | | 1900 | | 1567 | 511 | 1900 | 1765 |
| Queue Service Time ( $g_s$ ), s | 7.9 | 6.9 | | | 2.6 | | 0.0 | | 14.3 | 0.0 | 0.0 | 15.2 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 16.7 | 6.9 | | | 8.4 | | 15.0 | | 14.3 | 0.0 | 0.0 | 15.2 |
| Green Ratio ( *g/C* ) | 0.37 | 0.37 | | | 0.37 | | 0.50 | | 0.50 | 0.50 | 0.50 | 0.50 |
| Capacity ( *c* ), veh/h | 406 | 733 | | | 630 | | 964 | | 746 | 120 | 904 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.428 | 0.407 | | | 0.400 | | 0.637 | | 0.680 | 0.000 | 0.000 | 0.000 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 85.7 | 104.5 | | | 89.7 | | 212.8 | | 189.6 | 0 | 0 | 0 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 3.4 | 4.2 | | | 3.6 | | 8.5 | | 7.6 | 0.0 | 0.0 | 0.0 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.57 | 0.00 | | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 20.1 | 13.2 | | | 13.3 | | 12.2 | | 12.0 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.3 | 0.1 | | | 0.2 | | 3.3 | | 5.1 | 0.0 | 0.0 | 0.0 |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | | | 0.0 | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 20.4 | 13.4 | | | 13.5 | | 15.4 | | 17.1 | 0.0 | 0.0 | |
| Level of Service (LOS) | C | B | | | B | | B | | B | | | A |
| Approach Delay, s/veh / LOS | 16.0 | B | | 13.5 | B | | 16.2 | B | | | A | |
| Intersection Delay, s/veh / LOS | 12.7 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.7 | B | 2.8 | C | 2.1 | B | 2.2 | B |
| Bicycle LOS Score / LOS | 1.3 | A | 0.9 | A | 1.4 | A | 1.2 | A |

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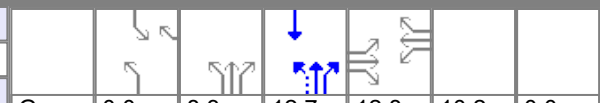
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 11, 2023 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2025 | Analysis Period | 1> 7:00 |
| Intersection | HOLLYWOOD BL | File Name | 2HWD & VERMONT PM FUT WO PROJ.xus | | |
| Project Description | FUTURE WO PROJECT | | | | |

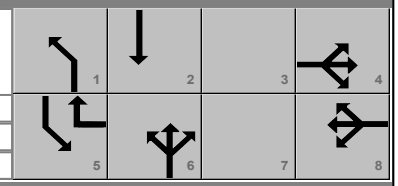


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 19 | 500 | 239 | 94 | 441 | 78 | 252 | 1016 | 129 | 78 | 650 | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 0.0 | 8.3 | 12.7 | 12.8 | 10.2 | 0.0 |
| Yellow | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | 1 | 6 | 5 | 2 |
| Case Number | | 9.0 | | 9.0 | 1.1 | 3.0 | 2.0 | 4.0 |
| Phase Duration, s | | 16.8 | | 14.2 | 12.3 | 29.0 | 0.0 | 16.7 |
| Change Period, ( *Y+R c* ), s | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.6 | | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 |
| Queue Clearance Time ( *g s* ), s | | 11.8 | | 8.9 | 8.0 | | | |
| Green Extension Time ( *g e* ), s | | 1.0 | | 1.2 | 0.3 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | 1.00 | | | |
| Max Out Probability | | 0.77 | | 0.02 | 0.04 | | | |

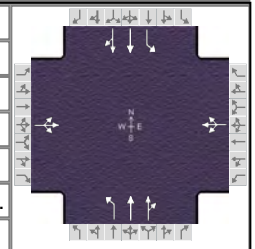
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | |
| Adjusted Flow Rate ( *v* ), veh/h | 19 | 500 | 183 | 94 | 441 | 60 | 252 | 1016 | 99 | 0 | 0 | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1810 | 1809 | 1064 | 1810 | 1809 | 1238 | 1810 | 1809 | 1498 | 1810 | 1798 | |
| Queue Service Time ( *g s* ), s | 0.5 | 7.6 | 9.8 | 2.7 | 6.9 | 2.5 | 6.0 | 13.7 | 2.5 | 0.0 | 0.0 | |
| Cycle Queue Clearance Time ( *g c* ), s | 0.5 | 7.6 | 9.8 | 2.7 | 6.9 | 2.5 | 6.0 | 13.7 | 2.5 | 0.0 | 0.0 | |
| Green Ratio ( *g/C* ) | 0.21 | 0.21 | 0.21 | 0.17 | 0.17 | 0.17 | 0.38 | 0.42 | 0.42 | | 0.21 | |
| Capacity ( *c* ), veh/h | 386 | 772 | 227 | 306 | 613 | 210 | 676 | 1509 | 625 | 3 | 763 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.049 | 0.647 | 0.805 | 0.307 | 0.720 | 0.286 | 0.373 | 0.673 | 0.158 | 0.000 | 0.000 | |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 8.7 | 118.3 | 116.8 | 48.7 | 111.7 | 31.1 | 90.5 | 188.4 | 35.7 | 0 | 0 | |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 0.3 | 4.7 | 4.7 | 1.9 | 4.5 | 1.2 | 3.6 | 7.5 | 1.4 | 0.0 | 0.0 | |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Uniform Delay ( *d 1* ), s/veh | 18.8 | 21.5 | 22.4 | 21.8 | 23.6 | 21.8 | 13.3 | 14.2 | 10.9 | 0.0 | 0.0 | |
| Incremental Delay ( *d 2* ), s/veh | 0.0 | 0.5 | 11.0 | 0.2 | 0.6 | 0.3 | 0.1 | 2.4 | 0.5 | 0.0 | 0.0 | |
| Initial Queue Delay ( *d 3* ), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Control Delay ( *d* ), s/veh | 18.8 | 22.0 | 33.4 | 22.0 | 24.2 | 22.0 | 13.4 | 16.6 | 11.5 | 0.0 | 0.0 | |
| Level of Service (LOS) | B | C | C | C | C | C | B | B | B | | | |
| Approach Delay, s/veh / LOS | 24.9 | C | | 23.6 | C | | 15.7 | B | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 19.9 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 3.0 | C | 2.9 | C | 2.9 | C | 3.0 | C |
| Bicycle LOS Score / LOS | 1.1 | A | 1.0 | A | 1.6 | A | 1.1 | A |

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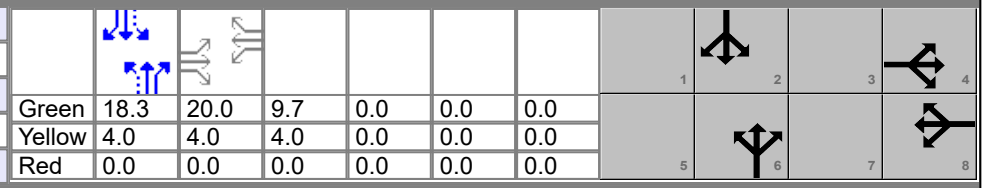
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 13, 2023 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | HILLHURST AVENUE | Analysis Year | 2025 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 3 PROSPECT & HILLHURST PM FUTURE WO P… | | |
| Project Description | FUTURE WO PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 219 | 292 | 75 | 38 | 152 | 53 | 82 | 874 | 53 | 30 | 504 | 99 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 18.3 | 20.0 | 9.7 | 0.0 | 0.0 | 0.0 |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | | 6 | | 2 |
| Case Number | | 12.0 | | 12.0 | | 6.0 | | 6.0 |
| Phase Duration, s | | 24.0 | | 13.7 | | 22.3 | | 22.3 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.3 | | 3.3 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 20.5 | | 9.5 | | | | |
| Green Extension Time ( $g_e$ ), s | | 0.0 | | 0.3 | | 0.0 | | 0.0 |
| Phase Call Probability | | 1.00 | | 0.98 | | | | |
| Max Out Probability | | 1.00 | | 0.01 | | | | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | | 574 | | | 232 | | 82 | 464 | 452 | 0 | 0 | 293 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1818 | | | 1785 | | 1715 | 1900 | 1847 | 619 | 1900 | 1780 |
| Queue Service Time ( $g_s$ ), s | | 18.5 | | | 7.5 | | 2.6 | 13.5 | 13.5 | 0.0 | 0.0 | 10.0 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 18.5 | | | 7.5 | | 12.6 | 13.5 | 13.5 | 0.0 | 0.0 | 10.0 |
| Green Ratio ( *g/C* ) | | 0.33 | | | 0.16 | | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 |
| Capacity ( *c* ), veh/h | | 606 | | | 287 | | 357 | 581 | 565 | 120 | 581 | |
| Volume-to-Capacity Ratio ( *X* ) | | 0.947 | | | 0.808 | | 0.230 | 0.799 | 0.799 | 0.000 | 0.000 | 0.000 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | | 407.3 | | | 122.2 | | 50.4 | 247.6 | 243.3 | 0 | 0 | 0 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | | 16.3 | | | 4.9 | | 2.0 | 9.9 | 9.7 | 0.0 | 0.0 | 0.0 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | | 0.00 | | | 0.00 | | 0.84 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 19.5 | | | 24.3 | | 23.4 | 19.1 | 19.1 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | | 35.1 | | | 2.1 | | 1.5 | 12.0 | 12.3 | 0.0 | 0.0 | 0.0 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 54.5 | | | 26.4 | | 24.9 | 31.1 | 31.4 | 0.0 | 0.0 | |
| Level of Service (LOS) | | D | | | C | | C | C | C | | | A |
| Approach Delay, s/veh / LOS | 54.5 | D | | 26.4 | C | | 30.7 | C | | | | A |
| Intersection Delay, s/veh / LOS | 32.3 | | | | | | C | | | | | |

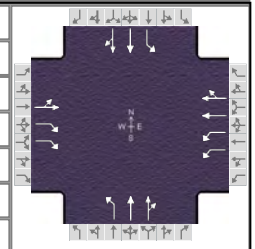
| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.9 | C | 2.1 | B | 2.1 | B |
| Bicycle LOS Score / LOS | 1.4 | A | 0.9 | A | 1.3 | A | 1.0 | A |

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FUTURE WITH MODIFIED PROEJCT

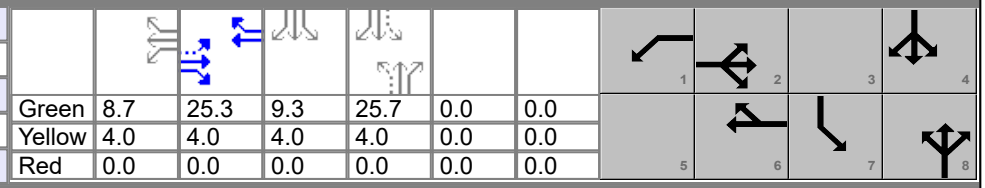
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 13, 2023 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | SUNSET BL/SUNSET A… | Analysis Year | 2025 | Analysis Period | 1> 7:00 |
| Intersection | HILLHURST AV/VIRGIL… | File Name | 4 HILLHURST-VIRGIL-HWD-SUNSET PM FUTU… | | |
| Project Description | FUTURE WO PROJ | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 124 | 108 | 691 | 216 | 460 | 274 | 230 | 532 | 31 | 189 | 693 | 167 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 85.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | Off |
| Force Mode | Fixed | Simult. Gap N/S | Off |




| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 8.7 | 25.3 | 9.3 | 25.7 | 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 | 1 | 6 | | 8 | 7 | 4 |
| Case Number | | 7.3 | 2.0 | 4.0 | | 6.3 | 1.0 | 4.0 |
| Phase Duration, s | | 29.3 | 12.7 | 42.0 | | 29.7 | 13.3 | 43.0 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 0.0 | 3.1 | 0.0 | | 3.9 | 3.1 | 3.1 |
| Queue Clearance Time ( $g_s$ ), s | | | 8.4 | | | 27.7 | 9.3 | 22.1 |
| Green Extension Time ( $g_e$ ), s | | 0.0 | 0.3 | 0.0 | | 0.0 | 0.1 | 1.7 |
| Phase Call Probability | | | 0.99 | | | 1.00 | 0.99 | 1.00 |
| Max Out Probability | | | 0.01 | | | 1.00 | 0.58 | 0.00 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 691 | 216 | 395 | 339 | 230 | 284 | 279 | 189 | 455 | 405 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 904 | 1105 | 1387 | 1500 | 1278 | 653 | 1500 | 1471 | 1429 | 1500 | 1335 |
| Queue Service Time ( $g_s$ ), s | | 16.7 | 25.3 | 6.4 | 16.8 | 17.0 | 18.9 | 13.8 | 13.9 | 7.3 | 20.0 | 20.1 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 21.0 | 25.3 | 6.4 | 16.8 | 17.0 | 25.7 | 13.8 | 13.9 | 7.3 | 20.0 | 20.1 |
| Green Ratio ( *g/C* ) | | 0.30 | 0.30 | 0.10 | 0.45 | 0.45 | 0.30 | 0.30 | 0.30 | 0.44 | 0.46 | 0.46 |
| Capacity ( *c* ), veh/h | | 334 | 658 | 283 | 671 | 572 | 230 | 453 | 444 | 360 | 688 | 612 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.694 | 1.049 | 0.762 | 0.589 | 0.593 | 1.000 | 0.627 | 0.629 | 0.525 | 0.661 | 0.662 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | | 193.8 | 580.7 | 93.1 | 214.7 | 192.7 | 399.1 | 181.4 | 179.3 | 95.6 | 234.3 | 213.9 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | | 7.8 | 23.2 | 3.7 | 8.6 | 7.7 | 16.0 | 7.3 | 7.2 | 3.8 | 9.4 | 8.6 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 28.8 | 29.8 | 37.2 | 17.6 | 17.7 | 36.5 | 25.6 | 25.6 | 17.5 | 17.9 | 17.9 |
| Incremental Delay ( $d_2$ ), s/veh | | 11.9 | 129.0 | 1.6 | 3.8 | 4.6 | 119.1 | 2.1 | 2.2 | 0.4 | 1.9 | 2.2 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 40.7 | 158.9 | 38.8 | 21.4 | 22.2 | 155.6 | 27.6 | 27.7 | 18.0 | 19.8 | 20.0 |
| Level of Service (LOS) | | D | F | D | C | C | F | C | C | B | B | C |
| Approach Delay, s/veh / LOS | 129.2 | F | | 25.7 | C | | 64.8 | E | | 19.6 | B | |
| Intersection Delay, s/veh / LOS | 58.0 | | | | | | E | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.8 | C | 2.6 | B | 2.8 | C |
| Bicycle LOS Score / LOS | 2.0 | B | 1.3 | A | 1.1 | A | 1.4 | A |

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

**CITY OF LOS ANGELES**

INTER-DEPARTMENTAL CORRESPONDENCE

1666 N Vermont Ave
DOT Case No. CEN 19-48526

Date: June 30, 2020

To: Milena Zasadzien, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 1666 NORTH VERMONT AVENUE ( ENV-2019-6739-EAF)**

The Department of Transportation has reviewed the transportation analysis prepared by Overland Traffic Consultants, Inc., for the proposed mixed-use project located at 1666 North Vermont Avenue. In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

**DISCUSSION AND FINDINGS**

A. Project Description

The project proposes the development of a seven-story mixed-use building which consists of 139 residential apartment units of which 16 units are proposed as extremely low-income affordable units and 13,960 square feet of ground floor commercial area. The site is currently developed with a 300 square foot restaurant and 8,000 square foot car wash with one washing tunnel. All existing structures and surface parking lot will be removed as well as one of the existing driveways, along Prospect Avenue, that is located closest to Vermont Avenue. The proposed project can be accessed via one driveway located along Prospect Avenue which would lead to a commercial parking area. One other driveway will also be located along the east side of the project site, in the alley, and would lead to a residential parking area as well as eleven commercial parking spaces. It is important to note that the project proposes delivery truck access via a separate loading dock driveway located along Prospect Avenue, adjacent to the commercial driveway and alley. All deliveries shall occur during non-peak hours and the project shall provide a dock manager that will be available to receive the trucks. These driveway locations are illustrated in **Attachment A**. Unbundled parking, reduced parking supply, and bike parking have been selected as TDM strategies that will be part of the proposed project. This project is expected to be completed by the year 2022.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, the project is estimated to result in a net increase of 1,286 daily

trips. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9th Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment B** to this report.

Additionally, the analysis included further discussion of the transportation impact thresholds:

T-1 Conflicting with plans, programs, ordinances, or policies
T-2.1 Causing substantial vehicle miles traveled
T-3 Substantially increasing hazards due to a geometric design feature or incompatible use

A Project's impacts per Thresholds T-2.1 is determined by using the VMT calculator and is discussed above. It is important to note that under threshold T-3, the study states that a 2-foot, 6-inch widening would be required for the alley adjacent to the project site in order to adhere to the requirements of the Mobility Plan 2035. The assessment determined that the project would not have a significant transportation impact under any of the above thresholds.

C. Transportation Impacts

On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by Overland Traffic Consultants, Inc., the proposed project is projected to have Household VMT per capita of 5.9 and Work VMT per employee of 0. Therefore, it is concluded that implementation of the Project would result in no significant Household and Work VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements

to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC). Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at one location. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

**PROJECT REQUIREMENTS**

A. Additional Requirements and Considerations
To comply with the transportation and mobility goals and provisions of adopted City plans and ordnances, the applicant should be required to implement the improvements listed below:

1. Parking Requirements
The traffic study indicated that the project would provide 128 automotive parking spaces (28 parking spaces for commercial use and 100 parking spaces for the residential units). Parking will be provided on the first floor as well as three subterranean levels (P1, P2, and P3). Parking on the first floor will be used for the commercial portion of the project site. The three subterranean levels will be used for residential units with the exception of five commercial parking spaces that are located on P1. A total of 70 long term bicycle parking spaces will be provided for the residents in a secured room. A total of 19 short term spaces will be installed for this project, ten of which are for the commercial land use located in the garage (P1), and nine of which are planned as a part of the streetscape. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

2. Highway Dedication and Street Improvements
Per the new Mobility Element of the General Plan, **Vermont Avenue** has been designated as a Modified Avenue II which would require a 28-foot half-width roadway within a 40-foot half-width right-of-way, **Hollywood Boulevard** has been designated as an Avenue I which would require 35-foot half-width roadway within a 50-foot half-width right-of-way, and **Prospect Avenue** has been designated as a Local Street which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

3. Driveway Access and Circulation
   The proposed site plan illustrated in **Attachment A** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well.

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

5. Development Review Fees
   An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. Ordinance No. 183270 identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

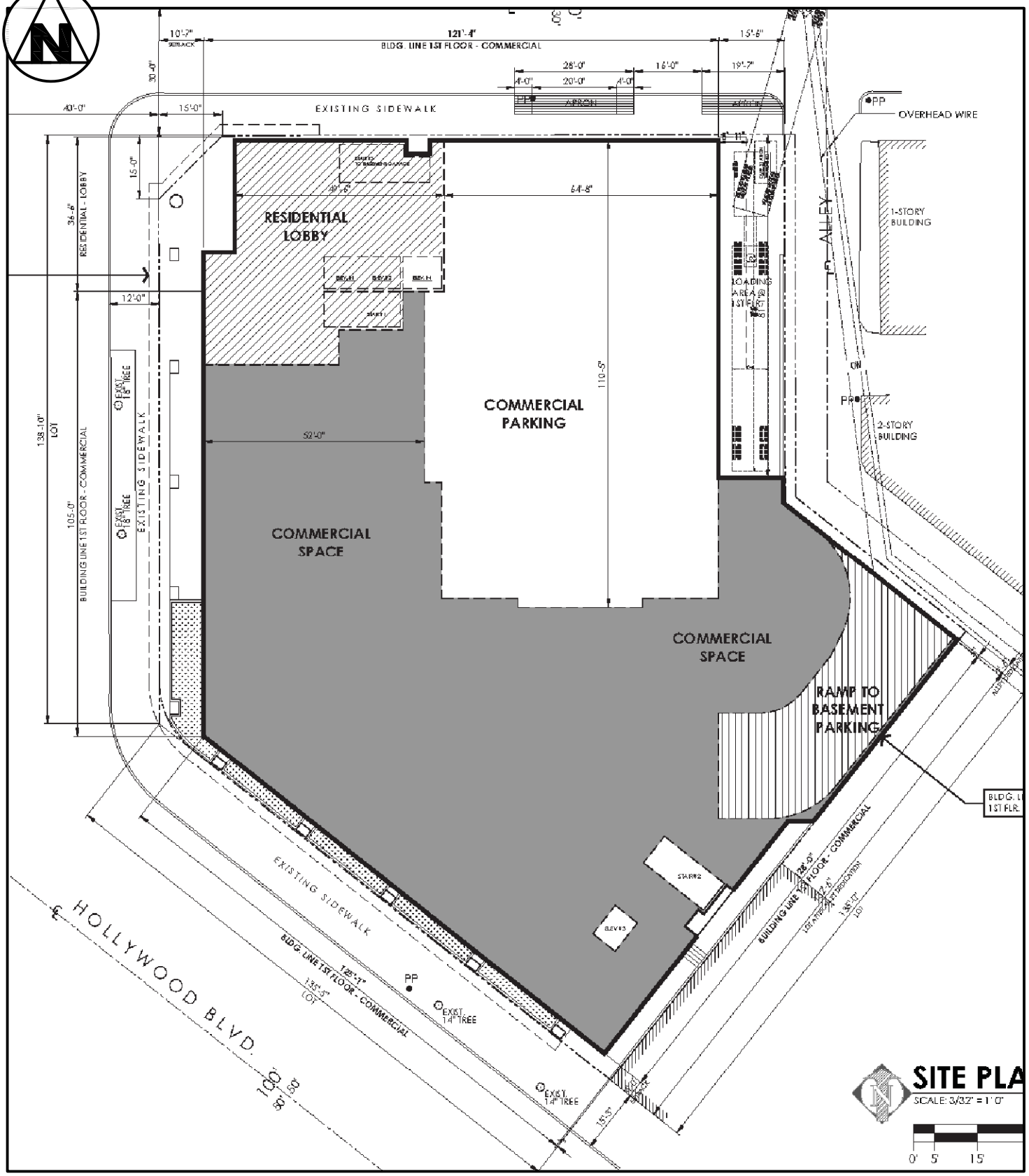
If you have any questions, please contact Kevin Arucan at (213) 972-4970.

Attachments

*J:\Letters\2020\CEN19-48526_1666 N Vermont Ave_mu_vmt_ltr.docx*

c: Emma Howard, Council District 4
Bhuvan Bajaj, Hollywood/Wilshire District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Matthew Masuda, Central District, BOE
Jerry Overland, Overland Traffic Consultants, Inc.

**CEN19-48526_1666 N Vermont Ave_Attachment A**




**Daryoush SAFA AIA Architect**

**Figure 2A**

12/2019

**PROJECT SITE PLAN**
**WITH DRIVEWAY LOCATIONS**

Overland Traffic Consultants, Inc.
*24325 Main Street #202, Santa Clarita, CA 91321*
*(661) 799 - 8423, OTC@overlandtraffic.com*

**CEN19-48526_1666 N Vermont Ave**
**Attachment B**

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

**Project:** Vermont Hollywood Mixed-Use
**Scenario:**
**Address:** 1666 N VERMONT AVE, 90027




**If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?**

○ Yes ○ No

## Existing Land Use

| Land Use Type | Value | Unit |
|---|---|---|
| Retail \| High-Turnover Sit-Down Restaurant | 0.3 | ksf |
| (custom) Car Wash \| Daily | 156 | Trips |
| (custom) Car Wash \| HBW-Attraction Split | 6 | Percent |
| (custom) Car Wash \| HBO-Attraction Split | 50 | Percent |
| (custom) Car Wash \| NHB-Attraction Split | 22 | Percent |
| (custom) Car Wash \| HBW-Production Split | 0 | Percent |
| (custom) Car Wash \| HBO-Production Split | 0 | Percent |
| (custom) Car Wash \| NHB-Production Split | 22 | Percent |
| (custom) Car Wash \| Daily | 0 | Residents |
| (custom) Car Wash \| Daily | 10 | Employees |
| (custom) Car Wash \| Daily | Non-Retai | Retail/Non-R |

☑ Click here to add a single custom land use type (will be included in the above list)

## Proposed Project Land Use

| Land Use Type | Value | Unit |
|---|---|---|
| Retail \| Supermarket | 13.96 | ksf |
| Housing \| Multi-Family | 123 | DU |
| Retail \| Supermarket | 13.96 | ksf |
| Housing \| Affordable Housing - Family | 16 | DU |

☐ Click here to add a single custom land use type (will be included in the above list)

## Project Screening Summary

| Existing Land Use | Proposed Project |
|---|---|
| 131 Daily Vehicle Trips | 1,536 Daily Vehicle Trips |
| 862 Daily VMT | 9,984 Daily VMT |

### Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

### Tier 2 Screening Criteria

| | |
|---|---|
| The net increase in daily trips < 250 trips | 1,405 Net Daily Trips |
| The net increase in daily VMT ≤ 0 | 9,122 Net Daily VMT |
| The proposed project consists of only retail land uses ≤ 50,000 square feet total. | 13.960 ksf |

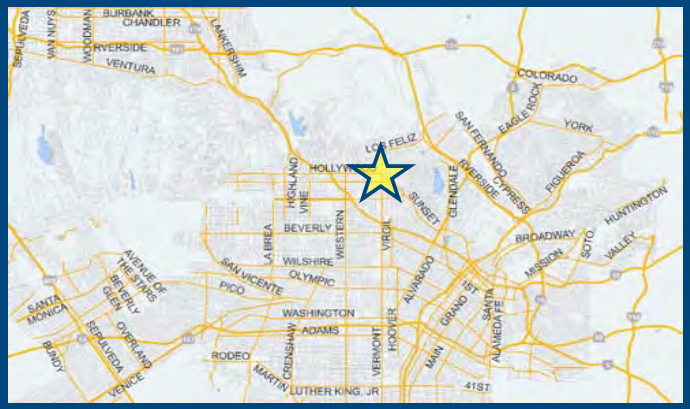
**The proposed project is required to perform VMT analysis.**

Measuring the Miles

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

## Project Information

**Project:** Vermont Hollywood Mixed-Use
**Scenario:**
**Address:** 1666 N VERMONT AVE, 90027




| Proposed Project Land Use Type | Value | Unit |
|---|---|---|
| Housing \| Multi-Family | 123 | DU |
| Retail \| Supermarket | 13.96 | ksf |
| Housing \| Affordable Housing - Family | 16 | DU |

## TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

| | Proposed Project | With Mitigation |
|---|---|---|
| **Max Home Based TDM Achieved?** | **No** | **No** |
| **Max Work Based TDM Achieved?** | **No** | **No** |

### A Parking

**Reduce Parking Supply**
☑ Proposed Prj ☐ Mitigation
220 city code parking provision for the project site
128 actual parking provision for the project site

**Unbundle Parking**
☑ Proposed Prj ☐ Mitigation
150 monthly parking cost (dollar) for the project site

**Parking Cash-Out**
☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

**Price Workplace Parking**
☐ Proposed Prj ☐ Mitigation
600 daily parking charge (dollar)
25 percent of employees subject to priced parking

**Residential Area Parking Permits**
☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

### B Transit

### C Education & Encouragement

### D Commute Trip Reductions

### E Shared Mobility

### F Bicycle Infrastructure

### G Neighborhood Enhancement

## Analysis Results

| Proposed Project | With Mitigation |
|---|---|
| **1,271** Daily Vehicle Trips | **1,271** Daily Vehicle Trips |
| **8,258** Daily VMT | **8,258** Daily VMT |
| **5.9** Household VMT per Capita | **5.9** Household VMT per Capita |
| **N/A** Work VMT per Employee | **N/A** Work VMT per Employee |

### Significant VMT Impact?

| | |
|---|---|
| **Household: No** Threshold = 6.0 15% Below APC | **Household: No** Threshold = 6.0 15% Below APC |
| **Work: N/A** Threshold = 7.6 15% Below APC | **Work: N/A** Threshold = 7.6 15% Below APC |

Measuring the Miles

4/17/2020

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: April 17, 2020
Project Name: Vemont Hollywood Mixed-Use
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.2*

| Project Information | | | |
|---|---|---|---|
| **Land Use Type** | | **Value** | **Units** |
| **Housing** | *Single Family* | *0* | *DU* |
| | Multi Family | 123 | DU |
| | *Townhouse* | *0* | *DU* |
| | *Hotel* | *0* | *Rooms* |
| | *Motel* | *0* | *Rooms* |
| **Affordable Housing** | Family | 16 | DU |
| | *Senior* | *0* | *DU* |
| | *Special Needs* | *0* | *DU* |
| | *Permanent Supportive* | *0* | *DU* |
| **Retail** | *General Retail* | *0.000* | *ksf* |
| | *Furniture Store* | *0.000* | *ksf* |
| | *Pharmacy/Drugstore* | *0.000* | *ksf* |
| | Supermarket | 13.960 | ksf |
| | *Bank* | *0.000* | *ksf* |
| | *Health Club* | *0.000* | *ksf* |
| | *High-Turnover Sit-Down Restaurant* | *0.000* | *ksf* |
| | *Fast-Food Restaurant* | *0.000* | *ksf* |
| | *Quality Restaurant* | *0.000* | *ksf* |
| | *Auto Repair* | *0.000* | *ksf* |
| | *Home Improvement* | *0.000* | *ksf* |
| | *Free-Standing Discount* | *0.000* | *ksf* |
| | *Movie Theater* | *0* | *Seats* |
| *Office* | *General Office* | *0.000* | *ksf* |
| | *Medical Office* | *0.000* | *ksf* |
| *Industrial* | *Light Industrial* | *0.000* | *ksf* |
| | *Manufacturing* | *0.000* | *ksf* |
| | *Warehousing/Self-Storage* | *0.000* | *ksf* |
| *School* | *University* | *0* | *Students* |
| | *High School* | *0* | *Students* |
| | *Middle School* | *0* | *Students* |
| | *Elementary* | *0* | *Students* |
| | *Private School (K-12)* | *0* | *Students* |
| *Other* | | *0* | *Trips* |

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: April 17, 2020
Project Name: Vemont Hollywood Mixed-Use
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.2*

| Analysis Results | | | |
|---|---|---|---|
| Total Employees: 56<br>Total Population: 327 | | | |
| ***Proposed Project*** | | ***With Mitigation*** | |
| **1,271** | **Daily Vehicle Trips** | **1,271** | **Daily Vehicle Trips** |
| **8,258** | **Daily VMT** | **8,258** | **Daily VMT** |
| **5.9** | **Household VMT per Capita** | **5.9** | **Household VMT per Capita** |
| **N/A** | **Work VMT per Employee** | **N/A** | **Work VMT per Employee** |

| Significant VMT Impact? | | | |
|---|---|---|---|
| **APC: Central** | | | |
| Impact Threshold: 15% Below APC Average<br>Household = 6.0<br>Work = 7.6 | | | |
| ***Proposed Project*** | | ***With Mitigation*** | |
| **VMT Threshold** | **Impact** | **VMT Threshold** | **Impact** |
| Household > 6.0<br>Work > 7.6 | No<br>N/A | Household > 6.0<br>Work > 7.6 | No<br>N/A |

## TDM Strategy Inputs

| Strategy Type | | Description | Proposed Project | Mitigations |
|---|---|---|---|---|
| **Parking** | Reduce parking supply | City code parking provision (spaces) | 220 | 220 |
| | | Actual parking provision (spaces) | 128 | 128 |
| | Unbundle parking | Monthly cost for parking ($) | $150 | $150 |
| | *Parking cash-out* | *Employees eligible (%)* | *0%* | *0%* |
| | *Price workplace parking* | *Daily parking charge ($)* | *$0.00* | *$0.00* |
| | | *Employees subject to priced parking (%)* | *0%* | *0%* |
| | *Residential area parking permits* | *Cost of annual permit ($)* | *$0* | *$0* |

(cont. on following page)

## 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: April 17, 2020
Project Name: Vemont Hollywood Mixed-Use
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.2*

## TDM Adjustments by Trip Purpose & Strategy

**Place type: Compact Infill**

| | | *Home Based Work Production* | | *Home Based Work Attraction* | | *Home Based Other Production* | | *Home Based Other Attraction* | | *Non-Home Based Other Production* | | *Non-Home Based Other Attraction* | | *Source* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| **Parking** | Reduce parking supply | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | TDM Strategy Appendix, Parking sections 1 - 5 |
| | Unbundle parking | 18% | 18% | *0%* | *0%* | 18% | 18% | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Parking cash-out | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Price workplace parking | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Residential area parking permits | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | |
| **Transit** | Reduce transit headways | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | TDM Strategy Appendix, Transit sections 1 - 3 |
| | Implement neighborhood shuttle | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Transit subsidies | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| **Education & Encouragement** | Voluntary travel behavior change program | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | TDM Strategy Appendix, Education & Encouragement sections 1 - 2 |
| | Promotions and marketing | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| **Commute Trip Reductions** | Required commute trip reduction program | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4 |
| | Alternative Work Schedules and Telecommute Program | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Employer sponsored vanpool or shuttle | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Ride-share program | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| **Shared Mobility** | Car-share | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | TDM Strategy Appendix, Shared Mobility sections 1 - 3 |
| | Bike share | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | |
| | School carpool program | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | |

## 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** | *29%* | *29%* | *13%* | *13%* | *29%* | *29%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* |
| **MAX. TDM EFFECT** | *29%* | *29%* | *13%* | *13%* | *29%* | *29%* | *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: April 17, 2020
Project Name: Vemont Hollywood Mixed-Use
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.2*

### MXD Methodology - Project Without TDM

| | Unadjusted Trips | MXD Adjustment | MXD Trips | Average Trip Length | Unadjusted VMT | MXD VMT |
|---|---|---|---|---|---|---|
| Home Based Work Production | 187 | -35.3% | 121 | 8.8 | 1,646 | 1,065 |
| Home Based Other Production | 501 | -40.7% | 297 | 5.5 | 2,756 | 1,634 |
| Non-Home Based Other Production | 313 | -13.7% | 270 | 7.6 | 2,379 | 2,052 |
| Home-Based Work Attraction | 81 | -39.5% | 49 | 8.4 | 680 | 412 |
| Home-Based Other Attraction | 810 | -40.2% | 484 | 5.6 | 4,536 | 2,710 |
| Non-Home Based Other Attraction | 364 | -13.5% | 315 | 6.7 | 2,439 | 2,111 |

### MXD Methodology with TDM Measures

| | *Proposed Project* | | | *Project with Mitigation Measures* | | |
|---|---|---|---|---|---|---|
| | TDM Adjustment | Project Trips | Project VMT | TDM Adjustment | Mitigated Trips | Mitigated VMT |
| Home Based Work Production | -28.7% | 86 | 759 | -28.7% | 86 | 759 |
| Home Based Other Production | -28.7% | 212 | 1,165 | -28.7% | 212 | 1,165 |
| Non-Home Based Other Production | -13.0% | 235 | 1,784 | -13.0% | 235 | 1,784 |
| Home-Based Work Attraction | -13.0% | 43 | 358 | -13.0% | 43 | 358 |
| Home-Based Other Attraction | -13.0% | 421 | 2,356 | -13.0% | 421 | 2,356 |
| Non-Home Based Other Attraction | -13.0% | 274 | 1,836 | -13.0% | 274 | 1,836 |

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 327
Total Employees: 56
APC: Central

| | *Proposed Project* | *Project with Mitigation Measures* |
|---|---|---|
| *Total Home Based Production VMT* | **1,924** | **1,924** |
| *Total Home Based Work Attraction VMT* | **358** | **358** |
| *Total Home Based VMT Per Capita* | **5.9** | **5.9** |
| *Total Work Based VMT Per Employee* | **N/A** | **N/A** |

**Overland Traffic Consultants, Inc.**

Table 4
Existing + Project Traffic Conditions

| No. | Intersection | Peak Hour | Existing (Dec. 2019) Delay (s) | Existing (Dec. 2019) LOS | Existing +Project Delay (s) | Existing +Project LOS |
|---|---|---|---|---|---|---|
| 1 | Prospect Avenue & | AM | 10.2 | B | 10.4 | B |
| | Vermont Avenue | PM | 11.7 | B | 12.4 | B |
| 2 | Vermont Avenue & | AM | 20.4 | C | 20.4 | C |
| | Hollywood Boulevard | PM | 18.8 | B | 18.8 | B |
| 3 | Hillhurst Avenue & | AM | 18.0 | B | 18.9 | B |
| | Prospect Avenue & | PM | 20.7 | C | 21.8 | C |
| 4 | Hillhurst Av/Virgil Av & | AM | 26.6 | C | 26.7 | C |
| | Hollywood Bl/Sunset Bl&Dr | PM | 29.7 | C | 30.0 | C |

Table 5
Future Cumulative + Project Traffic Conditions

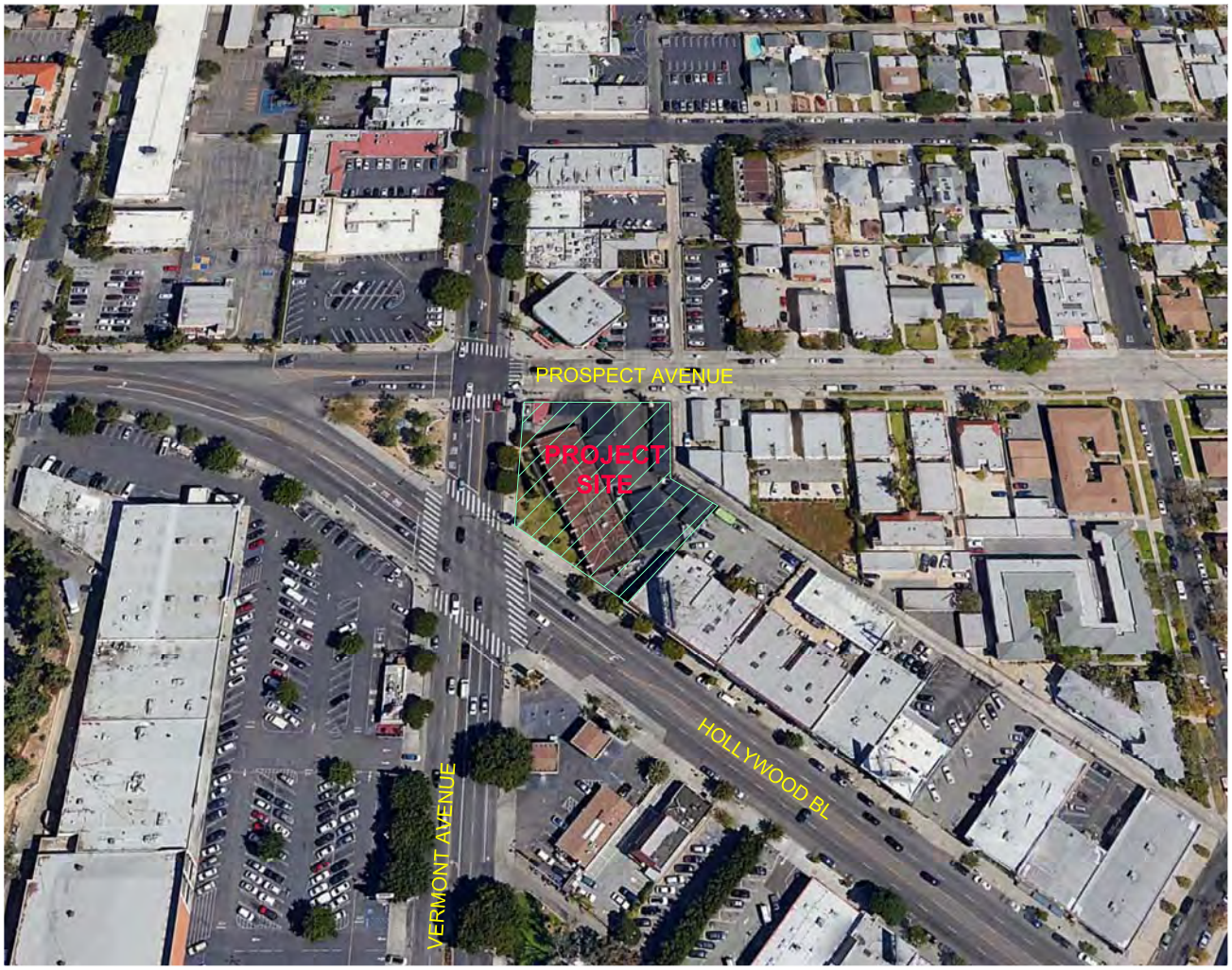
| No. | Intersection | Peak Hour | Future (2022) Without Project Delay (s) | Future (2022) Without Project LOS | Future (2022) With Project Delay (s) | Future (2022) With Project LOS |
|---|---|---|---|---|---|---|
| 1 | Prospect Avenue & | AM | 10.4 | B | 11.1 | B |
| | Vermont Avenue | PM | 12.6 | B | 13.6 | B |
| 2 | Vermont Avenue & | AM | 20.6 | C | 20.6 | C |
| | Hollywood Boulevard | PM | 19.4 | B | 19.5 | B |
| 3 | Hillhurst Avenue & | AM | 27.0 | C | 27.8 | C |
| | Prospect Avenue & | PM | 26.0 | C | 27.5 | C |
| 4 | Hillhurst Av/Virgil Av & | AM | 39.9 | D | 41.8 | D |
| | Hollywood Bl/Sunset Bl&Dr | PM | 44.9 | D | 47.6 | D |

s = seconds

Overland Traffic Consultants, Inc.

# TRAFFIC ASSESSMENT FOR 1666 NORTH VERMONT AVENUE MIXED-USE PROJECT

Located at
Southeast Corner of Vermont Avenue & Prospect Avenue
in the City of Los Angeles




Prepared by:
Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100
Manhattan Beach, California 90266
(310) 545-1235

Update: June 2020
January 2020

# TRANSPORTATION ASSESSMENT
# FOR VERMONT HOLLYWOOD MIXED – USE PROJECT

(LADOT - CEN 19-48526)
(DIR-2019-6738-SPPA-SPP-TOC-SPR, ENV-2019-6739-EAF)

Located at 1666 N. Vermont Avenue
in the Hollywood Community Plan Area
of the City of Los Angeles

Prepared by:

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl., Suite 100
Manhattan Beach, California 90266
(661) 799 - 8423

Updated June 2020
January 2020

## EXECUTIVE SUMMARY

### Introduction

Overland Traffic Consultants has prepared this assessment of the potential CEQA transportation impacts for a proposed mixed - use project located at 1666 N. Vermont Avenue in the Hollywood Community Plan Area, see Figure 1 for the project location.

### Transportation Assessment CEQA and NON – CEQA Review

On July 30, 2019, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criterion in determining transportation impacts under the State's California Environmental Quality Act (CEQA). These changes are mandated by requirements of the State of California Senate Bill 743 (SB 743).

The new CEQA guidelines for evaluating transportation impacts will no longer focus on measuring automobile delay and level of service (LOS). SB 743 directed lead agencies to revise transportation assessment guidelines to include a transportation performance metric that promotes: the reduction of greenhouse gas emissions, the development of multimodal networks, and access to diverse land uses. By state law, SB 743 must be adopted by the local agencies by July 2020.

The process also adds another layer of non-CEQA analysis and review for projects. The authority for requiring non-CEQA transportation analysis and potentially requiring improvements to address potentially identified deficiencies lies in the City of Los Angeles' Site Plan Review authority as established in the Los Angeles Municipal Code (LAMC).

### Project Description

The project is located at 1666 N. Vermont Avenue (southeast corner of Prospect Avenue and Vermont Avenue) in the Hollywood Community Plan area of Los Angeles. The project

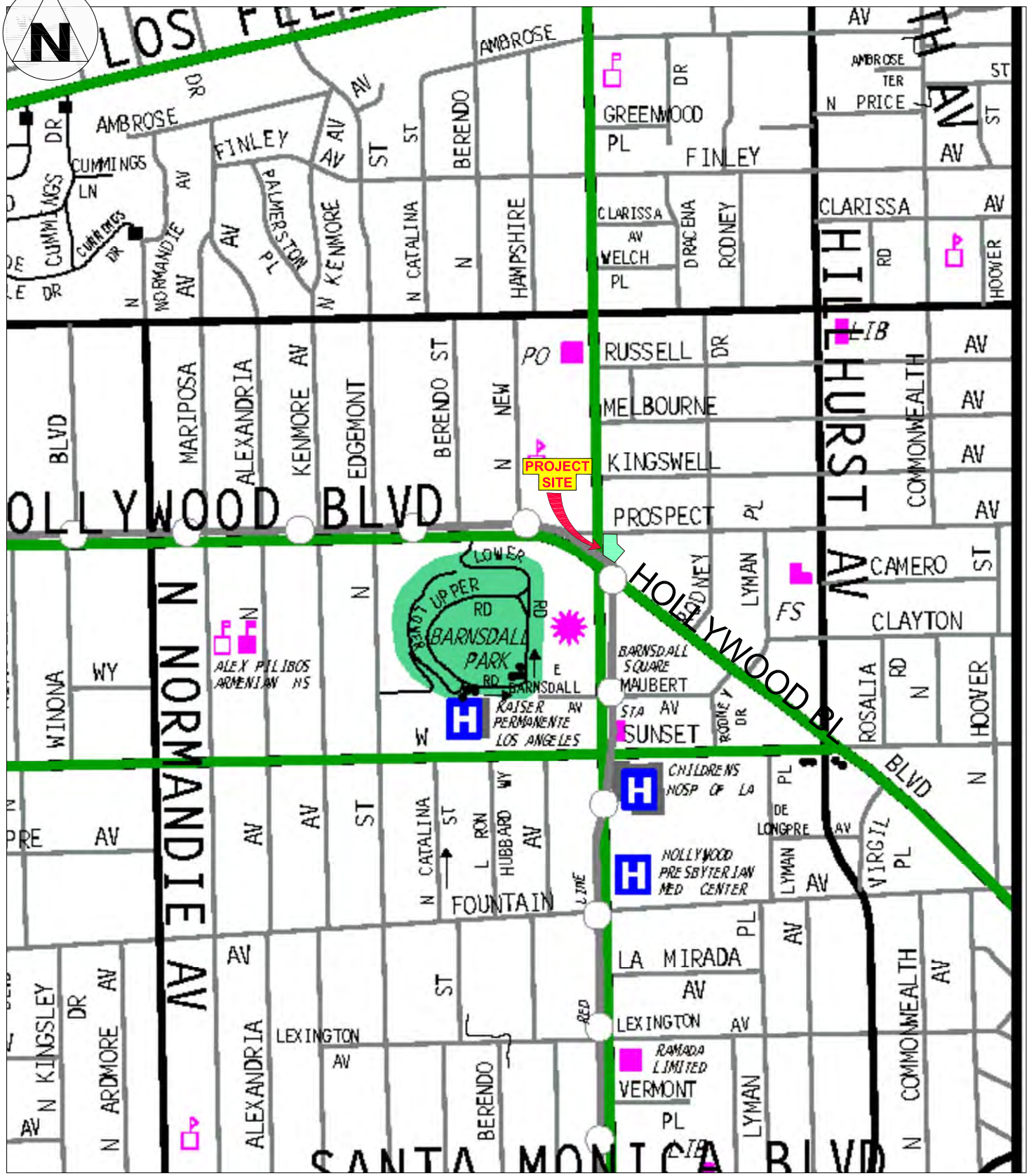



**Figure 1**

6/2019

**PROJECT LOCATION**

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com

has frontage along Prospect Avenue to the north, Vermont Avenue to the west, Hollywood Boulevard to the south, an alley to the east and a neighboring business to the southeast. The lot is currently developed with a 300 square foot restaurant and 8,000 square foot car wash with one washing tunnel.

A 7–story mixed–use building is proposed with 139 residential apartment units of which 16 units are extremely low-income affordable units and 13,960 square feet of ground floor commercial (a grocery store is planned). All existing structures and surface parking lot will be removed.

Parking and Access

The project will provide 128 automotive parking spaces (28 parking spaces for the commercial and 100 parking spaces for the residential units). Parking will be provided on the first floor and P1 garage basement for the commercial land use and three subterranean levels (P1, P2 and P3) levels for the residents. A total of 89 bike parking spaces are proposed with 70 long term bicycle parking spaces and 19 short term parking spaces.

One driveway on Prospect Avenue is proposed with access to/from the commercial parking area. A second driveway is proposed from the alley along the east side of the project site to/from the residents parking areas. This alley extends from Prospect Avenue at the north to Rodney Drive at the southeast.

Findings

Based on the following review of the new CEQA guidelines, no CEQA VMT impacts or significant circulation and access (non-CEQA) deficiencies were identified for the project. Furthermore, potential conflicts with other proposed projects have been reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects in the study area. No cumulative development project impacts have been identified that would preclude the City's ability to provide transportation mobility in the area.

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## CHAPTER 1 INTRODUCTION

The focus of this study is to evaluate the potential traffic impact created by the increase in vehicle miles traveled (VMT) and any access and circulation deficiencies associated with the mixed–use project.

Pursuant to new LADOT Transportation Assessment Guidelines (TAG), any discretionary project that is estimated to generate a net increase of 250 or more daily vehicle trips, is a transportation project that is likely to induce additional VMT, reduce roadway through lane capacity on a street that exceeds 750 vehicles per hour for at least 2 consecutive hours in a 24-hour period after the transportation project is completed or if a transportation assessment is required by City Ordinance or regulation will be required to prepare a transportation assessment. The proposed project is a development project (not a transportation project) and generates more than 250 daily vehicle trips. A VMT assessment is required.

CEQA Review - LADOT has developed a program to calculate VMT for new land development projects. The VMT Calculator is a tool designed to measure whether a development project exceeds the VMT thresholds established by the City of Los Angeles. The program reports daily vehicle trips, household VMT per capita, and work VMT per employee for new development projects. The VMT program also calculates VMT reductions for transportation demand management (TDM) strategies.

NON - CEQA - The non-CEQA analysis for the circulation and access review evaluates traffic conditions at nearby intersections for existing and future traffic conditions. Intersection traffic conditions most likely to be affected by the development of the project are listed on the following page:

1. Prospect Avenue and Vermont Avenue;
2. Prospect Avenue and Hillhurst Avenue;
3. Hollywood Boulevard and Vermont Avenue; and,
4. Hollywood Boulevard/Sunset Boulevard/Sunset Drive and Hillhurst Avenue/Virgil Avenue.

In addition, potential conflicts with other development projects have been reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects.

## CHAPTER 2 PROJECT DESCRIPTION

### Project Description

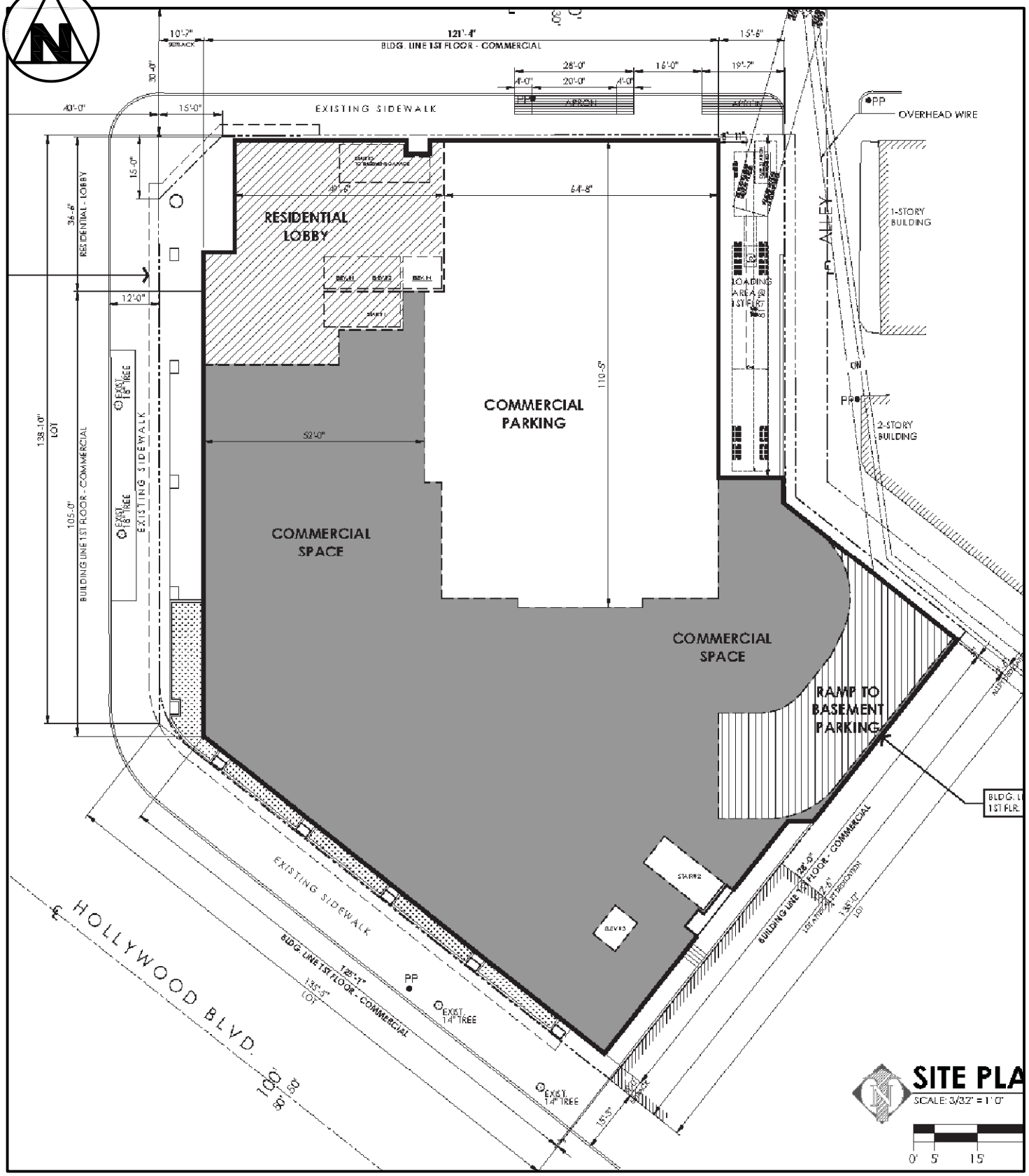
The project to be analyzed is located at 1666 N Vermont Avenue (southeast corner of Prospect Avenue and Vermont Avenue) in the Hollywood Community Plan area of Los Angeles. The land area is approximately 29,418 square feet in size after a proposed vacation area of 1,412 square feet. The project has frontage along Prospect Avenue to the north, Vermont Avenue to the west, Hollywood Boulevard to the south, an alley to the east and a neighboring commercial property to the southeast. The lot is currently developed with a 300 square foot restaurant and 8,000 square foot car wash with one washing tunnel.

A 7–story mixed–use building is proposed with 139 residential apartment units of which 16 units are proposed as extremely low-income affordable units and 13,960 square feet of ground floor commercial where a grocery store is currently planned. All existing structures and surface parking lot will be removed.

### Parking and Access

The project will provide 128 automotive parking spaces (28 parking spaces for the commercial and 100 parking spaces for the residential units). Parking will be provided on the first floor and P1 garage basement for the commercial land use and three subterranean levels (P1, P2 and P3) levels predominately for the residents. A loading dock will be provided from Prospect Avenue along the east end of the site adjacent to the alley. A total of 89 bike parking spaces are proposed. A total of 70 long term bicycle parking spaces will be provided for the residents in a secured room, 10 short term spaces for the commercial land use in the garage, and 9 short term spaces as part of the streetscape are planned.

One driveway on Prospect Avenue is proposed with access to/from the commercial parking area. As noted above, the loading dock access will be provided from Prospect Avenue adjacent to the commercial driveway and alley. A second driveway is proposed from the alley along the east side of the project site to/from the residents parking areas and eleven commercial parking spaces. This alley extends from Prospect Avenue at the north to Rodney Drive at the southeast. Figures 2a and 2b illustrate the project site plan and parking levels.



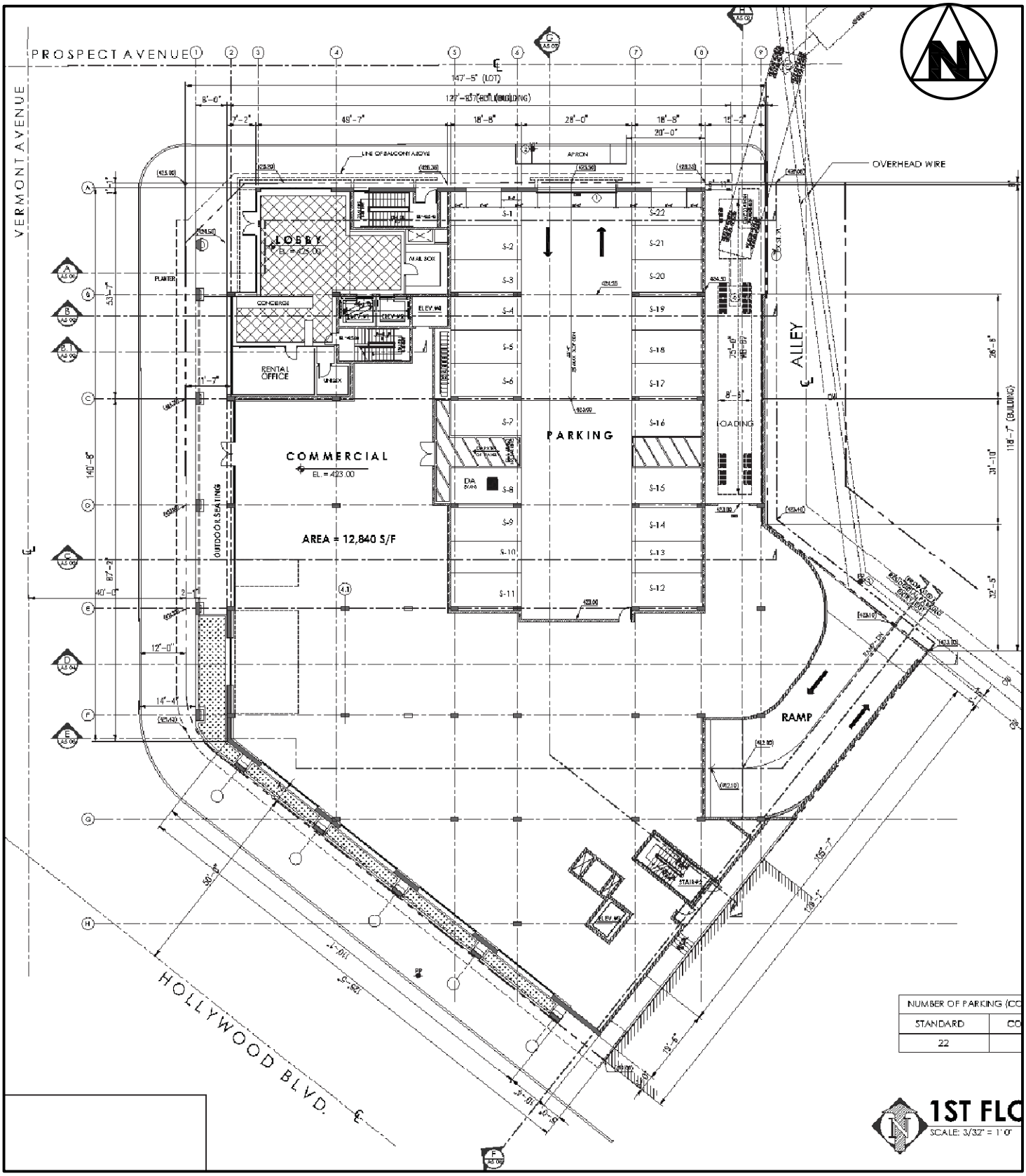

**Daryoush SAFA AIA Architect**

**Figure 2A**

12/2019

**PROJECT SITE PLAN**
**WITH DRIVEWAY LOCATIONS**

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**Daryoush SAFA AIA Architect**

**Figure 2B**

12/2019

**FIRST FLOOR LEVEL PLAN**

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## CHAPTER 3 PROJECT TRAFFIC CHARACTERISTICS

### Project Traffic Generation

The Project is evaluated using two processes as required by the LADOT TAG, July 2019. The determination of potential traffic impacts and a potential traffic deficiency uses trip generation rates (number of trips generated) and VMT (measure of the amount of travel for all vehicles in a geographic region over a given period). For this study, as required by LADOT, the trip generation is used to determine how many trips are generated by a land use development to determine if a project exceeds established thresholds that require VMT analysis and for use, if needed, in estimating potential intersection and driveway deficiencies. The City of Los Angeles has prepared a VMT Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee metrics for land use development projects. This section (Chapter 3) provides trip generation estimates. Chapter 4 estimates Project VMT.

Traffic generating characteristics of many land uses have been surveyed by the Institute of Transportation Engineers (ITE) and published in a handbook titled Trip Generation Manual, 10th Edition. This publication of traffic generation data is the industry standard for estimating traffic for different land uses. In addition, LADOT has adopted traffic rates for affordable apartments.

Table 1
Traffic Generation Rates

| ITE | | Daily | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| Code | Description | Traffic | In | Out | Total | In | Out | Total |
| 221 | Residential (Mid Rise) | 5.44 | 26% | 74% | 0.36 | 61% | 39% | 0.44 |
| | Affordable Family Residential * | 4.16 | 37% | 63% | 0.49 | 56% | 44% | 0.35 |
| 850 | Grocery Store | 106.78 | 60% | 40% | 3.82 | 51% | 49% | 9.24 |
| 932 | High Turnover Restaurant | 112.18 | 55% | 45% | 9.94 | 62% | 38% | 9.77 |
| 949 | Car Wash | 156.20 | 63% | 37% | 8.60 | 49% | 51% | 13.60 |

* LADOT Affordable family rates, Project is within Transit Priority Area
Rates are per unit for residential, per sf for grocery & restaurant, and per bay for car wash

The ITE trip generation rates are estimated without regard for the nature of the project's vicinity in terms of transit and walking or interaction with traffic on the surrounding roadways. Considering the multiple transit opportunities, including a red line Metro Station within less than ¼ mile walking distance, and walkability in the area, it is anticipated that some residents and retail customers and employees will choose alternative modes of transportation to single occupant vehicles. A 15% estimate of transit use was approved by LADOT and incorporated into the analysis.

Many land uses are visited on the way to or from another main destination point. The greater the regional draw the lower the pass-by activities. LADOT has established pass-by credits for several land uses. Based on LADOT TAG, July 2019, a 40% reduction has been incorporated into the analysis for the grocery store as approved by LADOT. This reduction is not taken at the adjacent intersection or driveways because drivers will need to make turning movements to access the site as required by LADOT.

Table 2 contains the project trip generation estimates using the Table 1 trip generation rates. The project trip generation using the ITE trip generation data is estimated at 1,170 net daily trips with 55 morning and 99 afternoon peak hour trips, as shown by the trip rates provided in Table 1 and trip generation in Table 2.

Table 2
Estimated Project Traffic Generation

| ITE Code | PROJECT TRIPS Description | Size | Daily Traffic | AM Peak Hour In | AM Peak Hour Out | AM Peak Hour Total | PM Peak Hour In | PM Peak Hour Out | PM Peak Hour Total |
|---|---|---|---|---|---|---|---|---|---|
| | **Proposed Project** | | | | | | | | |
| | **Residential** | | | | | | | | |
| 221 | Residential Mid Rise | 123 units | 669 | 12 | 32 | 44 | 33 | 21 | 54 |
| | Transit/Mulit-Modal | 15% | (100) | (2) | (5) | (7) | (5) | (3) | (8) |
| | Subtotal Residential Mid Rise | | 569 | 10 | 27 | 37 | 28 | 18 | 46 |
| | ELI Residential* | 16 units | 67 | 2 | 4 | 6 | 3 | 3 | 6 |
| | Transit/Mulit-Modal | 15% | (10) | (0) | (1) | (1) | (1) | (0) | (1) |
| | Subtotal ELI Residential | | 57 | 2 | 3 | 5 | 2 | 3 | 5 |
| | SUBTOTAL Residential | | 626 | 12 | 30 | 42 | 30 | 21 | 51 |
| | **Commercial** | | | | | | | | |
| 850 | Grocery Store | 13,960 sf | 1,491 | 32 | 21 | 53 | 66 | 63 | 129 |
| | Internal | 5% | (75) | (2) | (1) | (3) | (3) | (3) | (6) |
| | Transit/Mulit-Modal | 15% | (212) | (5) | (3) | (8) | (9) | (9) | (18) |
| | Pass-By | 40% | (481) | (10) | (7) | (17) | (22) | (20) | (42) |
| | SUBTOTAL Grocery Store | | 723 | 15 | 10 | 25 | 32 | 31 | 63 |
| | SUBTOTAL PROPOSED | | 1,349 | 27 | 40 | 67 | 62 | 52 | 114 |
| | **Existing to be Removed** | | | | | | | | |
| 949 | Car Wash | 1 bay | 156 | 6 | 3 | 9 | 7 | 7 | 14 |
| 932 | Restaurant | 300 sf | 34 | 2 | 1 | 3 | 1 | 0 | 1 |
| | Transit/Mulit-Modal | 15% | (5) | (0) | (0) | (0) | (0) | (0) | (0) |
| | Pass-By | 20% | (6) | (0) | (0) | 0 | (0) | (0) | (0) |
| | SUBTOTAL Restaurant | | 23 | 2 | 1 | 3 | 1 | 0 | 1 |
| | SUBTOTAL EXISTING | | 179 | 8 | 4 | 12 | 8 | 7 | 15 |
| | **NET NEW TRIPS TOTAL** | | **1,170** | **19** | **36** | **55** | **54** | **45** | **99** |

## CHAPTER 4 CEQA TRANSPORTATION ASSESSMENT

Amendments to the California Environmental Quality Act (CEQA) related to transportation impacts have been adopted by the State of California and the City of Los Angeles. In accordance with the new CEQA Section 15064.3, the Significance of Transportation Impacts shall be determined using the vehicle miles traveled (VMT) metric rather than Level of Service (LOS) which measures vehicle delay.

Senate Bill (SB) 743 amendments update the environmental checklist questions used to conduct the environmental review. Below are the screening criteria and updated environmental checklist questions.

### Screening Criteria

If the development project requires a discretionary action, and the answer is yes to any of the following threshold questions, further analysis will be required to assess whether the proposed project would negatively affect existing pedestrian, bicycle, or transit facilities:

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

**Yes,** Using the VMT calculator for screening purposes (without credits for project components such as internal or transit trips), the proposed project will generate 1,405 net vehicle trips without any TDM strategies. See Appendix F for VMT Worksheets.

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

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

1.3 Is the project on a lot that is ½ acre (21,750 square feet) or more in total gross

area, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the Mobility Plan 2035) with 250 linear feet or more, or is the project's frontage encompassing an entire block along an Avenue or Boulevard (as designated in the Mobility Plan 2035)?

**Yes,** The site is over ½ acre with approximately 0.68 acres (29,418 square feet). **Yes**, 250 linear feet or more of project frontage is along an Avenue or Boulevard. The project frontage of Prospect Avenue is designated as a local street which is not applicable, Hollywood Boulevard is designated an Avenue I roadway, and Vermont is designated as a Modified Avenue II Mobility Plan 2035. The project's Hollywood Boulevard frontage is approximately 130 feet in length and 170 feet in length along Vermont Avenue. A total of 300 feet of project frontage is along an Avenue as designated in the Mobility Plan 2035.

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

I. **Environmental Checklist Threshold T - 1**: Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities?

The City has adopted programs, plans, ordinances and policies that establish the transportation planning framework for all travel modes. The goals are to achieve a safe, assessible and sustainable transportation system for vehicles, pedestrians, and cyclists.

**Screening Criteria for Threshold T – 1**

A project that generally conforms with and does not obstruct the City's development policies will be generally considered consistent. A list of these element standards has been provided in the LADOT TAG. In addition, the City has provided a list of questions that are to be answered yes or no to determine a conflict. The applicant is requested to review the relevant policies and programs to the questions to assess whether the proposed project precludes the City's implementation of any adopted policy and/or program.

If a vacation of public right-of-way or relief from required street dedication is sought as part of the project, an assessment is required as to whether the right-of-way is necessary to serve a long-term mobility needed.

**CEQA Threshold T - 1 Finding**

The listed City documents that establish the regulatory framework and questions to determine project applicability to plans, policies and programs is provided in Appendix G with the VMT Calculation sheets. It has been found that the construction of the proposed Project is within conformance and consistent with standards adopted City's transportation plans and policies for all travel modes. The Project will not preclude the City's implementation of any adopted policy and/or program.

The project roadways identified in the Complete Streets Mobility Networks are identified on pages 20-23 of this report.

No street dedications are required along Prospect Avenue, Hollywood Boulevard or Vermont Avenue. A 2-foot, 6-inch widening of the alley will be required and implemented.

Vermont Avenue is identified as a High Injury Network roadway in the Mobility Plan 2035. Currently this roadway has continental crosswalks for greater pedestrian visibility along the north and south legs of Vermont at Prospect Avenue and north and south legs of Hollywood Boulevard.

The project is along the corner of Prospect Avenue, Vermont Avenue and Hollywood Boulevard. There will be no driveways on Vermont Avenue or Hollywood Boulevard. One driveway is proposed on Prospect Avenue near the eastern property line away from the intersection.

A vacation of public right-of-way is proposed on the south side of the Project site. This vacation is land that is currently not used by the public and not needed for future roadway plans. This proposed vacation is being processed through a separate request.

II. **Environmental Checklist Threshold T - 2.1:** Does the project conflict or would it be inconsistent with California Environmental Quality Act (CEQA) Guidelines section 15064.3 subdivision (b)(1)?

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

**Screening Criteria for Threshold T - 2.1**

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

**Yes,** Using the VMT calculator for screening purposes, the proposed project will generate 1,405 net vehicle trips without any TDM strategies that are part of the project.

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

**Yes,** Using the VMT calculator version 1.2, the new mixed-use project would generate a net increase of 9,122 additional household VMT. TDM strategies are not considered in the VMT Project screening criteria. Appendix G contains the VMT reports.

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

**No,** the project proposes 13,960 square feet of commercial grocery store.

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

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

**CEQA Threshold T - 2.1 Finding**

LADOT has identified thresholds for significant VMT impacts for each of the 7 Area

Planning Commission (APC) sub-areas. The project's VMT are compared against the City's threshold goals for household VMT per capita and work VMT per employee to evaluate the significance of the VMT increases.

A development project will have a potential impact if the development project would generate VMT exceeding 15% below the existing average VMT for the Area Planning Commission (APC) area in which the project is located.

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

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

Results of the proposed project's VMT calculation shows a daily household VMT per capita value of 5.9 (below the Central threshold value of 6.0).

Note that the daily household VMT per capita is determined by the home - based production VMT from the MXD model combined with selected TDM strategies that are part of the project. This VMT is then divided by the number of people living within the project to get the VMT per capita value.

This project includes TDM measures that reduce VMT. The unbundled parking, the reduced parking supply and bike parking features are regulatory compliance measures under the TOC Program and Zoning Code. The TDM measures that are part of the project are:

Unbundle Parking - This strategy unbundles the parking costs from the property costs, requiring those who wish to purchase parking spaces to do so at an additional cost

from the property cost. The strategy assumes the parking cost is set by the VMT calculator to be a minimum of $150 per month and paid by the vehicle owners/drivers.

Reduced Parking Supply - This strategy changes the on-site parking supply to provide less than the amount of vehicle parking required by direct application of the Los Angeles Municipal Code (LAMC) without consideration of parking reduction mechanisms permitted in the code. Permitted reductions in parking supply could utilize parking reduction mechanisms such as TOC, Density Bonus, Bike Parking ordinance, or locating in an Enterprise Zone or Specific Plan area. Reductions in parking supply could also include reductions in parting requirements due to variances sought by a project. This strategy is appropriate for use in all land-use contexts and all types of development and applies to all trip types. Application LAMC required parking would necessitate 192 residential parking spaces (52 units with less than 3 habitable room X 1 space per unit + 67 units with 3 habitable room X 1.5 space per unit + 19 units with more than 3 habitable room X 2.0 spaces per unit). Application of SNAP for the commercial portion of the development would require 28 commercial spaces (13,960 square feet X 1 space per 500 square feet). A combined total of 220 spaces would be required. However, application of Tier 4 TOC Base Incentives requires no residential parking spaces. The project proposes a total of 128 parking spaces with 100 residential parking spaces and 28 commercial parking spaces.

Bike Parking - Projects providing short-term and long-term bicycle parking spaces in accordance with LAMC Section 12.21A.16 qualify for this measure.

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

**Screening Criteria for Threshold T - 2.2**

Would the project include the addition of through traffic lanes on existing or new highways including general purpose lanes, high-occupancy vehicle lanes, peak period lanes,

auxiliary lanes, and lanes though grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety)?

If the answer is no, further analysis is not required for Threshold T-2.2

**CEQA Threshold T - 2.2 Finding**

**No,** the project will include the addition of any traffic lanes.

III. **Environmental Checklist Threshold T- 3.1:** Does the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site.

**Screening Criteria for Threshold T- 3.1**

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

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

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

**Yes,** Pursuant to the Mobility Element street standards, a 2-foot, 6-inch dedication and widening would be required for the alley adjacent to the project site. No additional

dedication or street widening is required for Prospect Avenue, Vermont Avenue or Hollywood Boulevard.

**CEQA Threshold T - 3.1 Finding**

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

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

## CHAPTER 5 NON - CEQA TRANSPORATION ASSESSMENT

In addition to conducting a CEQA review of development projects pursuant to SB743, LAMC Section 16.05 (Site Plan Review) authorizes a non - CEQA transportation analysis of development projects to identify deficiencies that may have an adverse effect of the environment. LADOT retains the ability to impose development conditions to improve operational safety and access around a project site and to better assess how proposed projects may affect the City's transportation system under the non - CEQA assessment.

Pursuant to the TAG, a delay - based analysis has been used to evaluate if the project would contribute to potential circulation and access deficiencies that require specific operational improvements to the circulation system. To assist in the non - CEQA evaluation, the following information provides the environmental conditions in which the project is located.

### ENVIRONMENTAL SETTING

#### Land Use

The project is in the Hollywood Community Plan area which consists of areas for residential, commercial, industrial, open space and public facilities. The Hollywood Community Plan area is generally bounded by Mulholland Drive and the Ventura Freeway to the north, Golden State Freeway, Hyperion and Virgil Avenue to the east, Melrose Avenue and Rosewood Avenue to the south and Sweetzer Avenue, La Cienega Boulevard, La Brea Avenue, Crescent Heights, Doheny Drive, and Laurel Canyon Boulevard to the west. The Hollywood Community Plan area contains three Specific Plan Areas including Hollywoodland, Mulholland Parkway Scenic Corridor and the Vermont / Western TOD. The proposed project lies in the Vermont / Western TOD Specific Plan area. Map of the community plan is provided in Appendix B.

Figure 3 illustrates the environmental setting near the project site

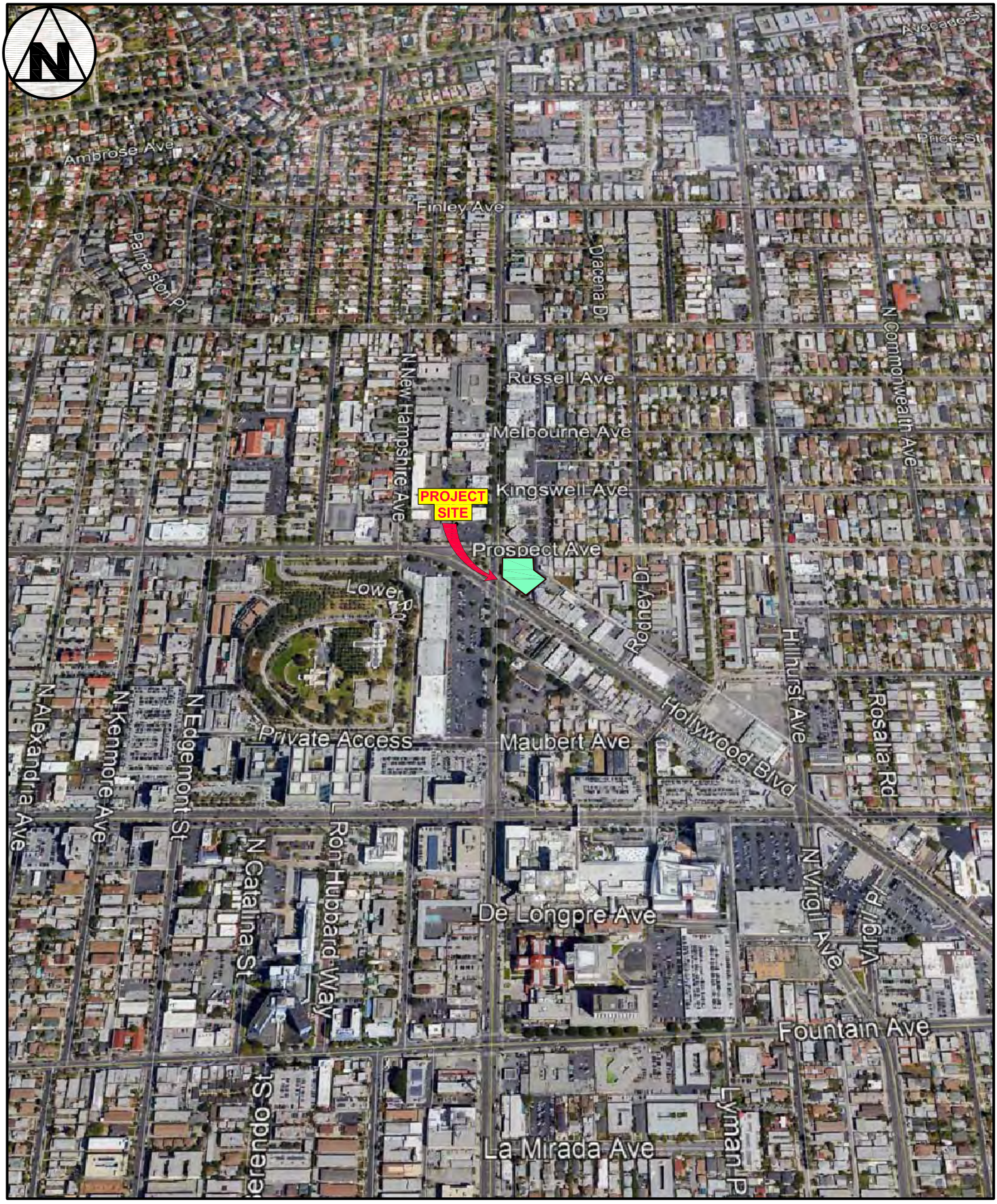



**Figure 3**

6/2019

**PROJECT SETTING**

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Transportation Facilities

Regional access to the study area is provided by the Hollywood Freeway (SR-101) which is located approximately 1.4 mile to the west and 1.5 to the south of the project site with access to and from Hollywood Boulevard (east of the site) and Vermont Avenue (south of the site). The Golden State Freeway (I-5) is located approximately 2 miles northeast of the project site with access via Vermont Avenue to Los Feliz Boulevard. The Hollywood Freeway carries approximately 217,000 vehicles per day (VPD) at Hollywood Boulevard and up to 254,000 VPD at Vermont Avenue. The Golden State Freeway carries approximately 224,000 VPD at Los Feliz Boulevard.

The City of Los Angeles has adopted the Mobility Plan 2035 as an update to the City's General Plan Transportation Element to incorporate the complete streets principles for integrating multi-mode transportation networks. The Mobility Plan 2035 dictates the street standards and designations. Appendix C contains the City of Los Angeles street standards, network maps and recent photos of the study intersections.

Pursuant to the City of Los Angeles Mobility Element, arterial roadways are designated Boulevards and Avenues. Boulevards represent the City's widest streets that typically provide regional access to major destinations; the roadway standard for a Boulevard II roadway is a right-of-way width of 110 feet and a roadway width of 80 feet. Avenues may vary in their land use context, with some streets passing through both residential and commercial areas; the roadway standard for an Avenue II roadway is a right-of-way width of 86 feet and a roadway width of 56 feet.

Non - arterial roadways connect arterial roadways to local residential neighborhoods or industrial areas. Non - arterial roadways are designated collector or local streets. The standard for a collector street is a right-of-way width of 66 feet and a roadway width of 40 feet; and the standard for a local street is a right-of-way width of 60 feet and a roadway width of 36 feet.

Vermont Avenue is a north-south roadway designated as a Modified Avenue II along the project frontage in the Mobility Plan 2035. Vermont Avenue changes to an Avenue I south

of Hollywood Boulevard south of the project site. A Modified Avenue II requires a 56-foot roadway on an 80-foot right-of-way (28-foot half roadway and 40-foot half right-of-way). Vermont Avenue is currently providing a 40-foot half right-of-way with two lanes in each direction. Vermont Avenue provides the west boundary of the project site. According to the Mobility Plan street standards for Vermont Avenue, no additional dedication will be required.

Vermont Avenue is identified as part of the City High Injury Network (as identified in the CEQA Analysis T-1 on pages 10-11 and Non-CEQA analysis on page 27) along the project frontage. Currently there are continental crosswalks (cross hatch) for greater pedestrian visibility along the north and south legs of Vermont Avenue at Prospect Avenue and north and south legs of Hollywood Boulevard.

Hollywood Boulevard is a predominately east-west roadway that transitions to a northwest to southeast roadway immediately west of the project site. Hollywood Boulevard is designated as an Avenue I in the Mobility Plan 2035 which requires a 70-foot roadway on a 100-foot right-of-way (35-foot half roadway and 50-foot half right-of-way). Hollywood Boulevard is currently providing a 50-foot half right-of way with two lanes in each direction. Hollywood Boulevard provides the southern boundary of the project site. According to the Mobility Plan street standards for Hollywood Boulevard, no additional dedication will be required.

Hollywood Boulevard is identified as part of the City High Injury Network along the project frontage. Currently there are continental crosswalks (cross hatch) for greater visibility along the east and west legs of Hollywood Boulevard at Vermont Avenue.

Prospect Avenue is an east-west roadway designated as a local street east of Vermont Avenue in the Mobility Plan 2035. A local street requires a 36-foot roadway within a 60-foot right-of-way (18-foot half roadway and 30-foot half right-of-way). Prospect Avenue is currently providing a 62-foot right-of-way with one lane in each direction along the project frontage. Prospect Avenue creates the northern boundary of the project site. According to the Mobility Plan street standards for Prospect Avenue, no additional dedication will be required. Prospect Avenue provides the northern access point to alley along the eastern boundary of the project site.

Rodney Drive is a north-south roadway designated as a local street in the Mobility Plan 2035. Rodney Drive provides one lane in each direction from Franklin Avenue to Hollywood Boulevard east of the project site. The roadway is not controlled by a traffic signal at Prospect Avenue or Hollywood Boulevard. Rodney Drive provides the southern access point to alley along the eastern boundary of the project site.

Sunset Boulevard is an east-west roadway designated as an Avenue I in the Mobility Plan 2035 which requires a 70-foot roadway on a 100-foot right-of-way (35-foot half roadway and 50-foot half right-of-way). Hollywood Boulevard is currently providing a 50-foot half right-of way with two lanes in each direction. At Hillhurst Avenue, Sunset Boulevard intersects with Hollywood Boulevard and transitions to the southeast.

Transit Information

Public transportation near the project site is provided by the Metropolitan Transportation Authority (Metro) and LADOT DASH services. Metro Local Route 204, Metro Rapid 754 and DASH Observatory/Los Feliz operate along Vermont Avenue. Metro Local line 180, 181 and 206, Metro Rapid Route 780 and DASH Hollywood operates along Hollywood Boulevard. The project benefits with the Metro Red Line Vermont/Sunset Station within walking distance south of the project site. Appendix D provides additional information regarding these lines. These transit services are briefly described below:

- Metro Red Line provides rail service between downtown Los Angeles and North Hollywood. The Metro Red Line connects to multiple other rail and local services. There is a transit center at Vermont Avenue and Sunset Boulevard approximately 1,000 feet (less than ¼ mile) from the project site. This is within walking distance of the project or Metro route 204, Metro Rapid Route 704, DASH Hollywood and DASH Observatory/Los Feliz provide service to the Vermont/Sunset Metro Station.
- Metro Route 180/181 operates along Hollywood Boulevard to Vermont Avenue to Los Feliz Boulevard in the project area. Route 180/181 provides service between Hollywood, Los Feliz, Glendale, Eagle Rock, Pasadena, and Sierra Madre Villa. There is a bus stop

on Vermont Avenue at Prospect Avenue immediately adjacent to the site. Headways (time between buses) are 15 minutes during peak hours.

- Metro Route 204 operates along Vermont Avenue and Hollywood Boulevard in the project area. Route 204 provides service between Hollywood/Los Feliz, Westlake, Exposition Park, South Los Angeles and Athens. There is a bus stop on Vermont Avenue at Hollywood Boulevard across the street from the project. Headways are 12 minutes during peak hours.
- Metro Route 206 operates along Vermont Avenue in the project area. Route 204 provides service between Hollywood/Los Feliz, Westlake, Koreatown, Harvard Heights, Los Angeles and Westmont. There is a bus stop at Hollywood Boulevard and Prospect Avenue approximately 400 feet from the project site. Headways are 12 minutes during peak hours.
- Metro Rapid Route 754 operates along Vermont Avenue in the project area following the same route as Route 204. The Rapid bus provides faster service with fewer stops along the route. There is a bus stop on Vermont Avenue south of Hollywood Boulevard approximately 415 feet from the project site. Headways are 5 to 6 minutes during peak hours.
- Metro Rapid Route 780 operates along Hollywood Boulevard to Vermont Avenue to Los Feliz in the project area. Metro Rapid Route 780 provides service between Hollywood, Los Feliz, Glendale, Eagle Rock and Pasadena. The Rapid bus provides faster service with fewer stops along the route. There is a bus stop on Vermont Avenue north of Prospect Avenue across the street from the project site. Headways are 14 minutes during peak hours.
- LADOT DASH Hollywood operates along operates a low-cost circulating service in Hollywood generally between Highland Avenue and Fountain Avenue to Highland Avenue and Yucca Street to Vermont Avenue and Franklin Avenue south to Vermont Avenue and Santa Monica Boulevard then westerly predominately along Fountain Avenue. There is a bus stop on Vermont Avenue and Hollywood Boulevard across the street from the project site. Headways are 30 minutes between buses.

- LADOT DASH Observatory/Los Feliz Route operates along operates a low-cost circulating service in the project area north to the Observatory. The route generally follows a circular route from Vermont Avenue at Prospect Avenue to Vermont Avenue at Los Feliz Boulevard to Hillhurst Avenue and Los Feliz Avenue to Hillhust Avenue and Sunset Boulevard to Sunset Boulevard and Vermont Avenue on Mondays through Friday between 6AM to 10AM. The balance of the day, the bus route adds north to the Observatory and back. There is a bus stop on Vermont Avenue and Hollywood Boulevard across the street from the project site. Headways are 20 minutes between buses until the Observatory segment is added when additional busses are added, and the headways are reduced to 15 minutes.

Complete Streets Mobility Networks (Vehicle, Bicycle, Transit, Neighborhood and Pedestrian Enhanced Districts) (Referenced in CEQA Analysis T-1 on page 11)

The Mobility Plan Element establishes a layered network of street standards that are designed to emphasize mobility modes within the larger system. This approach maintains the primary function of the streets that exist but identifies streets for potential alternative transportation modes providing a range of options available when selecting the appropriate design elements. Street may be listed in several networks with the goal of selecting a variety of mobility enhancements.

Network layers have been created that prioritizes a certain mode within each layer with the goal of providing better connectivity. The network layers are: Vehicle Enhanced Network, Transit Enhanced Network, Bicycle Enhanced Network and Neighborhood Enhanced Network. Definitions of these networks per the Complete Street Design Guidelines are provide below.

Vehicle Enhanced Network (VEN) - The VEN includes a select number of arterials that carry high volume of traffic for long distance travel on corridors with freeway access. Moderate enhancements typically include technology upgrades and peak-hour restrictions for parking and turning movements. Comprehensive enhancements can include improvements to

access management, all-day lane conversions of parking, and all-day turning movement restrictions or permanent access control.

- No study area streets have been identified in the VEN.

Transit Enhanced Network (TEN) - The TEN is comprised of streets that prioritize travel for transit riders.

- Vermont Avenue is designated as Comprehensive Moderate Transit Enhanced street.
- Hollywood Boulevard west of Vermont Avenue is designated as a Moderate Transit Enhanced street.
- Hollywood Boulevard east of Vermont Avenue is designated as a Moderate Plus Transit Enhanced street.

Bicycle Enhanced Network (BEN) – The BEN is comprised of a network of low–stressed protected bike lanes (Tier 1) and bike paths prioritize bicycle travel by providing specific bicycle facilities and improvements. The BEN also proposes bike facilities on arterial roadways with a striped separation. Tier 1 corresponds to protected bicycle lanes, and Tier 2 and Tier 3 bicycle lanes on arterial roads with a striped separation that are differentiated only by their potential implementation phasing - the difference between Tier 2 and Tier 3 implies probability that some lanes are not expected to be implemented by 2035.

The City of Los Angeles adopted a 2010 Bicycle Master Plan to encourage alternative modes of transportation throughout the City of Los Angeles. The Master Plan was developed to provide a network system that is safe and efficient to use in coordination with the vehicle and pedestrian traffic on the City street systems. The Master Plan has mapped out the existing, funded and potential future Bicycle Paths, Bicycle Lanes, and Bicycle Routes. A brief definition of the bicycle facilities is provided below:

Bicycle Path – A bicycle path is facility that is separated from the vehicular traffic for the exclusive use of the cyclist (although sometimes combined with a pedestrian lane). The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right - of - way assigned through signals or stop signs.

- No bike paths are identified in the study area.

Bicycle Lane – A bicycle lane is typically provided on street with a designated lane stripped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections.

- Hollywood Boulevard to Hillhurst Avenue and Sunset Boulevard southwest of Hillhurst Avenue are listed on the Bicycle Lane Network map as a Tier 1 bicycle lane street.

Bicycle Route – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclist would follow the route and share the right-of-way with the vehicle.

- No bike routes are identified in the study area.

Neighborhood Enhanced Network (NEN) - NEN is comprised of local streets intended to benefit from pedestrian and bicycle related safety enhancements for more localized slower means of travel while preserving the connectivity of local streets to other enhanced networks. These enhancements encourage lower vehicle speeds providing added safety for pedestrians and bicyclists.

- Hillhurst Avenue, in the project area, has been identified in the NEN.

Pedestrian Enhanced District (PEDs)

In addition to these street networks, many arterial streets that could benefit from additional pedestrian features to provide better walking connections are identified as Pedestrian Enhanced Districts.

Several streets within the study area have been identified in the pedestrian enhanced district maps with the goal of providing a more attractive environment to promote walking for shorter trips. Adding pedestrian design features and street trees encourages people to take trips on foot instead of by car. This helps to reduce the volume of cars on the road and emissions, increase economic vitality, and make the City feel like a more vibrant place.

- Vermont Avenue, Hollywood Boulevard, Hillhurst Avenue and Sunset Boulevard have been identified in the PED map

Mobility Plan Element Network Maps and the 2010 Bicycle Plan maps are included in Appendix E.

## PEDESTRIAN, BICYCLE AND TRANSIT ACCESS ASSESSMENT

Purpose - The pedestrian, bicycle and transit facilities assessments are intended to determine a project's potential effect on pedestrian, bicycle and transit facilities in the vicinity of the proposed project. The deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

### Removal or Degradation of Facilities

The project will not remove, modify or degrade any pedestrian, bicycle and transit facilities in the vicinity of the proposed project. In fact, any damaged or off-grade sidewalk, curb and gutter along the property frontage will be repaired under Section 12.37 of the Los Angeles Municipal Code (LAMC).

### Project Intensification of Use

The project is located on Vermont Avenue which is designated as a Modified Avenue II roadway and is included in the Transit Enhanced Network and Pedestrian Enhanced Networks. The project is also located on Hollywood Boulevard which is designated as an Avenue I and is included in the Transit Enhanced Network and Pedestrian Enhanced Network. The Metro transit stop for Route 180/181 is adjacent to the project site on Vermont Avenue south of Prospect Avenue. This stop will remain and be protected. No bike facilities are currently located along the project frontage of Prospect Avenue, Vermont Avenue or Hollywood Boulevard. However, Hollywood Boulevard is identified as a potential future Tier 1 bike facility. Pedestrian facilities will be improved along Prospect Avenue with the removal of one driveway. Street frontage along Prospect

Avenue, Vermont Avenue and Hollywood Boulevard will be improved with new landscaping along the project frontages. An existing traffic signal with continental (crosshatched) enhanced marked crosswalks provide a safe pedestrian crossing for Vermont Avenue at Prospect Avenue and Vermont Avenue at Hollywood Boulevard.

The small scale of this project will not overburden any current of future pedestrian, bike or transit facilities. Per the VMT calculator, the project would have a residential population of approximately 327 person and 51 employees. This level of intensification would not require any additional facilities to be constructed.

High Injury Network (Referenced in CEQA Analysis T-1 on page 11)

Vision Zero Los Angeles identified a strategic plan to reduce traffic deaths to zero by focusing on engineering, enforcement, education and evaluation. The priority identified in the report is safety with a goal to make the streets of the City of Los Angeles the safest in the nation. As part of an effort to achieve this goal, LADOT identified a High Injury Network (HIN) of city streets. The HIN identifies streets with a high number of traffic related severe injuries and deaths across all modes of travel with emphasis on those involving pedestrians and cyclists. Vermont Avenue and Hollywood Boulevard are part of the HIN.

LADOT requires that projects along HIN roadways assist in reducing traffic related injuries around new development to the extent possible. There will be no project driveways on the Vermont Avenue or Hollywood Boulevard project frontages. Continental crosswalks are currently provided on Vermont Avenue at Prospect Avenue and at Hollywood Boulevard and on Hollywood Boulevard at Vermont Avenue to enhance pedestrian visibility when crossing these roadways.

PROJECT ACCESS, SAFETY AND CIRCULATION EVALUATION

Purpose – Project access and circulation is evaluated for safety, operational, and capacity constraints using vehicle level of service to identify circulation and access deficiencies that may require specific operational improvements. CEQA analysis for other subject areas, such as air quality analysis, may also continue to rely on vehicle level of service analysis.

Operational Evaluation –

Criteria - Per the TAG, the Transportation Assessment should include a quantitative evaluation of the project's expected access and circulation operations. Project access is considered constrained if the project's traffic would contribute to unacceptable queuing at project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as follows:

- Spill over from turn pockets into through lanes.
- Block cross streets or alleys.
- Contribute to "gridlock" congestion. For the purposes of this section, "gridlock" is defined as the condition where traffic queues between closely - spaced intersections and impedes the flow of traffic through upstream intersections.

Evaluation – There will be no driveways on the major streets of Vermont Avenue or Hollywood Boulevard. Residential and commercial parking (5 commercial spaces) access will be provided from a driveway off the existing alley. The majority of the commercial parking will be provided from a driveway off of Prospect Avenue, a roadway designated as a local street. Currently there are two driveways on Prospect Avenue and one driveway will be closed. The following traffic conditions evaluation has been prepared to identify any new circulation and access deficiencies along Prospect Avenue, Vermont Avenue and Hollywood Boulevard that may require specific operational improvements.

The circulation level of service evaluation has been prepared using the Highway

Capacity Manual (HCM) methodology which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing. The average delay is reported at signalized locations for all vehicles passing through the intersection.

Once the HCM value has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades in terms of vehicle delay are shown in Table 3.

Table 3
Level of Service Definitions

| LOS | HCM (delay in seconds) | Operating Conditions |
|---|---|---|
| A | Less than 10 | No loaded cycles and few are even close. No approach phase is fully utilized with no delay. |
| B | >10 to 20 | A stable flow of traffic. |
| C | >20 to 35 | Stable operation continues. Loading is intermittent. Occasionally drivers may have to wait more on red signal and backups may develop behind turning vehicles. |
| D | >35-55 | Approaching instability. Delays may be lengthy during short time periods within the peak hour. Vehicles may be required to wait through more than one signal cycle. |
| E | >55 to 80 | At or near capacity with possible long queues for left-turning vehicles. Full utilization of every signal cycle is seldom attained. |
| F | > 80 | Gridlock conditions with stoppages of long duration. |

Analysis of Existing and Future Traffic Conditions

Existing and future traffic volumes have been developed to analyze future traffic conditions after completion of the project. The project's traffic affect has been calculated by adding the project traffic volumes to the existing traffic and future cumulative traffic volume with updated cumulative projects and 2022 study year.

The circulation deficiency evaluation has been calculated at 3 nearby intersections as listed below:

1. Prospect Avenue and Vermont Avenue;
2. Vermont Avenue and Hollywood Boulevard;
3. Hillhurst Avenue and Prospect Avenue; and,
4. Hillhurst Avenue/Virgil Avenue and Hollywood Boulevard/Sunset Boulevard/Sunset Drive.

The intersection of Hillhurst Avenue/Virgil Avenue and Hollywood Boulevard/Sunset Boulevard/Sunset Drive is a 6-legged intersection rather than the typical 4-legged intersection. In order to incorporate the added legs for this intersection, the lane capacity was reduced, and some traffic volumes combined (Southbound Hillhurst Avenue was added to southeast bound Hollywood Boulevard, Eastbound Sunset Drive was added to northwest bound Sunset Boulevard.

The Level of Service calculations below in Tables 4 and 5 show that the project's traffic will not change the LOS or significantly add to any circulation deficiencies in the area.

Table 4
Existing + Project Traffic Conditions

| No. | Intersection | Peak Hour | Existing (Dec. 2019) Delay (s) | Existing (Dec. 2019) LOS | Existing +Project Delay (s) | Existing +Project LOS |
|---|---|---|---|---|---|---|
| 1 | Prospect Avenue & | AM | 10.2 | B | 10.4 | B |
| | Vermont Avenue | PM | 11.7 | B | 12.4 | B |
| 2 | Vermont Avenue & | AM | 20.4 | C | 20.4 | C |
| | Hollywood Boulevard | PM | 18.8 | B | 18.8 | B |
| 3 | Hillhurst Avenue & | AM | 18.0 | B | 18.9 | B |
| | Prospect Avenue & | PM | 20.7 | C | 21.8 | C |
| 4 | Hillhurst Av/Virgil Av & | AM | 26.6 | C | 26.7 | C |
| | Hollywood Bl/Sunset Bl&Dr | PM | 29.7 | C | 30.0 | C |

Table 5
Future Cumulative + Project Traffic Conditions

| No. | Intersection | Peak Hour | Future (2022) Without Project Delay (s) | Future (2022) Without Project LOS | Future (2022) With Project Delay (s) | Future (2022) With Project LOS |
|---|---|---|---|---|---|---|
| 1 | Prospect Avenue & | AM | 10.4 | B | 11.1 | B |
| | Vermont Avenue | PM | 12.6 | B | 13.6 | B |
| 2 | Vermont Avenue & | AM | 20.6 | C | 20.6 | C |
| | Hollywood Boulevard | PM | 19.4 | B | 19.5 | B |
| 3 | Hillhurst Avenue & | AM | 27.0 | C | 27.8 | C |
| | Prospect Avenue & | PM | 26.0 | C | 27.5 | C |
| 4 | Hillhurst Av/Virgil Av & | AM | 39.9 | D | 41.8 | D |
| | Hollywood Bl/Sunset Bl&Dr | PM | 44.9 | D | 47.6 | D |

s = seconds

The future cumulative analysis includes other foreseeable development projects located within the study area that are either under construction or brought to the attention of the City as planned for future development. It should be noted that this project or any

actions taken by the City regarding this project, does not have a direct bearing on these other proposed projects.

The locations of the eight related projects and the peak hour trips generated are shown in Appendix G. Appendix H contains the traffic peak hour data, existing and future traffic flow maps and LOS worksheets.

Findings

Based on the traffic conditions analysis, no project access and circulation constraints have been identified. The project's traffic would not contribute to unacceptable queuing on Prospect Avenue, Vermont Avenue or Hollywood Boulevard or would cause or substantially extend queuing at nearby signalized intersections.

The results of this evaluation show that the mixed-use project will not create any non – CEQA traffic deficiencies on the existing streets or near - by intersections, pedestrian, bicycle, and transit facilities.

Safety Evaluation

Changes to the site access by removing one driveway from Prospect Avenue for commercial parking only, residential and 5 commercial parking spaces access from the alley, and no driveways on Vermont Avenue and Hollywood Boulevard will improve access. The loading dock access will be provided adjacent to and between the Project's Prospect Avenue access and the alley. Although this will make the driveway wider than the standard 30-foot two-way driveway, Prospect Avenue is a local street. No conditions or deficiencies are apparent in the site access plans which would be considered significant.

Passenger Loading Evaluation

All project parking is located on–site in the parking garages. It is anticipated that all passenger loading will occur from within the parking garage. If the passenger loading

demand cannot be accommodated on–site, then loading could occur from Prospect Avenue which has an adequate metered parking lane, lower traffic volume than Vermont Avenue and Hollywood Boulevard and would not conflict with pedestrian or bike volume.

Construction Overview

As part of the project's construction, a Construction Traffic Management program would be implemented during the construction phase to minimize potential conflicts associated with construction activity. The project's potential construction impacts may involve temporary construction activities within a roadway that would cause lane or street closures and a temporary loss of on - street parking. However, most of the construction activity would occur on–site.

Construction workers are typically expected to arrive at the project site before 7:00 am and depart before or after the weekday peak hours of 4:00 to 6:00 pm. It is also assumed that truck hauling will be limited to off peak hours. As part of the project's required Construction Management plan, peak hour restrictions on construction worker and haul truck traffic will likely be imposed. Thus, no significant levels of construction worker and / or truck traffic should occur on the street system during the peak hours of traffic.

Temporary traffic impacts from construction may occur during the non-peak hours because of an increase in construction traffic associated with delivery of construction materials; an increase in automobile traffic associated with construction workers, utility changes, drainage facilities, and sewer improvements.

Construction activities are expected to be contained within the existing project site. Safe pedestrian circulation paths adjacent to or around the work areas will be provided by covered pedestrian walkways if necessary and will be maintained as required by a City-approved Construction Management and Work Area Traffic Control Plans.

During demolition, truck traffic would be coming to and going from the project site throughout the day (except for peak hours), with truck staging occurring on-site through most of the construction period. No detours around the construction site are expected; however, flagmen would be used to control traffic movement during the ingress and egress of trucks and heavy equipment.

The project applicant will be required to submit formal Work Area Traffic Control Plans for review and approval by the City prior to the issuance of any construction permits.

# APPENDIX A

# LADOT Approved MOU

LADOT

# Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

## I. PROJECT INFORMATION

Project Name: Vermont Hollywood Mixed-Use

Project Address: 1666 N. Vermont Avenue

Project Description: Removal of existing 300 sf restaurant & 8,000 sf car wash for construction of 130 residential units and 12,000 sf grocery store

LADOT Project Case Number: CEN 19-48526 Project Site Plan attached? *(Required)* ☒ Yes ☐ No

## II. TRIP GENERATION

Geographic Distribution: N 20 % S 30 % E 25 % W 25 %

Illustration of Project trip distribution percentages at Study intersections attached? *(Required)* ☒ Yes ☐ No

Trip Generation Rate(s): ITE 10th Edition / Other 10th Edition

| Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)* | Yes | No |
|---|---|---|
| Transit Usage | ☒ | ☐ |
| Transportation Demand Management | ☐ | ☒ |
| Existing Active Land Use | ☒ | ☐ |
| Previous Land Use | ☐ | ☒ |
| Internal Trip | ☒ | ☐ |
| Pass-By Trip | ☒ | ☐ |

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ☒ Yes ☐ No

| | IN | OUT | TOTAL |
|---|---|---|---|
| AM Trips | 17 | 32 | 49 |
| PM Trips | 48 | 37 | 85 |

## III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2022 Ambient Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☒ Yes ☐ No

Map of Study Intersections/Segments attached? ☒ Yes ☐ No

STUDY INTERSECTIONS *(May be subject to LADOT revision after access, safety and circulation analysis)*

1 Prospect Avenue & Vermont Av
2 Prospect Avenue & Hillhurst Av
3 Hollywood Bl & Vermont Av
4 Hollywood/Sunset & Hillhurst Av

Is this Project located on a street within the High Injury Network? ☒ Yes ☐ No
Vermont Bl & Hollywood Bl

## IV. ACCESS ASSESSMENT

Is the project on a lot that is 0.5-acre or more in total gross area? ☒ Yes ☐ No

Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☒ Yes ☐ No Combined: Vermont - 140', Hollywood - 135'

Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

## V. CONTACT INFORMATION

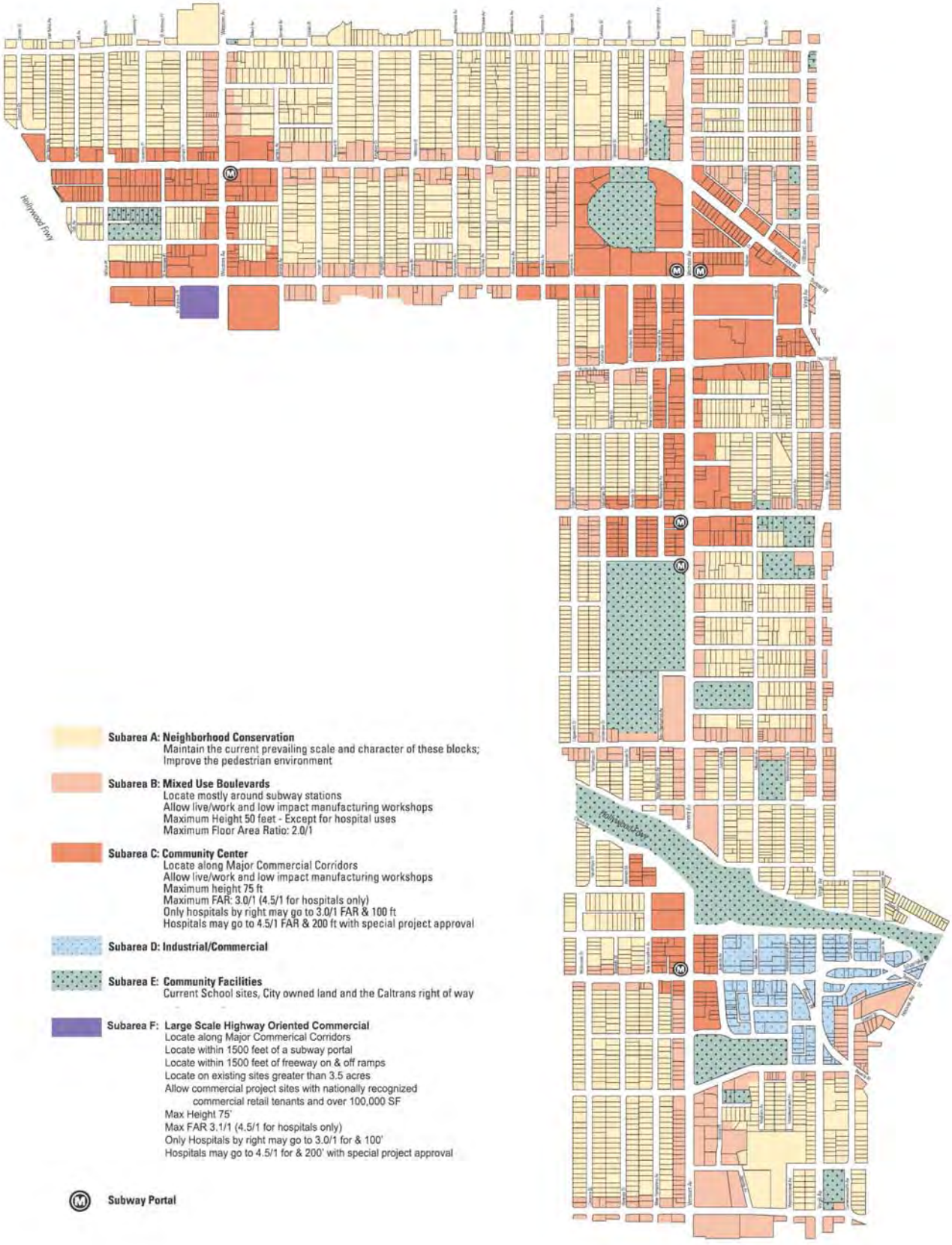
| | CONSULTANT | DEVELOPER |
|---|---|---|
| Name: | Liz Fleming-Overland Traffic | Vermont Real Estate Prop. |
| Address: | 952 Manhattan Bch Bl, #100, M.B. | 1666 N Vermont Av |
| Phone Number: | 310 545-1235 | Los Angeles, CA 90027 |
| E-Mail: | liz@overlandtraffic.com | Mr. Benny Pririan |

| Approved by: | | | | | |
|---|---|---|---|---|---|
| x | Consultant's Representative | 8-29-19 Date | x | LADOT Representative | 9/17/2019 *Date |

*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.

# APPENDIX B

# COMMUNITY PLAN LAND USE MAPS




**Map I**

# Vermont/Western Transit Oriented District Specific Plan

(Station Neighborhood Area Plan)

CPC 00-1976

*Los Angeles Department of City Planning • Citywide Division • Graphics Section • as adopted by the City Council January 23, 2001*

Not to Scale

# Hollywood Community Plan

## General Plan Land Use Map

**A Part of the General Plan of the City of Los Angeles**

| Land Use [18] | Corresponding Zones [1] |
|---|---|
| **Low Density** [17] | |
| Minimum | RE40 |
| Very Low II | RE15,RE11 |
| Low I | RE9 |
| Low II | RS,R1 |
| **Multiple Family** [17] | |
| Low Medium I [3] | R2,RD5,RD4,RD3 |
| Low Medium II [3] | RD2,RD1.5 |
| Medium [4] | R3 |
| High Medium [5] | [Q]R4 |
| High | R4,[Q]RS [13] |

| Land Use [18] | Corresponding Zones [1] |
|---|---|
| **Commercial** [17] | |
| Limited Commercial [6] | CR,C1,C1.5,P, RAS3,RAS4 |
| Highway Oriented Commercial [11,12,21] | C1,C2,P, RAS3,RAS4 |
| General Commercial | C1,C2,P, RAS3,RAS4 |
| Neighborhood Office Commercial [7,11] | C1,C2,C4,P, RAS3,RAS4 |
| Community Commercial [8] | CR,C2,C4,P,PB, RAS3,RAS4 |
| Regional Center Commercial [9] | C2,C4,P,PB, RAS3,RAS4 |
| **Industrial** [17] | |
| Commercial Manufacturing [11] | CM,P |
| Limited Manufacturing | MR1,M1,P,PB |
| **Open Space;Public Facilities** [10,19,20] | |
| Open Space | OS,A1 |
| Public Facilities | PF |

**Service Systems**

- Branch Administration Center
- Fire Station
- Police Station
- Community Library
- Regional Library
- Cultural/Historical Site
- Maintenance Yard
- Power Distribution Station
- House of Worship
- Health Center/Hospital
- DWP Property
- Public Elementary School
- Public Junior High
- Public Senior High
- Junior College
- Private Elementary School
- Private Senior High
- Private Special School
- Community Park
- Neighborhood Park
- Regional Park
- Public Golf Course

**Circulation**

- Freeway
- Scenic Freeway
- Major Highway II
- Scenic Major Highway II
- Scenic Divided Major Highway II
- Secondary Highway
- Scenic Secondary Highway
- Scenic Divided Secondary Highway
- Scenic Arterial Mountain
- Scenic Parkway
- Collector Street
- Local Street
- Country Road
- Park Road
- Private Street

**Other Line Symbols**

- Community Boundary
- DWP Lines
- Historic Preservation
- Redevelopment Project Area
- Reservoir Line

FOOTNOTES:

1. Only those zones indicated in the table are recommended in Hollywood.
2. Gross acre includes one-half of abutting street.
3. Height district 1XL.
4. Refer to zoning maps; may be limited to Height District 1XL or to less than maximum R3 zoning density.
5. Height District 1XL; maximum density limited to one dwelling unit per six hundred (600) square feet of lot.
6. For properties with less than one hundred (100) feet of lot depth, the recommended FAR is 1:1.
7. For properties limited to the 1XL and 1VL Height Districts, the recommended FAR is 1.5:1. This Plan designation emphasizes pedestrian-oriented use and design.
8. This designation is limited to the East Hollywood Center Study Area. FAR up to 3:1 may be permitted through application of the CRA 1-Height District.
9. This designation is limited to the Hollywood Redevelopment Project Area. Development in accordance with the Plan may be permitted by the Community Redevelopment Agency's Transfer of Development Rights guidelines and/or City Planning Commission approval.
10. When the use of property designated as "Public Land" or "Open Space" is to be discontinued, the proposed new use must be approved by the City Planning Commission through the procedure established by LAMC 12.24.1.
11. A maximum FAR of 3:1 may be permitted on sites located within designated centers with the application of the CRA 1 Height District.
12. A floor area ratio (FAR) of 1.5:1 shall be permitted on properties designated Highway Oriented commercial located within the Hollywood Redevelopment Project area.
13. The Plan contemplates that certain commercial uses may be allowed on properties designated as High density through LAMC 12.24.C5(j). Commercial uses should be limited to those permitted in the C1 zone and the FAR of such uses should not exceed 1:1. Wherever possible commercial uses should be located at street level, with residential uses on the upper floors.
14. Development of these properties shall be limited to a maximum floor area ratio of 1.5:1.
15. Development of these properties shall be limited to a maximum floor area ratio of 1:1.
16. Hotels may be permitted on these properties subject to approval pursuant to LAMC 12.24C1.1(j).
17. Existing mobile home parks, the existing uses and the RMP Zone are consistent with the Plan, and the RMP zone is a corresponding zone for every land use designation in the Plan, including residential, commercial, and industrial Plan designations. The retention of existing mobile home parks is desirable in order to provide housing for persons whose affordable housing needs are a viable resource to supplement the City's housing stock. New mobile home parks shall be consistent with the Plan when developed in the RMP Zone. The RMP zone is a corresponding zone for every land use designation in the Plan. The RMP zone is a corresponding zone for every residential and commercial land use designation in the Plan. New mobile home parks should be established such that their location is: 1) desirable to public convenience and welfare; 2) in harmony with the various elements and objectives of the General Plan; 3) proper in relation to adjacent uses or development; and 4) not detrimental to the character of development in the immediate neighborhood.
18. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of Plan footnotes, Community Plan Implementation Overlay (CPIO) districts, or Zone establishment ordinances. LAMC 12.04 pursuant to the adoption of this Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate.
It is the intent of the Plan that the entitlements granted shall be one of the zone corresponding to the Plan designations existing zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.
19. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zone PF in surplus, and no other public agency has indicated an intent to acquire, and the PF Zone remains, the property may be developed in accordance with the adjacent land use designation. Then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.
20. Local streets and freeways are shown for reference only.
21. Floor area ratio (FAR) of 0.5:1. A maximum FAR of 1.5:1 for commercial only buildings and a FAR of up to 3:1 for mixed use commercial / residential or residential only projects may be permitted pursuant to LAMC 12.24.W.18 for properties located in the area designated properties on the north side of Sunset Boulevard between Bronson Avenue and Van Ness Avenue for:
(1) a project that provides residential mixed-use project having at least 90 percent of the street-level linear building frontage devoted to commercial land use(s) in order to promote street level pedestrian activity, and/or
(2) a project that incorporates affordable housing units.
Prior to rezoning the aforementioned projects within (a) above to Height District or (b) a maximum FAR of 3:1 pursuant to the provisions of LAMC Section 12.24.W.18 of the Municipal Code to allow FAR averaging of up to 3:1 over the entire project site for a unified mixed-use development.
22. Height District 2D with a maximum floor area ratio (FAR) of 3.6:1 for the project described in CPC-2006-4392 the area bounded by Virginia Avenue on the north, St. Andrews Place on the east, Santa Monica Boulevard on the south, and Hilton Place on the west.
* Bikeways are shown on the Citywide Bikeways System maps contained in the City's Bicycle Plan, a part of the Transportation Element of the General Plan, which was adopted by the City Council on August 8,1996.

Feet
0 2,000 4,000

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**Sources:** Los Angeles Department of City Planning

**Notes:**

A. The text of the Community Plan can be accessed on the City of Los Angeles' Web Page (cityplanning.lacity.org).
B. Other Special Area Maps may not be included on this document.
C. Parcel level information (plan designation and zoning) can be found on the City of Los Angeles Department of City Planning Zone Information & Map Access System (ZIMAS) web site (zimas.lacity.org).

**Disclaimer:**
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City of Los Angeles Department of City Planning GIS Geographic Information Systems

*Revised: This reflects actions from Council File 12-0303-S4 Adopted 04/02/2014*

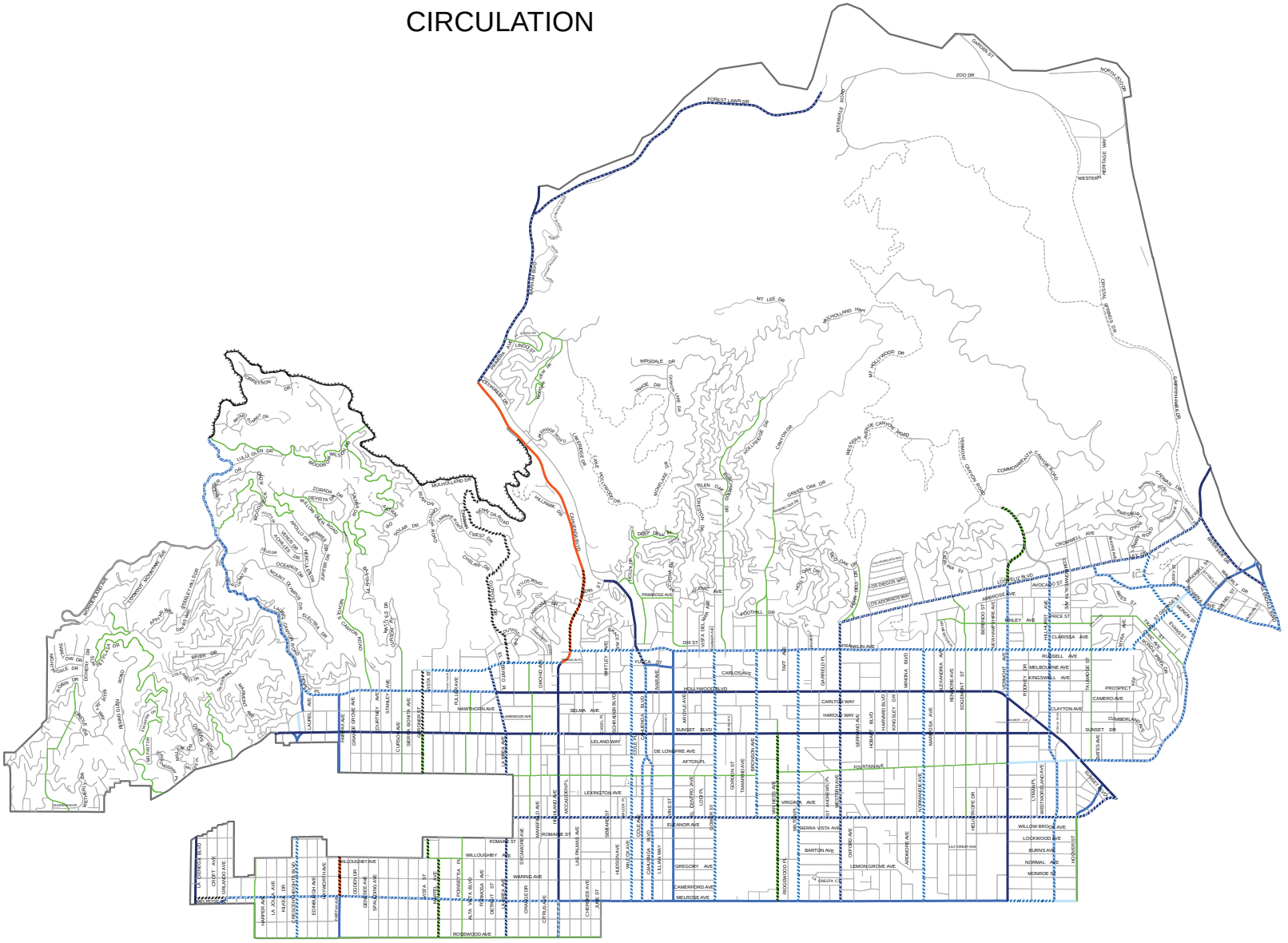


North Hollywood - Valley Village
Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass
Bel Air - Beverly Crest
Northeast Los Angeles
Silver Lake - Echo Park - Elysian Valley
Wilshire
Westlake
WEST HOLLYWOOD
BEVERLY HILLS
BURBANK
GLENDALE
COUNTY
SANTA MONICA
CEMETERY
HOLLYWOOD
VENTURA FWY
RIVERSIDE DR
MULHOLLAND
FOREST LAWN DR
GOLDEN STATE
HYPERION AVE
MYRA AVE
SUNSET BLVD
MELROSE

# APPENDIX C

## CIRCULATION MAP, STREET STANDARDS AND AERIAL VIEWS

# HOLLYWOOD
## CIRCULATION



### Legend

- Boulevard II
- Boulevard II Modified
- Avenue I
- Avenue I Modified
- Avenue I Modified Divided Scenic
- Avenue I Modified Scenic
- Avenue I Scenic
- Avenue II
- Avenue II Divided Scenic
- Avenue II Modified
- Avenue II Modified Scenic
- Avenue II Scenic
- Avenue III
- Avenue III Modified
- Collector
- Collector Modified
- Local
- Local Modified
- Scenic Highway
- Private Street
- Community Plan Area Boundary

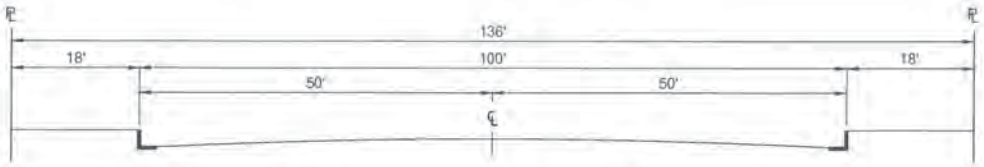
Date: 2/2/2017

DEPARTMENT OF CITY PLANNING
INFORMATION TECHNOLOGIES DIVISION

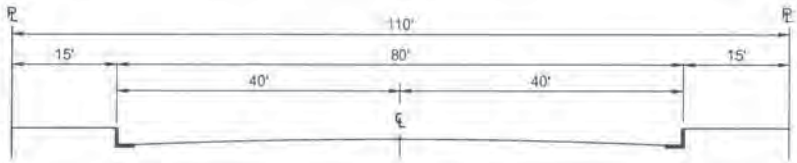
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N
W E
S

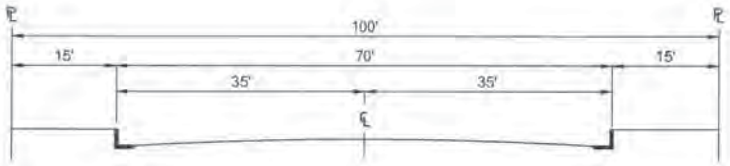
# ARTERIAL STREETS



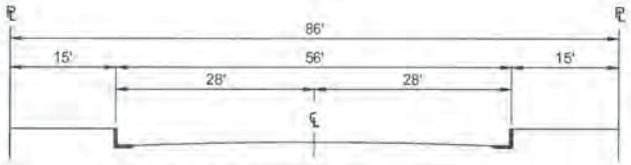

BOULEVARD I (MAJOR HIGHWAY CLASS I)



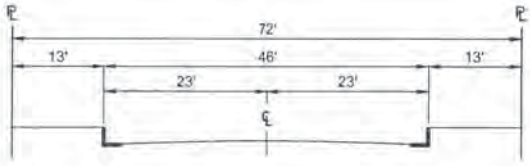

BOULEVARD II (MAJOR HIGHWAY CLASS II)




AVENUE I (SECONDARY HIGHWAY)




AVENUE II (SECONDARY HIGHWAY)




AVENUE III (SECONDARY HIGHWAY)

THIS STANDARD PLAN BECOMES EFFECTIVE CONCURRENT WITH THE ADOPTION OF THE MOBILITY PLAN 2035.

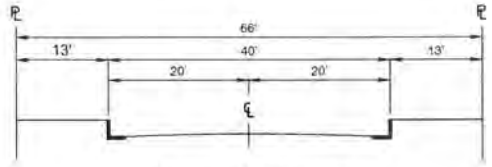
BUREAU OF ENGINEERING — DEPARTMENT OF PUBLIC WORKS — CITY OF LOS ANGELES

## --- DRAFT --- STANDARD STREET DIMENSIONS

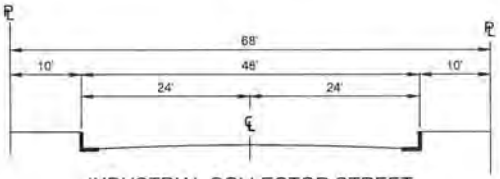
STANDARD PLAN S-470-1

| PREPARED | SUBMITTED | APPROVED | | SUPERSEDES | REFERENCES |
|---|---|---|---|---|---|
| HAMID MADANI, P.E.<br>BUREAU OF ENGINEERING<br><br>CHECKED<br><br>RAFFI MASSABKI, P.E.<br>BUREAU OF ENGINEERING | SAMARA ALI-AHMAD, P.E. DATE<br>ENGINEER OF DESIGN<br>BUREAU OF ENGINEERING<br><br>KENNETH REDD, P.E. DATE<br>DEPUTY CITY ENGINEER | GARY LEE MOORE, P.E., ENV. SP. DATE<br>CITY ENGINEER<br><br>DEPARTMENT OF TRANSPORTATION DATE<br>GENERAL MANAGER<br><br>DIRECTOR OF PLANNING DATE | REGISTERED PROFESSIONAL ENGINEER GARY LEE MOORE No. C-49448 Exp CIVIL STATE OF CALIFORNIA | D-22549<br>S-470-0 | |
| | | | | VAULT INDEX NUMBER: | |
| | | | | SHEET 1 OF 4 SHEETS | |

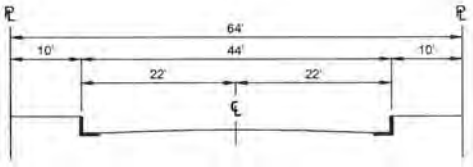
## NON-ARTERIAL STREETS



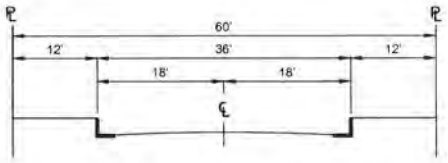

COLLECTOR STREET



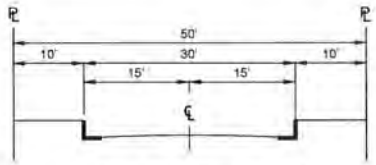

INDUSTRIAL COLLECTOR STREET




INDUSTRIAL LOCAL STREET

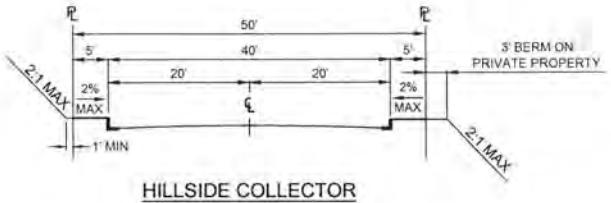



LOCAL STREET - STANDARD

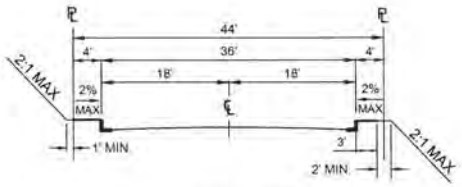



LOCAL STREET - LIMITED

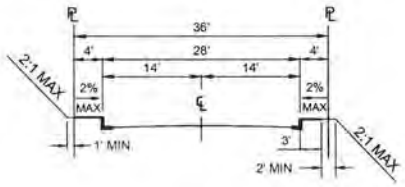
## HILLSIDE STREETS



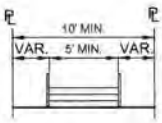

HILLSIDE COLLECTOR




HILLSIDE LOCAL




HILLSIDE LIMITED STANDARD



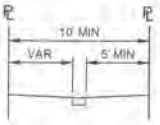

PUBLIC STAIRWAY

CONSTRUCTED IN ACCORDANCE WITH
BUREAU OF ENGINEERING STANDARD PLANS

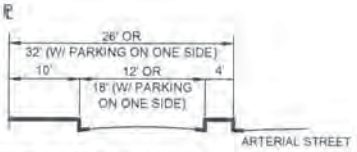
## OTHER PUBLIC RIGHTS-OF-WAY



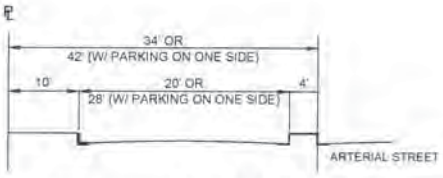

SHARED STREET




PEDESTRIAN WALKWAY

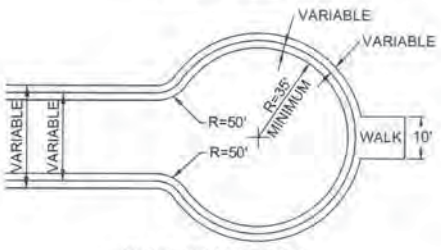



ONE-WAY SERVICE ROAD




BI-DIRECTIONAL SERVICE ROAD

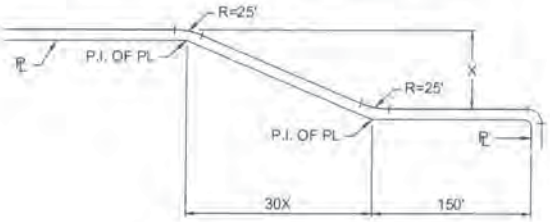
## CUL-DE-SAC




MAY BE UNSYMMETRICAL
(PLAN VIEW)

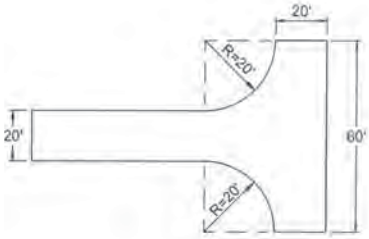
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB. ON-STREET PARKING SHALL BE PROHIBITED.

## TRANSITIONAL EXTENSIONS

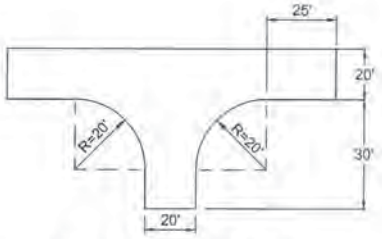



STANDARD FLARE SECTION
(PLAN VIEW)

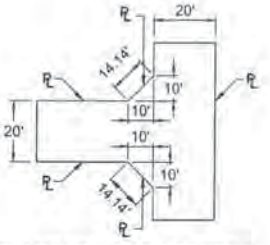
## ALLEYS



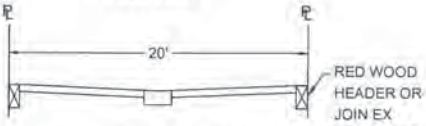

STANDARD TURNING AREA
(PLAN VIEW)




MINIMUM TURNING AREA
(PLAN VIEW)




STANDARD CUT CORNERS
FOR 90° INTERSECTION
(PLAN VIEW)




STANDARD CROSS-SECTION
(PLAN VIEW)

| STANDARD PLAN NO. S-470-1 | VAULT INDEX NUMBER B- | SHEET 3 OF 4 SHEETS |
|---|---|---|

NOTES

1. CITY COUNCIL MAY, BY ORDINANCE, ADOPT SPECIFIC STANDARDS FOR INDIVIDUAL STREETS THAT DIFFER FROM THESE OFFICIAL STANDARD STREET DIMENSIONS. COMMUNITY PLANS AND SPECIFIC PLANS SHOULD BE REVIEWED FOR FOOTNOTES, INSTRUCTIONS AND/OR MODIFIED STREET DIMENSIONS THAT WOULD REQUIRE STANDARDS DIFFERENT THAN THOSE INDICATED ON THIS STANDARD PLAN.

2. FOR ADDITIONAL GUIDANCE AS TO THE USE OF THE ROADWAY AND SIDEWALK AREA, PLEASE REFER TO THE COMPLETE STREET DESIGN GUIDE AND MANUALS.

3. FOR DISCRETIONARY PROJECTS REQUIRING ACTION FROM THE DEPARTMENT OF CITY PLANNING (PLANNING), PLANNING MAY INCLUDE SPECIFIC INFORMATION AS TO THE DESIGN AND UTILIZATION OF THE SIDEWALK AREA.

4. WHERE A DESIGNATED ARTERIAL CROSSES ANOTHER DESIGNATED ARTERIAL STREET AND THEN CHANGES IN DESIGNATION TO A STREET OF LESSER STANDARD WIDTH, THE ARTERIAL SHALL BE TAPERED IN A STANDARD FLARE SECTION ON BOTH SIDES, AS ON SHEET 3, TO MEET THE WIDTH OF LESSER DESIGNATION AND PROVIDE AN ORDERLY TRANSITION.

5. PRIVATE STREET DEVELOPMENT SHOULD CONFORM TO THE STANDARD PUBLIC STREET DIMENSIONS SHOWN ON THE SHEET, WHERE APPROPRIATE. VARIATIONS MAY BE APPROVED ON A CASE-BY-CASE BASIS BY THE CITY.

6. FIFTY-FOOT CURB RADII (INSTEAD OF THE STANDARD 35' CURB RADII) SHALL BE PROVIDED FOR CUL-DE-SACS IN INDUSTRIAL AREAS. SEE CUL-DE-SAC ILLUSTRATION FOR FURTHER DESIGN STANDARDS.

7. ALLEYS SHALL BE A MINIMUM OF 20' IN WIDTH AND INTERSECTIONS AND/OR DEAD-END TERMINUSES SHALL BE DESIGNED TO CONFORM TO THE ALLEY ILLUSTRATIONS INCLUDED HEREIN.

8. FOR INTERSECTIONS OF STREETS, THE FOLLOWING DEDICATIONS SHALL APPLY;
   A. INTERSECTIONS OF ARTERIAL STREETS WITH ANY OTHER STREET: 15' X 15' CUT CORNER OR 20' CURVED CORNER RADIUS.
   B. INTERSECTIONS ON NON-ARTERIAL AND/OR HILLSIDE STREETS: 10' X 10' CUT CORNER OR 15' CURVED CORNER RADIUS.

9. STREETS THAT ARE ACCOMPANIED BY A PARALLEL FRONTAGE AND/OR SERVICE ROAD ARE DEEMED TO MEET THE STREET STANDARDS SET FORTH HEREIN AND THE DEDICATION REQUIREMENT SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION INTO COMPLIANCE WITH THE STREET STANDARD.

10. DUE TO THEIR UNIQUE CHARACTER AND DIMENSIONS ALL STREETS DESIGNATED AS DIVIDED ARE CONSIDERED TO HAVE MET THEIR STREET STANDARD AND THE DEDICATION SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION COMPLIANT WITH THE STREET STANDARD.

11. THE DIMENSION OF ANY MEDIAN, DIVIDED STRIP AND/OR TRANSIT WAY SHALL BE INCLUDED WHEN DETERMINING THE RIGHT-OF-WAY DIMENSION.

12. THE LOCATION OF THE DRAINAGE GUTTER IS NOT RESTRICTED TO THE CENTER OF THE SHARED STREET AND CAN BE PLACED WHERE NECESSARY AS APPROVED BY THE CITY.

13. A SHARED STREET SHALL PROVIDE A DEDICATED PEDESTRIAN ACCESS ROUTE.


PROSPECT AVE. & VERMONT AV
TURN RIGHT NO
Google Earth


HOLLYWOOD BL & VERMONT AV
Google Earth


HILLHURST AV & PROSPECT AV
Google Earth


HILLHUST AVE/VIRGIL AVE & HOLLYWOOD BL & SUNSET BL & SUNSET PL
Google Earth

# APPENDIX D

# TRANSIT ROUTES


ATWATER VILLAGE
LOS FELIZ
HOLLYWOOD
SANTA MONICA
SILVER LAKE
ECHO PARK
HOLLYWOOD/ HIGHLAND
HOLLYWOOD/ VINE
HOLLYWOOD/ WESTERN
VERMONT/ SUNSET
VERMONT/ SANTA MONICA
VERMONT/ BEVERLY
ML AM GLENDALE
Observatory
LA City College
Cahuenga E
Beachwood
Vermont Cyn
Franklin
Los Feliz
Riverside
Brunswick
Hillhurst
Talmadge
Hyperion
Fountain
Sunset
Highland
Vine
Gower
Western
Normandie
Romaine
Melrose
Beverly
1st
3rd
Brand
Glendale Av
Glendale Bl
Verdugo
Fletcher
Silver Lake
Coronado
Reno
Echo Park
Chevy Chase
Acacia
LDBC
LDOS
LDHW
LDLF
LDHWL
LDLAR
96
201
794
183
90
91
685
603
180
181
780
206
217
2
302
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210
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4
704
207
757
10
14
16
17
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SC794
SC799
CE409
PUEP
237
656
222
CE422
CE423
101

# Metro Rail & Busway

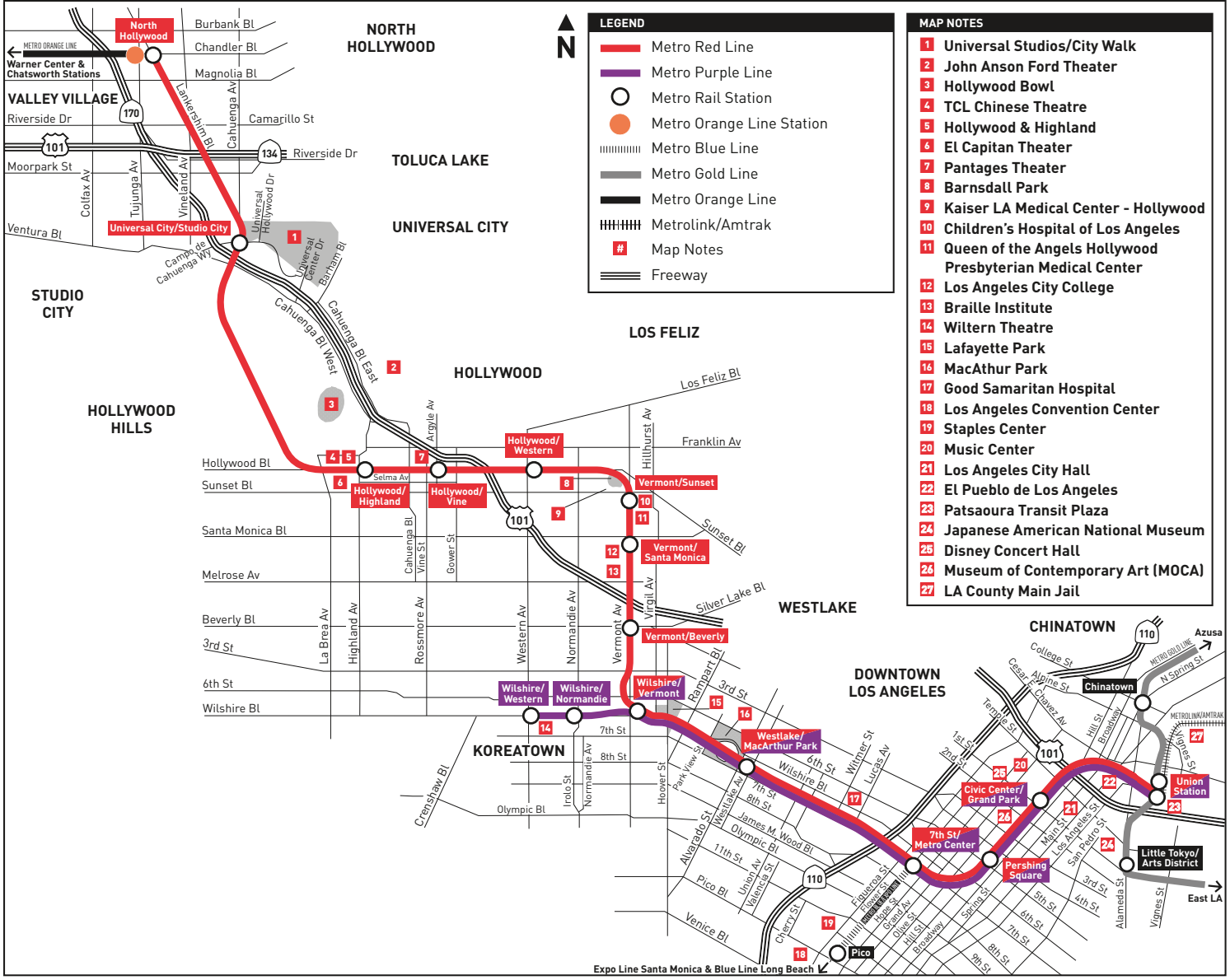
metro.net




Metro®

18-2877MM ©2018 LACMTA

## ROUTE MAP (All maps not to scale)




### LEGEND

- Metro Red Line
- Metro Purple Line
- Metro Rail Station
- Metro Orange Line Station
- Metro Blue Line
- Metro Gold Line
- Metro Orange Line
- Metrolink/Amtrak
- # Map Notes
- Freeway

### MAP NOTES

1. Universal Studios/City Walk
2. John Anson Ford Theater
3. Hollywood Bowl
4. TCL Chinese Theatre
5. Hollywood & Highland
6. El Capitan Theater
7. Pantages Theater
8. Barnsdall Park
9. Kaiser LA Medical Center - Hollywood
10. Children's Hospital of Los Angeles
11. Queen of the Angels Hollywood Presbyterian Medical Center
12. Los Angeles City College
13. Braille Institute
14. Wiltern Theatre
15. Lafayette Park
16. MacArthur Park
17. Good Samaritan Hospital
18. Los Angeles Convention Center
19. Staples Center
20. Music Center
21. Los Angeles City Hall
22. El Pueblo de Los Angeles
23. Patsaoura Transit Plaza
24. Japanese American National Museum
25. Disney Concert Hall
26. Museum of Contemporary Art (MOCA)
27. LA County Main Jail

## CONNECTIONS

| **Union Station** | **PARKING AVAILABLE** |
|---|---|
| Metro | Metro Rail Gold Line; Metro Liner Silver Line (910/950); Metro Local 40, 68, 70, 71, 76, 78, 79, 378, 442, 487, 489; Metro Rapid 704, 728, 733, 745, 770 |
| Foothill Transit | Silver Streak, 493, 497, 498, 499, 699 |
| LADOT | DASH B, D, DASH Lincoln Heights/Chinatown; Commuter Express 431, 534, Union Station/Bunker Hill Shuttle |
| Metrolink | Antelope Valley Line, Ventura County Line, San Bernardino Line, Riverside Line, Orange County Line, 91 Line |
| Amtrak | Pacific Surfliner, Coast Starlight, Southwest Chief, Sunset Limited/Texas Eagle, San Joaquin Valley Bus Connection |
| Other providers | Antelope Valley Transit Authority 785, City of Santa Clarita Transit 794, Orange County Transportation Authority 701, Santa Monica Big Blue Bus 10; Torrance Transit 4; LAX Flyaway |
| **Civic Center/Grand Park** | |
| Metro | Metro Silver Line (910/950); Metro Local 2, 4,10, 14, 28, 30, 37, 40, 45, 48, 68, 70, 71, 76, 78, 79, 81, 83, 90, 91, 92, 94, 96, 302, 378, 442, 487, 489; Metro Rapid 728, 733, 745, 770, 794 |
| Foothill Transit | Silver Streak, 493, 495, 497, 498, 499, 699 |
| LADOT | DASH A, B, D; Commuter Express 409, 419, 422, 423, 431, 437, 438, 448, 534 |
| Other Providers | Antelope Valley Transit Authority 785; City of Santa Clarita Transit 799; Montebello Bus Line 90 Express; Santa Monica Big Blue Bus Rapid 10; Torrance Transit 4 |
| **Pershing Square** | |
| Metro | Metro Silver Line (910/950); Metro Local 2, 4, 10, 14, 16, 17, 18, 28, 30, 33, 37, 38, 40, 45, 48, 53, 55, 62, 68, 70, 71, 76, 78, 79, 81, 83, 90, 91, 92, 94, 96, 302, 316, 378, 442 (northbound only), 460, 487, 489; Metro Rapid 720, 728, 733, 745, 770, 794 |
| Foothill Transit | Silver Streak |
| LADOT | DASH B, D; Commuter Express 419 |
| Other Providers | Montebello Bus Lines 40, 50, 90 Express; Orange County Transportation Authority 701, 721; Torrance Transit 4 (northbound only) |
| **7th Street/Metro Center** | |
| Metro | Metro Rail Blue Line; Metro Rail Expo Line, Metro Silver Line (910/950); Metro Local 14, 16, 17, 18, 20, 37, 51, 52, 60, 62, 66, 76, 78, 79, 81, 316, 351, 378, 442, 460, 487, 489; Metro Rapid 720, 760; Metro Express 450X |
| Foothill Transit | Silver Streak, 493, 495, 497, 498, 499, 699 |
| LADOT | DASH A, B, E, F, Commuter Express 409, 422, 423, 431, 437, 438, 448, 534 |
| Other Providers | Antelope Valley Transit Authority 785; City of Santa Clarita Transit 799; Montebello Bus Lines 40, 50, 90 Express; Orange County Transportation Authority 701, 721; Santa Monica Big Blue Bus 10; Torrance Transit 4 |
| **Westlake/MacArthur Park** | |
| Metro | Metro Local 18, 20, 51, 52, 200, 351, 487, 489, 603; Metro Rapid 720 |
| Other providers | LADOT DASH Pico Union/Echo Park |
| **Wilshire/Vermont** | |
| Metro | Metro Local 18, 20, 51, 52, 201, 204, 351; Metro Rapid 720, 754 |
| Other providers | LADOT DASH Wilshire Center/Koreatown |
| **Wilshire/Normandie** | |
| Metro | Metro Local 18, 20, 206; Metro Rapid 720 |
| Foothill Transit | 481 |
| **Wilshire/Western** | |
| Metro | Metro Local 18, 20, 66, 207, 209; Metro Rapid 710, 720, 757 |
| Other providers | LADOT DASH Wilshire Center/Koreatown, DASH Hollywood/Wilshire; Santa Monica Big Blue Bus Rapid 7 |
| **Vermont/Beverly** | |
| Metro | Metro Local 10, 14, 204, Metro Rapid 754 |
| **Vermont/Santa Monica** | |
| Metro | Metro Local 4, 204; Metro Rapid 704, 754 |
| LADOT | DASH Hollywood |
| **Vermont/Sunset** | |
| Metro | Metro Local 2, 175, 204, 206, 302; Metro Rapid 754 |
| LADOT | DASH Hollywood, DASH Los Feliz, Weekend Observatory Shuttle |
| **Hollywood/Western** | |
| Metro | Metro Local 180, 181, 207, 217; Metro Rapid 757, 780 |
| **Hollywood/Vine** | |
| Metro | Metro Local 180, 181, 210, 212, 217, 222; Metro Rapid 780 |
| LADOT | DASH Beachwood Canyon, DASH Hollywood, DASH Hollywood/Wilshire |
| **Hollywood/Highland** | |
| Metro | Metro Local 212, 217, 222, 237, 312, 656; Metro Rapid 780 |
| LADOT | DASH Hollywood |
| **Universal City** | **PARKING AVAILABLE** |
| Metro | Metro Local 150, 155, 224, 237, 240, 656; Metro Rapid 750 |
| Other providers | Universal Studios/Citywalk Shuttle |
| **North Hollywood** | **PARKING AVAILABLE** |
| Metro | Metro Orange Line; Metro Local 152, 154, 162, 183, 224, 237, 353, 501, 656 (Owl) |
| Other providers | BurbankBus NoHo-Media District, NoHo-Airport; City of Santa Clarita Transit 757; LADOT Commuter Express 549 |

# Monday through Friday

**Effective Dec 16 2018**

# Red & Purple Lines

## Eastbound *Al Este* (Approximate Times/*Tiempos Aproximados*)

| NORTH HOLLYWOOD | UNIVERSAL CITY | HOLLYWOOD | | | LOS ANGELES | | | | | | | DOWNTOWN LA | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Red Line Stations | | | | | | | | Purple Line Stations | | | | | | | |
| North Hollywood | Universal/Studio City | Hollywood/Highland | Hollywood/Vine | Hollywood/Western | Vermont/Sunset | Vermont/Santa Monica | Vermont/Beverly | Wilshire/Western | Wilshire/Normandie | Wilshire/Vermont | Westlake/MacArthur Park | 7th St/Metro Center | Pershing Square | Civic Center/Grand Park | Union Station |
| — | — | — | — | — | — | — | — | 4:41A | 4:43A | 4:45A | 4:47A | 4:49A | 4:50A | 4:51A | 4:54A |
| 4:32A | 4:36A | 4:40A | 4:42A | 4:44A | 4:46A | 4:47A | 4:49A | — | — | 4:52 | 4:54 | 4:56 | 4:57 | 4:58 | 5:01 |
| — | — | — | — | — | — | — | — | 4:57 | 4:59 | 5:01 | 5:03 | 5:05 | 5:06 | 5:07 | 5:10 |
| 4:50 | 4:54 | 4:58 | 5:00 | 5:02 | 5:04 | 5:05 | 5:07 | — | — | 5:10 | 5:12 | 5:14 | 5:15 | 5:16 | 5:19 |
| — | — | — | — | — | — | — | — | 5:14 | 5:16 | 5:18 | 5:20 | 5:22 | 5:23 | 5:24 | 5:27 |
| 5:05 | 5:09 | 5:13 | 5:15 | 5:17 | 5:19 | 5:20 | 5:22 | — | — | 5:25 | 5:27 | 5:29 | 5:30 | 5:31 | 5:34 |
| — | — | — | — | — | — | — | — | 5:32 | 5:34 | 5:36 | 5:38 | 5:40 | 5:41 | 5:42 | 5:45 |
| 5:21 | 5:25 | 5:29 | 5:31 | 5:33 | 5:35 | 5:36 | 5:38 | — | — | 5:41 | 5:43 | 5:45 | 5:46 | 5:47 | 5:50 |
| — | — | — | — | — | — | — | — | 5:46 | 5:48 | 5:50 | 5:52 | 5:54 | 5:55 | 5:56 | 5:59 |
| 5:36 | 5:40 | 5:44 | 5:46 | 5:48 | 5:50 | 5:51 | 5:53 | — | — | 5:56 | 5:58 | 6:00 | 6:01 | 6:02 | 6:05 |
| — | — | — | — | — | — | — | — | 5:56 | 5:58 | 6:00 | 6:02 | 6:04 | 6:05 | 6:06 | 6:09 |
| 5:45 | 5:49 | 5:53 | 5:55 | 5:57 | 5:59 | 6:00 | 6:02 | — | — | 6:05 | 6:07 | 6:09 | 6:10 | 6:11 | 6:14 |
| — | — | — | — | — | — | — | — | 6:10 | 6:12 | 6:14 | 6:16 | 6:18 | 6:19 | 6:20 | 6:23 |
| 5:59 | 6:03 | 6:07 | 6:09 | 6:11 | 6:13 | 6:14 | 6:16 | — | — | 6:19 | 6:21 | 6:23 | 6:24 | 6:25 | 6:28 |
| — | — | — | — | — | — | — | — | 6:20 | 6:22 | 6:24 | 6:26 | 6:28 | 6:29 | 6:30 | 6:33 |
| 6:09 | 6:13 | 6:17 | 6:19 | 6:21 | 6:23 | 6:24 | 6:26 | — | — | 6:29 | 6:31 | 6:33 | 6:34 | 6:35 | 6:38 |
| — | — | — | — | — | — | — | — | 6:30 | 6:32 | 6:34 | 6:36 | 6:38 | 6:39 | 6:40 | 6:43 |
| Trains Scheduled Every: 10 minutes | | | | | | | | 10 minutes | | | | 5 minutes | | | |
| 8:19 | 8:23 | 8:27 | 8:29 | 8:31 | 8:33 | 8:34 | 8:36 | — | — | 8:39 | 8:41 | 8:43 | 8:44 | 8:45 | 8:48 |
| — | — | — | — | — | — | — | — | 8:40 | 8:42 | 8:44 | 8:46 | 8:48 | 8:49 | 8:50 | 8:53 |
| 8:29 | 8:33 | 8:37 | 8:39 | 8:41 | 8:43 | 8:44 | 8:46 | — | — | 8:49 | 8:51 | 8:53 | 8:54 | 8:55 | 8:58 |
| — | — | — | — | — | — | — | — | 8:49 | 8:51 | 8:53 | 8:55 | 8:57 | 8:58 | 8:59 | 9:02 |
| 8:38 | 8:42 | 8:46 | 8:48 | 8:50 | 8:52 | 8:53 | 8:55 | — | — | 8:58 | 9:00 | 9:02 | 9:03 | 9:04 | 9:07 |
| — | — | — | — | — | — | — | — | 8:59 | 9:01 | 9:03 | 9:05 | 9:07 | 9:08 | 9:09 | 9:12 |
| 8:49 | 8:53 | 8:57 | 8:59 | 9:01 | 9:03 | 9:04 | 9:06 | — | — | 9:09 | 9:11 | 9:13 | 9:14 | 9:15 | 9:18 |
| — | — | — | — | — | — | — | — | 9:09 | 9:11 | 9:13 | 9:15 | 9:17 | 9:18 | 9:19 | 9:22 |
| 8:59 | 9:03 | 9:07 | 9:09 | 9:11 | 9:13 | 9:14 | 9:16 | — | — | 9:19 | 9:21 | 9:23 | 9:24 | 9:25 | 9:28 |
| — | — | — | — | — | — | — | — | 9:21 | 9:23 | 9:25 | 9:27 | 9:29 | 9:30 | 9:31 | 9:34 |
| 9:11 | 9:15 | 9:19 | 9:21 | 9:23 | 9:25 | 9:26 | 9:28 | — | — | 9:31 | 9:33 | 9:35 | 9:36 | 9:37 | 9:40 |
| — | — | — | — | — | — | — | — | 9:33 | 9:35 | 9:37 | 9:39 | 9:41 | 9:42 | 9:43 | 9:46 |
| 9:23 | 9:27 | 9:31 | 9:33 | 9:35 | 9:37 | 9:38 | 9:40 | — | — | 9:43 | 9:45 | 9:47 | 9:48 | 9:49 | 9:52 |
| — | — | — | — | — | — | — | — | 9:45 | 9:47 | 9:49 | 9:51 | 9:53 | 9:54 | 9:55 | 9:58 |
| 9:35 | 9:39 | 9:43 | 9:45 | 9:47 | 9:49 | 9:50 | 9:52 | — | — | 9:55 | 9:57 | 9:59 | 10:00 | 10:01 | 10:04 |
| — | — | — | — | — | — | — | — | 9:57 | 9:59 | 10:01 | 10:03 | 10:05 | 10:06 | 10:07 | 10:10 |
| 9:47 | 9:51 | 9:55 | 9:57 | 9:59 | 10:01 | 10:02 | 10:04 | — | — | 10:07 | 10:09 | 10:11 | 10:12 | 10:13 | 10:16 |
| — | — | — | — | — | — | — | — | 10:09 | 10:11 | 10:13 | 10:15 | 10:17 | 10:18 | 10:19 | 10:22 |
| 9:59 | 10:03 | 10:07 | 10:09 | 10:11 | 10:13 | 10:14 | 10:16 | — | — | 10:19 | 10:21 | 10:23 | 10:24 | 10:25 | 10:28 |
| — | — | — | — | — | — | — | — | 10:21 | 10:23 | 10:25 | 10:27 | 10:29 | 10:30 | 10:31 | 10:34 |
| 10:11 | 10:15 | 10:19 | 10:21 | 10:23 | 10:25 | 10:26 | 10:28 | — | — | 10:31 | 10:33 | 10:35 | 10:36 | 10:37 | 10:40 |
| — | — | — | — | — | — | — | — | 10:33 | 10:35 | 10:37 | 10:39 | 10:41 | 10:42 | 10:43 | 10:46 |
| 10:23 | 10:27 | 10:31 | 10:33 | 10:35 | 10:37 | 10:38 | 10:40 | — | — | 10:43 | 10:45 | 10:47 | 10:48 | 10:49 | 10:52 |
| — | — | — | — | — | — | — | — | 10:45 | 10:47 | 10:49 | 10:51 | 10:53 | 10:54 | 10:55 | 10:58 |
| 10:35 | 10:39 | 10:43 | 10:45 | 10:47 | 10:49 | 10:50 | 10:52 | — | — | 10:55 | 10:57 | 10:59 | 11:00 | 11:01 | 11:04 |
| — | — | — | — | — | — | — | — | 10:57 | 10:59 | 11:01 | 11:03 | 11:05 | 11:06 | 11:07 | 11:10 |
| 10:47 | 10:51 | 10:55 | 10:57 | 10:59 | 11:01 | 11:02 | 11:04 | — | — | 11:07 | 11:09 | 11:11 | 11:12 | 11:13 | 11:16 |
| — | — | — | — | — | — | — | — | 11:09 | 11:11 | 11:13 | 11:15 | 11:17 | 11:18 | 11:19 | 11:22 |
| 10:59 | 11:03 | 11:07 | 11:09 | 11:11 | 11:13 | 11:14 | 11:16 | — | — | 11:19 | 11:21 | 11:23 | 11:24 | 11:25 | 11:28 |
| — | — | — | — | — | — | — | — | 11:21 | 11:23 | 11:25 | 11:27 | 11:29 | 11:30 | 11:31 | 11:34 |
| 11:11 | 11:15 | 11:19 | 11:21 | 11:23 | 11:25 | 11:26 | 11:28 | — | — | 11:31 | 11:33 | 11:35 | 11:36 | 11:37 | 11:40 |
| — | — | — | — | — | — | — | — | 11:33 | 11:35 | 11:37 | 11:39 | 11:41 | 11:42 | 11:43 | 11:46 |
| 11:23 | 11:27 | 11:31 | 11:33 | 11:35 | 11:37 | 11:38 | 11:40 | — | — | 11:43 | 11:45 | 11:47 | 11:48 | 11:49 | 11:52 |
| — | — | — | — | — | — | — | — | 11:45 | 11:47 | 11:49 | 11:51 | 11:53 | 11:54 | 11:55 | 11:58 |
| 11:35 | 11:39 | 11:43 | 11:45 | 11:47 | 11:49 | 11:50 | 11:52 | — | — | 11:55 | 11:57 | 11:59 | 11:59 | 12:01P | 12:04P |
| — | — | — | — | — | — | — | — | 11:57 | 11:59 | 12:01P | 12:03P | 12:05P | 12:06P | 12:07 | 12:10 |
| 11:47 | 11:51 | 11:55 | 11:57 | 11:59 | 12:01P | 12:02P | 12:04P | — | — | 12:07 | 12:09 | 12:11 | 12:12 | 12:13 | 12:16 |
| — | — | — | — | — | — | — | — | 12:09P | 12:11P | 12:13 | 12:15 | 12:17 | 12:18 | 12:19 | 12:22 |
| 11:59 | 12:03P | 12:07P | 12:09P | 12:11P | 12:13 | 12:14 | 12:16 | — | — | 12:19 | 12:21 | 12:23 | 12:24 | 12:25 | 12:28 |
| — | — | — | — | — | — | — | — | 12:21 | 12:23 | 12:25 | 12:27 | 12:29 | 12:30 | 12:31 | 12:34 |
| 12:11P | 12:15 | 12:19 | 12:21 | 12:23 | 12:25 | 12:26 | 12:28 | — | — | 12:31 | 12:33 | 12:35 | 12:36 | 12:37 | 12:40 |
| — | — | — | — | — | — | — | — | 12:33 | 12:35 | 12:37 | 12:39 | 12:41 | 12:42 | 12:43 | 12:46 |
| 12:23 | 12:27 | 12:31 | 12:33 | 12:35 | 12:37 | 12:38 | 12:40 | — | — | 12:43 | 12:45 | 12:47 | 12:48 | 12:49 | 12:52 |
| — | — | — | — | — | — | — | — | 12:45 | 12:47 | 12:49 | 12:51 | 12:53 | 12:54 | 12:55 | 12:58 |
| 12:35 | 12:39 | 12:43 | 12:45 | 12:47 | 12:49 | 12:50 | 12:52 | — | — | 12:55 | 12:57 | 12:59 | 1:00 | 1:01 | 1:04 |
| — | — | — | — | — | — | — | — | 12:57 | 12:59 | 1:01 | 1:03 | 1:05 | 1:06 | 1:07 | 1:10 |
| 12:47 | 12:51 | 12:55 | 12:57 | 12:59 | 1:01 | 1:02 | 1:04 | — | — | 1:07 | 1:09 | 1:11 | 1:12 | 1:13 | 1:16 |
| — | — | — | — | — | — | — | — | 1:09 | 1:11 | 1:13 | 1:15 | 1:17 | 1:18 | 1:19 | 1:22 |
| 12:59 | 1:03 | 1:07 | 1:09 | 1:11 | 1:13 | 1:14 | 1:16 | — | — | 1:19 | 1:21 | 1:23 | 1:24 | 1:25 | 1:28 |
| — | — | — | — | — | — | — | — | 1:21 | 1:23 | 1:25 | 1:27 | 1:29 | 1:30 | 1:31 | 1:34 |
| 1:11 | 1:15 | 1:19 | 1:21 | 1:23 | 1:25 | 1:26 | 1:28 | — | — | 1:31 | 1:33 | 1:35 | 1:36 | 1:37 | 1:40 |
| — | — | — | — | — | — | — | — | 1:33 | 1:35 | 1:37 | 1:39 | 1:41 | 1:42 | 1:43 | 1:46 |
| 1:23 | 1:27 | 1:31 | 1:33 | 1:35 | 1:37 | 1:38 | 1:40 | — | — | 1:43 | 1:45 | 1:47 | 1:48 | 1:49 | 1:52 |
| — | — | — | — | — | — | — | — | 1:45 | 1:47 | 1:49 | 1:51 | 1:53 | 1:54 | 1:55 | 1:58 |
| 1:35 | 1:39 | 1:43 | 1:45 | 1:47 | 1:49 | 1:50 | 1:52 | — | — | 1:55 | 1:57 | 1:59 | 2:00 | 2:01 | 2:04 |
| — | — | — | — | — | — | — | — | 1:57 | 1:59 | 2:01 | 2:03 | 2:05 | 2:06 | 2:07 | 2:10 |
| 1:47 | 1:51 | 1:55 | 1:57 | 1:59 | 2:01 | 2:02 | 2:04 | — | — | 2:07 | 2:09 | 2:11 | 2:12 | 2:13 | 2:16 |
| — | — | — | — | — | — | — | — | 2:09 | 2:11 | 2:13 | 2:15 | 2:17 | 2:18 | 2:19 | 2:22 |
| 1:59 | 2:03 | 2:07 | 2:09 | 2:11 | 2:13 | 2:14 | 2:16 | — | — | 2:19 | 2:21 | 2:23 | 2:24 | 2:25 | 2:28 |
| — | — | — | — | — | — | — | — | 2:21 | 2:23 | 2:25 | 2:27 | 2:29 | 2:30 | 2:31 | 2:34 |
| 2:11 | 2:15 | 2:19 | 2:21 | 2:23 | 2:25 | 2:26 | 2:28 | — | — | 2:31 | 2:33 | 2:35 | 2:36 | 2:37 | 2:40 |
| — | — | — | — | — | — | — | — | 2:33 | 2:35 | 2:37 | 2:39 | 2:41 | 2:42 | 2:43 | 2:46 |
| 2:23 | 2:27 | 2:31 | 2:33 | 2:35 | 2:37 | 2:38 | 2:40 | — | — | 2:43 | 2:45 | 2:47 | 2:48 | 2:49 | 2:52 |
| — | — | — | — | — | — | — | — | 2:45 | 2:47 | 2:49 | 2:51 | 2:53 | 2:54 | 2:55 | 2:58 |
| 2:35 | 2:39 | 2:43 | 2:45 | 2:47 | 2:49 | 2:50 | 2:52 | — | — | 2:55 | 2:57 | 2:59 | 3:00 | 3:01 | 3:04 |
| — | — | — | — | — | — | — | — | 2:57 | 2:59 | 3:01 | 3:03 | 3:05 | 3:06 | 3:07 | 3:10 |
| 2:47 | 2:51 | 2:55 | 2:57 | 2:59 | 3:01 | 3:02 | 3:04 | — | — | 3:07 | 3:09 | 3:11 | 3:12 | 3:13 | 3:16 |
| — | — | — | — | — | — | — | — | 3:09 | 3:11 | 3:13 | 3:15 | 3:17 | 3:18 | 3:19 | 3:22 |
| 2:59 | 3:03 | 3:07 | 3:09 | 3:11 | 3:13 | 3:14 | 3:16 | — | — | 3:19 | 3:21 | 3:23 | 3:24 | 3:25 | 3:28 |
| — | — | — | — | — | — | — | — | 3:21 | 3:23 | 3:25 | 3:27 | 3:29 | 3:30 | 3:31 | 3:34 |
| 3:11 | 3:15 | 3:19 | 3:21 | 3:23 | 3:25 | 3:26 | 3:28 | — | — | 3:31 | 3:33 | 3:35 | 3:36 | 3:37 | 3:40 |
| — | — | — | — | — | — | — | — | 3:33 | 3:35 | 3:37 | 3:39 | 3:41 | 3:42 | 3:43 | 3:46 |
| 3:23 | 3:27 | 3:31 | 3:33 | 3:35 | 3:37 | 3:38 | 3:40 | — | — | 3:43 | 3:45 | 3:47 | 3:48 | 3:49 | 3:52 |
| — | — | — | — | — | — | — | — | 3:45 | 3:47 | 3:49 | 3:51 | 3:53 | 3:54 | 3:55 | 3:58 |
| 3:35 | 3:39 | 3:43 | 3:45 | 3:47 | 3:49 | 3:50 | 3:52 | — | — | 3:55 | 3:57 | 3:59 | 4:00 | 4:01 | 4:04 |
| — | — | — | — | — | — | — | — | 3:56 | 3:58 | 4:00 | 4:02 | 4:04 | 4:05 | 4:06 | 4:09 |
| Trains Scheduled Every: 10 minutes | | | | | | | | 10 minutes | | | | 5 minutes | | | |
| 7:15 | 7:19 | 7:23 | 7:25 | 7:27 | 7:29 | 7:30 | 7:32 | — | — | 7:35 | 7:37 | 7:39 | 7:40 | 7:41 | 7:44 |
| — | — | — | — | — | — | — | — | 7:36 | 7:38 | 7:40 | 7:42 | 7:44 | 7:45 | 7:46 | 7:49 |
| 7:25 | 7:29 | 7:33 | 7:35 | 7:37 | 7:39 | 7:40 | 7:42 | — | — | 7:45 | 7:47 | 7:49 | 7:50 | 7:51 | 7:54 |
| — | — | — | — | — | — | — | — | 7:46 | 7:48 | 7:50 | 7:52 | 7:54 | 7:55 | 7:56 | 7:59 |
| 7:35 | 7:39 | 7:43 | 7:45 | 7:47 | 7:49 | 7:50 | 7:52 | — | — | 7:55 | 7:57 | 7:59 | 8:00 | 8:01 | 8:04 |
| — | — | — | — | — | — | — | — | 7:55 | 7:57 | 7:59 | 8:01 | 8:03 | 8:04 | 8:05 | 8:08 |
| 7:43 | 7:47 | 7:51 | 7:53 | 7:55 | 7:57 | 7:58 | 8:00 | — | — | 8:03 | 8:05 | 8:07 | 8:08 | 8:09 | 8:12 |
| — | — | — | — | — | — | — | — | 8:08 | 8:10 | 8:12 | 8:14 | 8:16 | 8:17 | 8:18 | 8:21 |
| 7:55 | 7:59 | 8:03 | 8:05 | 8:07 | 8:09 | 8:10 | 8:12 | — | — | 8:15 | 8:17 | 8:19 | 8:20 | 8:21 | 8:24 |
| 8:02 | 8:06 | 8:10 | 8:12 | 8:14 | 8:16 | 8:17 | 8:19 | — | — | 8:22 | 8:24 | 8:26 | 8:27 | 8:28 | 8:31 |
| 8:09 | 8:13 | 8:17 | 8:19 | 8:21 | 8:23 | 8:24 | 8:26 | — | — | 8:29 | 8:31 | 8:33 | 8:34 | 8:35 | 8:38 |
| — | — | — | — | — | — | — | — | 8:28 | 8:30 | 8:32 | 8:34 | 8:36 | 8:37 | 8:38 | 8:41 |
| 8:22 | 8:26 | 8:30 | 8:32 | 8:34 | 8:36 | 8:37 | 8:39 | — | — | 8:42 | 8:44 | 8:46 | 8:47 | 8:48 | 8:51 |
| — | — | — | — | — | — | — | — | 8:48 | 8:50 | 8:52 | 8:54 | 8:56 | 8:57 | 8:58 | 9:01 |
| 8:42 | 8:46 | 8:50 | 8:52 | 8:54 | 8:56 | 8:57 | 8:59 | — | — | 9:02 | 9:04 | 9:06 | 9:07 | 9:08 | 9:11 |
| — | — | — | — | — | — | — | — | 9:08 | 9:10 | 9:12 | 9:14 | 9:16 | 9:17 | 9:18 | 9:21 |
| 9:02 | 9:06 | 9:10 | 9:12 | 9:14 | 9:16 | 9:17 | 9:19 | — | — | 9:22 | 9:24 | 9:26 | 9:27 | 9:28 | 9:31 |
| Trains Scheduled Every: 20 minutes | | | | | | | | 20 minutes | | | | 10 minutes | | | |

All service after 9:00PM is subject to minor delays for system maintenance. *Todo servicio después de las 9:00PM es sujeto a retrasos menores para mantenencia a la sistema.*

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| — | — | — | — | — | — | — | — | 12:28A | 12:30A | 12:32A | 12:34A | 12:36A | 12:37A | 12:38A | 12:41A |
| 12:22A | 12:26A | 12:30A | 12:32A | 12:34A | 12:36A | 12:37A | 12:39A | — | — | 12:42 | 12:44 | 12:46 | 12:47 | 12:48 | 12:51 |
| 12:42 | 12:46 | 12:50 | 12:52 | 12:54 | 12:56 | 12:57 | 12:59 | — | — | 1:02 | 1:04 | 1:06 | 1:07 | 1:08 | 1:11 |
| 1:02 | 1:06 | 1:10 | 1:12 | 1:14 | 1:16 | 1:17 | 1:19 | — | — | 1:22 | 1:24 | 1:26 | 1:27 | 1:28 | 1:31 |

See Friday Late Night and Saturday Late Night Only

# Friday Late Night and Saturday Late Night Only

# Red & Purple Lines

## Eastbound *Al Este* (Approximate Times/*Tiempos Aproximados*)

| NORTH HOLLYWOOD | UNIVERSAL CITY | HOLLYWOOD | | | LOS ANGELES | | | | | | | DOWNTOWN LA | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Red Line Stations | | | | | | | | Purple Line Stations | | | | | | | |
| North Hollywood | Universal/Studio City | Hollywood/Highland | Hollywood/Vine | Hollywood/Western | Vermont/Sunset | Vermont/Santa Monica | Vermont/Beverly | Wilshire/Western | Wilshire/Normandie | Wilshire/Vermont | Westlake/MacArthur Park | 7th St/Metro Center | Pershing Square | Civic Center/Grand Park | Union Station |
| Late Night Trips Scheduled Friday and Saturday Nights into next morning | | | | | | | | | | | | | | | |
| — | — | — | — | — | — | — | — | 12:48A | 12:50A | 12:52A | 12:54A | 12:56A | 12:57A | 12:58A | 1:01A |
| — | — | — | — | — | — | — | — | 1:08 | 1:10 | 1:12 | 1:14 | 1:16 | 1:17 | 1:18 | 1:21 |
| — | — | — | — | — | — | — | — | 1:28 | 1:30 | 1:32 | 1:34 | 1:36 | 1:37 | 1:38 | 1:41 |
| 1:22A | 1:26A | 1:30A | 1:32A | 1:34A | 1:36A | 1:37A | 1:39A | — | — | 1:42 | 1:44 | 1:46 | 1:47 | 1:48 | 1:51 |
| — | — | — | — | — | — | — | — | 1:48 | 1:50 | 1:52 | 1:54 | 1:56 | 1:57 | 1:58 | 2:01 |
| 1:42 | 1:46 | 1:50 | 1:52 | 1:54 | 1:56 | 1:57 | 1:59 | — | — | 2:02 | 2:04 | 2:06 | 2:07 | 2:08 | 2:11 |
| — | — | — | — | — | — | — | — | 2:08 | 2:10 | 2:12 | 2:14 | 2:16 | 2:17 | 2:18 | 2:21 |
| 2:02 | 2:06 | 2:10 | 2:12 | 2:14 | 2:16 | 2:17 | 2:19 | — | — | 2:22 | 2:24 | 2:26 | 2:27 | 2:28 | 2:31 |
| 2:22 | 2:26 | 2:30 | 2:32 | 2:34 | 2:36 | 2:37 | 2:39 | — | — | 2:42 | 2:44 | 2:46 | 2:47 | 2:48 | 2:51 |

# Monday through Friday

Effective Dec 16 2018

# Red & Purple Lines

## Westbound *Al Oeste* (Approximate Times/*Tiempos Aproximados*)

DOWNTOWN LA | LOS ANGELES | HOLLYWOOD | UNIVERSAL CITY | NORTH HOLLYWOOD

Red Line Stations

Purple Line Stations

| Union Station | Civic Center/Grand Park | Pershing Square | 7th St/Metro Center | Westlake/MacArthur Park | Wilshire/Vermont | Wilshire/Normandie | Wilshire/Western | Vermont/Beverly | Vermont/Santa Monica | Vermont/Sunset | Hollywood/Western | Hollywood/Vine | Hollywood/Highland | Universal/Studio City | North Hollywood |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:10A | 4:12A | 4:13A | 4:15A | 4:17A | 4:19A | — | — | 4:21A | 4:23A | 4:24A | 4:26A | 4:29A | 4:31A | 4:35A | 4:39A |
| 4:30 | 4:32 | 4:33 | 4:35 | 4:37 | 4:39 | — | — | 4:41 | 4:43 | 4:44 | 4:46 | 4:49 | 4:51 | 4:55 | 4:59 |
| 4:48 | 4:50 | 4:51 | 4:53 | 4:55 | 4:57 | — | — | 4:59 | 5:01 | 5:02 | 5:04 | 5:07 | 5:09 | 5:13 | 5:17 |
| 4:57 | 4:59 | 5:00 | 5:02 | 5:04 | 5:06 | 5:08A | 5:10A | — | — | — | — | — | — | — | — |
| 5:04 | 5:06 | 5:07 | 5:09 | 5:11 | 5:13 | — | — | 5:15 | 5:17 | 5:18 | 5:20 | 5:23 | 5:25 | 5:29 | 5:33 |
| 5:11 | 5:13 | 5:14 | 5:16 | 5:18 | 5:20 | — | — | 5:22 | 5:24 | 5:25 | 5:27 | 5:30 | 5:32 | 5:36 | 5:40 |
| 5:16 | 5:18 | 5:19 | 5:21 | 5:23 | 5:25 | 5:27 | 5:29 | — | — | — | — | — | — | — | — |
| 5:24 | 5:26 | 5:27 | 5:29 | 5:31 | 5:33 | — | — | 5:35 | 5:37 | 5:38 | 5:40 | 5:43 | 5:45 | 5:49 | 5:53 |
| 5:30 | 5:32 | 5:33 | 5:35 | 5:37 | 5:39 | 5:41 | 5:43 | — | — | — | — | — | — | — | — |
| 5:37 | 5:39 | 5:40 | 5:42 | 5:44 | 5:46 | — | — | 5:48 | 5:50 | 5:51 | 5:53 | 5:56 | 5:58 | 6:02 | 6:06 |
| 5:40 | 5:42 | 5:43 | 5:45 | 5:47 | 5:49 | 5:51 | 5:53 | — | — | — | — | — | — | — | — |
| 5:47 | 5:49 | 5:50 | 5:52 | 5:54 | 5:56 | — | — | 5:58 | 6:00 | 6:01 | 6:03 | 6:06 | 6:08 | 6:12 | 6:16 |
| 5:52 | 5:54 | 5:55 | 5:57 | 5:59 | 6:01 | 6:03 | 6:05 | — | — | — | — | — | — | — | — |
| 5:57 | 5:59 | 6:00 | 6:02 | 6:04 | 6:06 | — | — | 6:08 | 6:10 | 6:11 | 6:13 | 6:16 | 6:18 | 6:22 | 6:26 |
| 6:03 | 6:05 | 6:06 | 6:08 | 6:10 | 6:12 | 6:14 | 6:16 | — | — | — | — | — | — | — | — |
| 6:07 | 6:09 | 6:10 | 6:12 | 6:14 | 6:16 | — | — | 6:18 | 6:20 | 6:21 | 6:23 | 6:26 | 6:28 | 6:32 | 6:36 |
| 6:13 | 6:15 | 6:16 | 6:18 | 6:20 | 6:22 | 6:24 | 6:26 | — | — | — | — | — | — | — | — |
| 6:17 | 6:19 | 6:20 | 6:22 | 6:24 | 6:26 | — | — | 6:28 | 6:30 | 6:31 | 6:33 | 6:36 | 6:38 | 6:42 | 6:46 |
| 6:20 | 6:22 | 6:23 | 6:25 | 6:27 | 6:29 | 6:31 | 6:33 | — | — | — | — | — | — | — | — |
| 6:25 | 6:27 | 6:28 | 6:30 | 6:32 | 6:34 | — | — | 6:36 | 6:38 | 6:39 | 6:41 | 6:44 | 6:46 | 6:50 | 6:54 |
| Trains Scheduled Every: 5 minutes | | | | | | 10 minutes | | | | | 10 minutes | | | | |
| 8:35 | 8:37 | 8:38 | 8:40 | 8:42 | 8:44 | — | — | 8:46 | 8:48 | 8:49 | 8:51 | 8:54 | 8:56 | 9:00 | 9:04 |
| 8:40 | 8:42 | 8:43 | 8:45 | 8:47 | 8:49 | 8:51 | 8:53 | — | — | — | — | — | — | — | — |
| 8:46 | 8:48 | 8:49 | 8:51 | 8:53 | 8:55 | — | — | 8:57 | 8:59 | 9:00 | 9:02 | 9:05 | 9:07 | 9:12 | 9:16 |
| 8:52 | 8:54 | 8:55 | 8:57 | 8:59 | 9:01 | 9:03 | 9:05 | — | — | — | — | — | — | — | — |
| 8:58 | 9:00 | 9:01 | 9:03 | 9:05 | 9:07 | — | — | 9:09 | 9:11 | 9:12 | 9:14 | 9:17 | 9:19 | 9:24 | 9:28 |
| 9:05 | 9:07 | 9:08 | 9:10 | 9:12 | 9:14 | 9:16 | 9:18 | — | — | — | — | — | — | — | — |
| 9:11 | 9:13 | 9:14 | 9:16 | 9:18 | 9:20 | — | — | 9:22 | 9:24 | 9:25 | 9:27 | 9:30 | 9:32 | 9:36 | 9:40 |
| 9:17 | 9:19 | 9:20 | 9:22 | 9:24 | 9:26 | 9:28 | 9:30 | — | — | — | — | — | — | — | — |
| 9:23 | 9:25 | 9:26 | 9:28 | 9:30 | 9:32 | — | — | 9:34 | 9:36 | 9:37 | 9:39 | 9:42 | 9:44 | 9:48 | 9:52 |
| 9:29 | 9:31 | 9:32 | 9:34 | 9:36 | 9:38 | 9:40 | 9:42 | — | — | — | — | — | — | — | — |
| 9:35 | 9:37 | 9:38 | 9:40 | 9:42 | 9:44 | — | — | 9:46 | 9:48 | 9:49 | 9:51 | 9:54 | 9:56 | 10:00 | 10:04 |
| 9:41 | 9:43 | 9:44 | 9:46 | 9:48 | 9:50 | 9:52 | 9:54 | — | — | — | — | — | — | — | — |
| 9:47 | 9:49 | 9:50 | 9:52 | 9:54 | 9:56 | — | — | 9:58 | 10:00 | 10:01 | 10:03 | 10:06 | 10:08 | 10:12 | 10:16 |
| 9:53 | 9:55 | 9:56 | 9:58 | 10:00 | 10:02 | 10:04 | 10:06 | — | — | — | — | — | — | — | — |
| 9:59 | 10:01 | 10:02 | 10:04 | 10:06 | 10:08 | — | — | 10:10 | 10:12 | 10:13 | 10:15 | 10:18 | 10:20 | 10:24 | 10:28 |
| 10:05 | 10:07 | 10:08 | 10:10 | 10:12 | 10:14 | 10:16 | 10:18 | — | — | — | — | — | — | — | — |
| 10:11 | 10:13 | 10:14 | 10:16 | 10:18 | 10:20 | — | — | 10:22 | 10:24 | 10:25 | 10:27 | 10:30 | 10:32 | 10:36 | 10:40 |
| 10:17 | 10:19 | 10:20 | 10:22 | 10:24 | 10:26 | 10:28 | 10:30 | — | — | — | — | — | — | — | — |
| 10:23 | 10:25 | 10:26 | 10:28 | 10:30 | 10:32 | — | — | 10:34 | 10:36 | 10:37 | 10:39 | 10:42 | 10:44 | 10:48 | 10:52 |
| 10:29 | 10:31 | 10:32 | 10:34 | 10:36 | 10:38 | 10:40 | 10:42 | — | — | — | — | — | — | — | — |
| 10:35 | 10:37 | 10:38 | 10:40 | 10:42 | 10:44 | — | — | 10:46 | 10:48 | 10:49 | 10:51 | 10:54 | 10:56 | 11:00 | 11:04 |
| 10:41 | 10:43 | 10:44 | 10:46 | 10:48 | 10:50 | 10:52 | 10:54 | — | — | — | — | — | — | — | — |
| 10:47 | 10:49 | 10:50 | 10:52 | 10:54 | 10:56 | — | — | 10:58 | 11:00 | 11:01 | 11:03 | 11:06 | 11:08 | 11:12 | 11:16 |
| 10:53 | 10:55 | 10:56 | 10:58 | 11:00 | 11:02 | 11:04 | 11:06 | — | — | — | — | — | — | — | — |
| 10:59 | 11:01 | 11:02 | 11:04 | 11:06 | 11:08 | — | — | 11:10 | 11:12 | 11:13 | 11:15 | 11:18 | 11:20 | 11:24 | 11:28 |
| 11:05 | 11:07 | 11:08 | 11:10 | 11:12 | 11:14 | 11:16 | 11:18 | — | — | — | — | — | — | — | — |
| 11:11 | 11:13 | 11:14 | 11:16 | 11:18 | 11:20 | — | — | 11:22 | 11:24 | 11:25 | 11:27 | 11:30 | 11:32 | 11:36 | 11:40 |
| 11:17 | 11:19 | 11:20 | 11:22 | 11:24 | 11:26 | 11:28 | 11:30 | — | — | — | — | — | — | — | — |
| 11:23 | 11:25 | 11:26 | 11:28 | 11:30 | 11:32 | — | — | 11:34 | 11:36 | 11:37 | 11:39 | 11:42 | 11:44 | 11:48 | 11:52 |
| 11:29 | 11:31 | 11:32 | 11:34 | 11:36 | 11:38 | 11:40 | 11:42 | — | — | — | — | — | — | — | — |
| 11:35 | 11:37 | 11:38 | 11:40 | 11:42 | 11:44 | — | — | 11:46 | 11:48 | 11:49 | 11:51 | 11:54 | 11:56 | 11:59 | 12:04P |
| 11:41 | 11:43 | 11:44 | 11:46 | 11:48 | 11:50 | 11:52 | 11:54 | — | — | — | — | — | — | — | — |
| 11:47 | 11:49 | 11:50 | 11:52 | 11:54 | 11:56 | — | — | 11:58 | 11:59 | 12:01P | 12:03P | 12:06P | 12:08P | 12:12P | 12:16 |
| 11:53 | 11:55 | 11:56 | 11:58 | 11:59 | 12:02P | 12:04P | 12:06P | — | — | — | — | — | — | — | — |
| 11:59 | 12:01P | 12:02P | 12:04P | 12:06P | 12:08 | — | — | 12:10P | 12:12P | 12:13 | 12:15 | 12:18 | 12:20 | 12:24 | 12:28 |
| 12:05P | 12:07 | 12:08 | 12:10 | 12:12 | 12:14 | 12:16 | 12:18 | — | — | — | — | — | — | — | — |
| 12:11 | 12:13 | 12:14 | 12:16 | 12:18 | 12:20 | — | — | 12:22 | 12:24 | 12:25 | 12:27 | 12:30 | 12:32 | 12:36 | 12:40 |
| 12:17 | 12:19 | 12:20 | 12:22 | 12:24 | 12:26 | 12:28 | 12:30 | — | — | — | — | — | — | — | — |
| 12:23 | 12:25 | 12:26 | 12:28 | 12:30 | 12:32 | — | — | 12:34 | 12:36 | 12:37 | 12:39 | 12:42 | 12:44 | 12:48 | 12:52 |
| 12:29 | 12:31 | 12:32 | 12:34 | 12:36 | 12:38 | 12:40 | 12:42 | — | — | — | — | — | — | — | — |
| 12:35 | 12:37 | 12:38 | 12:40 | 12:42 | 12:44 | — | — | 12:46 | 12:48 | 12:49 | 12:51 | 12:54 | 12:56 | 1:00 | 1:04 |
| 12:41 | 12:43 | 12:44 | 12:46 | 12:48 | 12:50 | 12:52 | 12:54 | — | — | — | — | — | — | — | — |
| 12:47 | 12:49 | 12:50 | 12:52 | 12:54 | 12:56 | — | — | 12:58 | 1:00 | 1:01 | 1:03 | 1:06 | 1:08 | 1:14 | 1:18 |
| 12:53 | 12:55 | 12:56 | 12:58 | 1:00 | 1:02 | 1:04 | 1:06 | — | — | — | — | — | — | — | — |
| 12:59 | 1:01 | 1:02 | 1:04 | 1:06 | 1:08 | — | — | 1:10 | 1:12 | 1:13 | 1:15 | 1:18 | 1:20 | 1:24 | 1:28 |
| 1:05 | 1:07 | 1:08 | 1:10 | 1:12 | 1:14 | 1:16 | 1:18 | — | — | — | — | — | — | — | — |
| 1:11 | 1:13 | 1:14 | 1:16 | 1:18 | 1:20 | — | — | 1:22 | 1:24 | 1:25 | 1:27 | 1:30 | 1:32 | 1:36 | 1:40 |
| 1:17 | 1:19 | 1:20 | 1:22 | 1:24 | 1:26 | 1:28 | 1:30 | — | — | — | — | — | — | — | — |
| 1:23 | 1:25 | 1:26 | 1:28 | 1:30 | 1:32 | — | — | 1:34 | 1:36 | 1:37 | 1:39 | 1:42 | 1:44 | 1:48 | 1:52 |
| 1:29 | 1:31 | 1:32 | 1:34 | 1:36 | 1:38 | 1:40 | 1:42 | — | — | — | — | — | — | — | — |
| 1:35 | 1:37 | 1:38 | 1:40 | 1:42 | 1:44 | — | — | 1:46 | 1:48 | 1:49 | 1:51 | 1:54 | 1:56 | 2:00 | 2:04 |
| 1:41 | 1:43 | 1:44 | 1:46 | 1:48 | 1:50 | 1:52 | 1:54 | — | — | — | — | — | — | — | — |
| 1:47 | 1:49 | 1:50 | 1:52 | 1:54 | 1:56 | — | — | 1:58 | 2:00 | 2:01 | 2:03 | 2:06 | 2:08 | 2:13 | 2:17 |
| 1:52 | 1:54 | 1:55 | 1:57 | 1:59 | 2:01 | 2:03 | 2:05 | — | — | — | — | — | — | — | — |
| 1:59 | 2:01 | 2:02 | 2:04 | 2:06 | 2:08 | — | — | 2:10 | 2:12 | 2:13 | 2:15 | 2:18 | 2:20 | 2:26 | 2:30 |
| 2:05 | 2:07 | 2:08 | 2:10 | 2:12 | 2:14 | 2:16 | 2:18 | — | — | — | — | — | — | — | — |
| 2:11 | 2:13 | 2:14 | 2:16 | 2:18 | 2:20 | — | — | 2:22 | 2:24 | 2:25 | 2:27 | 2:30 | 2:32 | 2:37 | 2:41 |
| 2:17 | 2:19 | 2:20 | 2:22 | 2:24 | 2:26 | 2:28 | 2:30 | — | — | — | — | — | — | — | — |
| 2:23 | 2:25 | 2:26 | 2:28 | 2:30 | 2:32 | — | — | 2:34 | 2:36 | 2:37 | 2:39 | 2:42 | 2:44 | 2:48 | 2:52 |
| 2:29 | 2:31 | 2:32 | 2:34 | 2:36 | 2:38 | 2:40 | 2:42 | — | — | — | — | — | — | — | — |
| 2:35 | 2:37 | 2:38 | 2:40 | 2:42 | 2:44 | — | — | 2:46 | 2:48 | 2:49 | 2:51 | 2:54 | 2:56 | 3:01 | 3:05 |
| 2:41 | 2:43 | 2:44 | 2:46 | 2:48 | 2:50 | 2:52 | 2:54 | — | — | — | — | — | — | — | — |
| 2:47 | 2:49 | 2:50 | 2:52 | 2:54 | 2:56 | — | — | 2:58 | 3:00 | 3:01 | 3:03 | 3:06 | 3:08 | 3:12 | 3:16 |
| 2:53 | 2:55 | 2:56 | 2:58 | 3:00 | 3:02 | 3:04 | 3:06 | — | — | — | — | — | — | — | — |
| 2:59 | 3:01 | 3:02 | 3:04 | 3:06 | 3:08 | — | — | 3:10 | 3:12 | 3:13 | 3:15 | 3:18 | 3:20 | 3:24 | 3:28 |
| 3:05 | 3:07 | 3:08 | 3:10 | 3:12 | 3:14 | 3:16 | 3:18 | — | — | — | — | — | — | — | — |
| 3:11 | 3:13 | 3:14 | 3:16 | 3:18 | 3:20 | — | — | 3:22 | 3:24 | 3:25 | 3:27 | 3:30 | 3:32 | 3:36 | 3:40 |
| 3:17 | 3:19 | 3:20 | 3:22 | 3:24 | 3:26 | 3:28 | 3:30 | — | — | — | — | — | — | — | — |
| 3:22 | 3:24 | 3:25 | 3:27 | 3:29 | 3:31 | — | — | 3:33 | 3:35 | 3:36 | 3:38 | 3:41 | 3:43 | 3:47 | 3:51 |
| 3:27 | 3:29 | 3:30 | 3:32 | 3:34 | 3:36 | 3:38 | 3:40 | — | — | — | — | — | — | — | — |
| 3:32 | 3:34 | 3:35 | 3:37 | 3:39 | 3:41 | — | — | 3:43 | 3:45 | 3:46 | 3:48 | 3:51 | 3:53 | 3:57 | 4:01 |
| 3:37 | 3:39 | 3:40 | 3:42 | 3:44 | 3:46 | 3:48 | 3:50 | — | — | — | — | — | — | — | — |
| 3:41 | 3:43 | 3:44 | 3:46 | 3:48 | 3:50 | — | — | 3:52 | 3:54 | 3:55 | 3:57 | 4:00 | 4:02 | 4:06 | 4:10 |
| 3:46 | 3:48 | 3:49 | 3:51 | 3:53 | 3:55 | 3:57 | 3:59 | — | — | — | — | — | — | — | — |
| Trains Scheduled Every: 5 minutes | | | | | | 10 minutes | | | | | 10 minutes | | | | |
| 7:21 | 7:23 | 7:24 | 7:26 | 7:28 | 7:30 | — | — | 7:32 | 7:34 | 7:35 | 7:37 | 7:40 | 7:42 | 7:46 | 7:50 |
| 7:26 | 7:28 | 7:29 | 7:31 | 7:33 | 7:35 | 7:37 | 7:39 | — | — | — | — | — | — | — | — |
| 7:31 | 7:33 | 7:34 | 7:36 | 7:38 | 7:40 | — | — | 7:42 | 7:44 | 7:45 | 7:47 | 7:50 | 7:52 | 7:56 | 8:00 |
| 7:36 | 7:38 | 7:39 | 7:41 | 7:43 | 7:45 | 7:47 | 7:49 | — | — | — | — | — | — | — | — |
| 7:42 | 7:44 | 7:45 | 7:47 | 7:49 | 7:51 | — | — | 7:53 | 7:55 | 7:56 | 7:58 | 8:01 | 8:03 | 8:07 | 8:11 |
| 7:52 | 7:54 | 7:55 | 7:57 | 7:59 | 8:01 | 8:03 | 8:05 | — | — | — | — | — | — | — | — |
| 8:01 | 8:03 | 8:04 | 8:06 | 8:08 | 8:10 | — | — | 8:12 | 8:14 | 8:15 | 8:17 | 8:20 | 8:22 | 8:26 | 8:30 |
| 8:11 | 8:13 | 8:14 | 8:16 | 8:18 | 8:20 | 8:22 | 8:24 | — | — | — | — | — | — | — | — |
| 8:21 | 8:23 | 8:24 | 8:26 | 8:28 | 8:30 | — | — | 8:32 | 8:34 | 8:35 | 8:37 | 8:40 | 8:42 | 8:46 | 8:50 |
| 8:31 | 8:33 | 8:34 | 8:36 | 8:38 | 8:40 | 8:42 | 8:44 | — | — | — | — | — | — | — | — |
| 8:41 | 8:43 | 8:44 | 8:46 | 8:48 | 8:50 | — | — | 8:52 | 8:54 | 8:55 | 8:57 | 9:00 | 9:02 | 9:06 | 9:10 |
| 8:51 | 8:53 | 8:54 | 8:56 | 8:58 | 9:00 | 9:02 | 9:04 | — | — | — | — | — | — | — | — |
| Trains Scheduled Every: 10 minutes | | | | | | 20 minutes | | | | | 20 minutes | | | | |

All service after 9:00PM is subject to minor delays for system maintenance. *Todo servicio después de las 9:00PM es sujeto a retrasos menores para mantenencia a la sistema.*

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11:51 | 11:53 | 11:54 | 11:56 | 11:58 | 11:59 | 12:02A | 12:04A | — | — | — | — | — | — | — | — |
| 12:01A | 12:03A | 12:04A | 12:06A | 12:08A | 12:10A | — | — | 12:12A | 12:14A | 12:15A | 12:17A | 12:20A | 12:22A | 12:26A | 12:30A |
| 12:11 | 12:13 | 12:14 | 12:16 | 12:18 | 12:20 | 12:22 | 12:24 | — | — | — | — | — | — | — | — |
| 12:21 | 12:23 | 12:24 | 12:26 | 12:28 | 12:30 | — | — | 12:32 | 12:34 | 12:35 | 12:37 | 12:40 | 12:42 | 12:46 | 12:50 |

See Friday Late Night and Saturday Late Night Only

# Friday Late Night and Saturday Late Night Only

# Red & Purple Lines

## Westbound *Al Oeste* (Approximate Times/*Tiempos Aproximados*)

DOWNTOWN LA | LOS ANGELES | HOLLYWOOD | UNIVERSAL CITY | NORTH HOLLYWOOD

Red Line Stations

Purple Line Stations

| Union Station | Civic Center/Grand Park | Pershing Square | 7th St/Metro Center | Westlake/MacArthur Park | Wilshire/Vermont | Wilshire/Normandie | Wilshire/Western | Vermont/Beverly | Vermont/Santa Monica | Vermont/Sunset | Hollywood/Western | Hollywood/Vine | Hollywood/Highland | Universal/Studio City | North Hollywood |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Late Night Trips Scheduled Friday and Saturday Nights into next morning | | | | | | | | | | | | | | | |
| 12:31A | 12:33A | 12:34A | 12:36A | 12:38A | 12:40A | 12:42A | 12:44A | — | — | — | — | — | — | — | — |
| 12:41 | 12:43 | 12:44 | 12:46 | 12:48 | 12:50 | — | — | 12:52A | 12:54A | 12:55A | 12:57A | 1:00A | 1:02A | 1:06A | 1:10A |
| 12:51 | 12:53 | 12:54 | 12:56 | 12:58 | 1:00 | 1:02 | 1:04 | — | — | — | — | — | — | — | — |
| 1:01 | 1:03 | 1:04 | 1:06 | 1:08 | 1:10 | — | — | 1:12 | 1:14 | 1:15 | 1:17 | 1:20 | 1:22 | 1:26 | 1:30 |
| 1:11 | 1:13 | 1:14 | 1:16 | 1:18 | 1:20 | 1:22 | 1:24 | — | — | — | — | — | — | — | — |
| 1:21 | 1:23 | 1:24 | 1:26 | 1:28 | 1:30 | — | — | 1:32 | 1:34 | 1:35 | 1:37 | 1:40 | 1:42 | 1:46 | 1:50 |
| 1:31 | 1:33 | 1:34 | 1:36 | 1:38 | 1:40 | 1:42 | 1:44 | — | — | — | — | — | — | — | — |
| 1:41 | 1:43 | 1:44 | 1:46 | 1:48 | 1:50 | — | — | 1:52 | 1:54 | 1:55 | 1:57 | 2:00 | 2:02 | 2:06 | 2:10 |
| 1:51 | 1:53 | 1:54 | 1:56 | 1:58 | 2:00 | 2:02 | 2:04 | — | — | — | — | — | — | — | — |
| 2:01 | 2:03 | 2:04 | 2:06 | 2:08 | 2:10 | — | — | 2:12 | 2:14 | 2:15 | 2:17 | 2:20 | 2:22 | 2:26 | 2:30 |
| 2:11 | 2:13 | 2:14 | 2:16 | 2:18 | 2:20 | 2:22 | 2:24 | — | — | — | — | — | — | — | — |
| 2:21 | 2:23 | 2:24 | 2:26 | 2:28 | 2:30 | — | — | 2:32 | 2:34 | 2:35 | 2:37 | 2:40 | 2:42 | 2:46 | 2:50 |

## Saturday, Sunday and Holiday Schedules

Saturday, Sunday and Holiday Schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

## *Horarios de domingo y días feriados*

*Horarios de sábado, domingo, y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.*

## Nextrip

Text "metro" and your intersection or stop number to 41411 (example: metro vignes&cesarechavez or metro 1563). You can also visit metro.net or call 511 and say "Nextrip"

## *Nextrip*

*Envíe un mensaje de texto con "Metro" y la intersección de la calle o el número de su parada al 41411. Nextrip le enviará un mensaje de texto con la próxima llegada de cada autobús en esa parada. También puede visitar metro.net o llamar al 511 y decir "Nextrip"*

## Special Notes

**All service after 9:00PM is subject to minor delays for system maintenance. Please visit http://bit.ly/Red411 or call 323. GO.METRO for latest information.**

## *Avisos especiales*

***Todo servicio después de las 9:00PM es sujeto a retrasos menores para mantenencia a la sistema. Favor de visitar http://bit.ly/Red411 o llamar al 323.GO.METRO para mas informacion.***

# Saturday, Sunday & Holiday

Effective Dec 16 2018

# Red & Purple Lines

## Eastbound *Al Este* (Approximate Times/*Tiempos Aproximados*)

| NORTH HOLLYWOOD | UNIVERSAL CITY | HOLLYWOOD | | | LOS ANGELES | | | | | | | DOWNTOWN LA | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Red Line Stations | | | | | | | | Purple Line Stations | | | | | | | |
| North Hollywood | Universal/Studio City | Hollywood/Highland | Hollywood/Vine | Hollywood/Western | Vermont/Sunset | Vermont/Santa Monica | Vermont/Beverly | Wilshire/Western | Wilshire/Normandie | Wilshire/Vermont | Westlake/MacArthur Park | 7th St/Metro Center | Pershing Square | Civic Center/Grand Park | Union Station |
| — | — | — | — | — | — | — | — | 4:40A | 4:42A | 4:44A | 4:46A | 4:48A | 4:49A | 4:50A | 4:53A |
| 4:32A | 4:36A | 4:40A | 4:42A | 4:44A | 4:46A | 4:47A | 4:49A | — | — | 4:52 | 4:54 | 4:56 | 4:57 | 4:58 | 5:01 |
| — | — | — | — | — | — | — | — | 4:58 | 5:00 | 5:02 | 5:04 | 5:06 | 5:07 | 5:08 | 5:11 |
| 4:52 | 4:56 | 5:00 | 5:02 | 5:04 | 5:06 | 5:07 | 5:09 | — | — | 5:12 | 5:14 | 5:16 | 5:17 | 5:18 | 5:21 |
| — | — | — | — | — | — | — | — | 5:18 | 5:20 | 5:22 | 5:24 | 5:26 | 5:27 | 5:28 | 5:31 |
| 5:12 | 5:16 | 5:20 | 5:22 | 5:24 | 5:26 | 5:27 | 5:29 | — | — | 5:32 | 5:34 | 5:36 | 5:37 | 5:38 | 5:41 |
| — | — | — | — | — | — | — | — | 5:38 | 5:40 | 5:42 | 5:44 | 5:46 | 5:47 | 5:48 | 5:51 |
| 5:32 | 5:36 | 5:40 | 5:42 | 5:44 | 5:46 | 5:47 | 5:49 | — | — | 5:52 | 5:54 | 5:56 | 5:57 | 5:58 | 6:01 |
| — | — | — | — | — | — | — | — | 5:58 | 6:00 | 6:02 | 6:04 | 6:06 | 6:07 | 6:08 | 6:11 |
| 5:52 | 5:56 | 6:00 | 6:02 | 6:04 | 6:06 | 6:07 | 6:09 | — | — | 6:12 | 6:14 | 6:16 | 6:17 | 6:18 | 6:21 |
| — | — | — | — | — | — | — | — | 6:18 | 6:20 | 6:22 | 6:24 | 6:26 | 6:27 | 6:28 | 6:31 |
| 6:12 | 6:16 | 6:20 | 6:22 | 6:24 | 6:26 | 6:27 | 6:29 | — | — | 6:32 | 6:34 | 6:36 | 6:37 | 6:38 | 6:41 |
| — | — | — | — | — | — | — | — | 6:38 | 6:40 | 6:42 | 6:44 | 6:46 | 6:47 | 6:48 | 6:51 |
| 6:32 | 6:36 | 6:40 | 6:42 | 6:44 | 6:46 | 6:47 | 6:49 | — | — | 6:52 | 6:54 | 6:56 | 6:57 | 6:58 | 7:01 |
| — | — | — | — | — | — | — | — | 6:58 | 7:00 | 7:02 | 7:04 | 7:06 | 7:07 | 7:08 | 7:11 |
| 6:52 | 6:56 | 7:00 | 7:02 | 7:04 | 7:06 | 7:07 | 7:09 | — | — | 7:12 | 7:14 | 7:16 | 7:17 | 7:18 | 7:21 |
| — | — | — | — | — | — | — | — | 7:18 | 7:20 | 7:22 | 7:24 | 7:26 | 7:27 | 7:28 | 7:31 |
| 7:12 | 7:16 | 7:20 | 7:22 | 7:24 | 7:26 | 7:27 | 7:29 | — | — | 7:32 | 7:34 | 7:36 | 7:37 | 7:38 | 7:41 |
| — | — | — | — | — | — | — | — | 7:38 | 7:40 | 7:42 | 7:44 | 7:46 | 7:47 | 7:48 | 7:51 |
| 7:32 | 7:36 | 7:40 | 7:42 | 7:44 | 7:46 | 7:47 | 7:49 | — | — | 7:52 | 7:54 | 7:56 | 7:57 | 7:58 | 8:01 |
| — | — | — | — | — | — | — | — | 7:58 | 8:00 | 8:02 | 8:04 | 8:06 | 8:07 | 8:08 | 8:11 |
| 7:52 | 7:56 | 8:00 | 8:02 | 8:04 | 8:06 | 8:07 | 8:09 | — | — | 8:12 | 8:14 | 8:16 | 8:17 | 8:18 | 8:21 |
| — | — | — | — | — | — | — | — | 8:18 | 8:20 | 8:22 | 8:24 | 8:26 | 8:27 | 8:28 | 8:31 |
| 8:11 | 8:15 | 8:19 | 8:21 | 8:23 | 8:25 | 8:26 | 8:28 | — | — | 8:31 | 8:33 | 8:35 | 8:36 | 8:37 | 8:40 |
| — | — | — | — | — | — | — | — | 8:36 | 8:38 | 8:40 | 8:42 | 8:44 | 8:45 | 8:46 | 8:49 |
| 8:29 | 8:33 | 8:37 | 8:39 | 8:41 | 8:43 | 8:44 | 8:46 | — | — | 8:49 | 8:51 | 8:53 | 8:54 | 8:55 | 8:58 |
| — | — | — | — | — | — | — | — | 8:53 | 8:55 | 8:57 | 8:59 | 9:01 | 9:02 | 9:03 | 9:06 |
| 8:44 | 8:48 | 8:52 | 8:54 | 8:56 | 8:58 | 8:59 | 9:01 | — | — | 9:04 | 9:06 | 9:08 | 9:09 | 9:10 | 9:13 |
| — | — | — | — | — | — | — | — | 9:06 | 9:08 | 9:10 | 9:12 | 9:14 | 9:15 | 9:16 | 9:19 |
| 8:57 | 9:01 | 9:05 | 9:07 | 9:09 | 9:11 | 9:12 | 9:14 | — | — | 9:17 | 9:19 | 9:21 | 9:22 | 9:23 | 9:26 |
| — | — | — | — | — | — | — | — | 9:21 | 9:23 | 9:25 | 9:27 | 9:29 | 9:30 | 9:31 | 9:34 |
| 9:12 | 9:16 | 9:20 | 9:22 | 9:24 | 9:26 | 9:27 | 9:29 | — | — | 9:32 | 9:34 | 9:36 | 9:37 | 9:38 | 9:41 |
| — | — | — | — | — | — | — | — | 9:36 | 9:38 | 9:40 | 9:42 | 9:44 | 9:45 | 9:46 | 9:49 |
| 9:27 | 9:31 | 9:35 | 9:37 | 9:39 | 9:41 | 9:42 | 9:44 | — | — | 9:47 | 9:49 | 9:51 | 9:52 | 9:53 | 9:56 |
| — | — | — | — | — | — | — | — | 9:51 | 9:53 | 9:55 | 9:57 | 9:59 | 10:00 | 10:01 | 10:04 |
| 9:42 | 9:46 | 9:50 | 9:52 | 9:54 | 9:56 | 9:57 | 9:59 | — | — | 10:02 | 10:04 | 10:06 | 10:07 | 10:08 | 10:11 |
| — | — | — | — | — | — | — | — | 10:05 | 10:07 | 10:09 | 10:11 | 10:13 | 10:14 | 10:15 | 10:18 |
| 9:56 | 10:00 | 10:04 | 10:06 | 10:08 | 10:10 | 10:11 | 10:13 | — | — | 10:16 | 10:18 | 10:20 | 10:21 | 10:22 | 10:25 |
| — | — | — | — | — | — | — | — | 10:19 | 10:21 | 10:23 | 10:25 | 10:27 | 10:28 | 10:29 | 10:32 |
| 10:10 | 10:14 | 10:18 | 10:20 | 10:22 | 10:24 | 10:25 | 10:27 | — | — | 10:30 | 10:32 | 10:34 | 10:35 | 10:36 | 10:39 |
| — | — | — | — | — | — | — | — | 10:33 | 10:35 | 10:37 | 10:39 | 10:41 | 10:42 | 10:43 | 10:46 |
| 10:24 | 10:28 | 10:32 | 10:34 | 10:36 | 10:38 | 10:39 | 10:41 | — | — | 10:44 | 10:46 | 10:48 | 10:49 | 10:50 | 10:53 |
| — | — | — | — | — | — | — | — | 10:46 | 10:48 | 10:50 | 10:52 | 10:54 | 10:55 | 10:56 | 10:59 |
| 10:36 | 10:40 | 10:44 | 10:46 | 10:48 | 10:50 | 10:51 | 10:53 | — | — | 10:56 | 10:58 | 11:00 | 11:01 | 11:02 | 11:05 |
| — | — | — | — | — | — | — | — | 10:58 | 11:00 | 11:02 | 11:04 | 11:06 | 11:07 | 11:08 | 11:11 |
| 10:48 | 10:52 | 10:56 | 10:58 | 11:00 | 11:02 | 11:03 | 11:05 | — | — | 11:08 | 11:10 | 11:12 | 11:13 | 11:14 | 11:17 |
| — | — | — | — | — | — | — | — | 11:10 | 11:12 | 11:14 | 11:16 | 11:18 | 11:19 | 11:20 | 11:23 |
| 11:00 | 11:04 | 11:08 | 11:10 | 11:12 | 11:14 | 11:15 | 11:17 | — | — | 11:20 | 11:22 | 11:24 | 11:25 | 11:26 | 11:29 |
| — | — | — | — | — | — | — | — | 11:22 | 11:24 | 11:26 | 11:28 | 11:30 | 11:31 | 11:32 | 11:35 |
| 11:12 | 11:16 | 11:20 | 11:22 | 11:24 | 11:26 | 11:27 | 11:29 | — | — | 11:32 | 11:34 | 11:36 | 11:37 | 11:38 | 11:41 |
| — | — | — | — | — | — | — | — | 11:34 | 11:36 | 11:38 | 11:40 | 11:42 | 11:43 | 11:44 | 11:47 |
| 11:24 | 11:28 | 11:32 | 11:34 | 11:36 | 11:38 | 11:39 | 11:41 | — | — | 11:44 | 11:46 | 11:48 | 11:49 | 11:50 | 11:53 |
| — | — | — | — | — | — | — | — | 11:46 | 11:48 | 11:50 | 11:52 | 11:54 | 11:55 | 11:56 | 11:59 |
| Trains Scheduled Every: 12 minutes | | | | | | | | 12 minutes | | 6 minutes | | | | | |
| — | — | — | — | — | — | — | — | 5:58P | 6:00P | 6:02P | 6:04P | 6:06P | 6:07P | 6:08P | 6:11P |
| 5:48P | 5:52P | 5:56P | 5:58P | 6:00P | 6:02P | 6:03P | 6:05P | — | — | 6:08 | 6:10 | 6:12 | 6:13 | 6:14 | 6:17 |
| — | — | — | — | — | — | — | — | 6:10 | 6:12 | 6:14 | 6:16 | 6:18 | 6:19 | 6:20 | 6:23 |
| 6:00 | 6:04 | 6:08 | 6:10 | 6:12 | 6:14 | 6:15 | 6:17 | — | — | 6:20 | 6:22 | 6:24 | 6:25 | 6:26 | 6:29 |
| — | — | — | — | — | — | — | — | 6:22 | 6:24 | 6:26 | 6:28 | 6:30 | 6:31 | 6:32 | 6:35 |
| 6:12 | 6:16 | 6:20 | 6:22 | 6:24 | 6:26 | 6:27 | 6:29 | — | — | 6:32 | 6:34 | 6:36 | 6:37 | 6:38 | 6:41 |
| — | — | — | — | — | — | — | — | 6:34 | 6:36 | 6:38 | 6:40 | 6:42 | 6:43 | 6:44 | 6:47 |
| 6:24 | 6:28 | 6:32 | 6:34 | 6:36 | 6:38 | 6:39 | 6:41 | — | — | 6:44 | 6:46 | 6:48 | 6:49 | 6:50 | 6:53 |
| — | — | — | — | — | — | — | — | 6:46 | 6:48 | 6:50 | 6:52 | 6:54 | 6:55 | 6:56 | 6:59 |
| 6:36 | 6:40 | 6:44 | 6:46 | 6:48 | 6:50 | 6:51 | 6:53 | — | — | 6:56 | 6:58 | 7:00 | 7:01 | 7:02 | 7:05 |
| — | — | — | — | — | — | — | — | 6:58 | 7:00 | 7:02 | 7:04 | 7:06 | 7:07 | 7:08 | 7:11 |
| 6:49 | 6:53 | 6:57 | 6:59 | 7:01 | 7:03 | 7:04 | 7:06 | — | — | 7:09 | 7:11 | 7:13 | 7:14 | 7:15 | 7:18 |
| — | — | — | — | — | — | — | — | 7:12 | 7:14 | 7:16 | 7:18 | 7:20 | 7:21 | 7:22 | 7:25 |
| 7:03 | 7:07 | 7:11 | 7:13 | 7:15 | 7:17 | 7:18 | 7:20 | — | — | 7:23 | 7:25 | 7:27 | 7:28 | 7:29 | 7:32 |
| — | — | — | — | — | — | — | — | 7:26 | 7:28 | 7:30 | 7:32 | 7:34 | 7:35 | 7:36 | 7:39 |
| 7:17 | 7:21 | 7:25 | 7:27 | 7:29 | 7:31 | 7:32 | 7:34 | — | — | 7:37 | 7:39 | 7:41 | 7:42 | 7:43 | 7:46 |
| — | — | — | — | — | — | — | — | 7:40 | 7:42 | 7:44 | 7:46 | 7:48 | 7:49 | 7:50 | 7:53 |
| 7:31 | 7:35 | 7:39 | 7:41 | 7:43 | 7:45 | 7:46 | 7:48 | — | — | 7:51 | 7:53 | 7:55 | 7:56 | 7:57 | 8:00 |
| — | — | — | — | — | — | — | — | 7:55 | 7:57 | 7:59 | 8:01 | 8:03 | 8:04 | 8:05 | 8:08 |
| 7:43 | 7:47 | 7:51 | 7:53 | 7:55 | 7:57 | 7:58 | 8:00 | — | — | 8:03 | 8:05 | 8:07 | 8:08 | 8:09 | 8:12 |
| — | — | — | — | — | — | — | — | 8:08 | 8:10 | 8:12 | 8:14 | 8:16 | 8:17 | 8:18 | 8:21 |
| 7:55 | 7:59 | 8:03 | 8:05 | 8:07 | 8:09 | 8:10 | 8:12 | — | — | 8:15 | 8:17 | 8:19 | 8:20 | 8:21 | 8:24 |
| 8:02 | 8:06 | 8:10 | 8:12 | 8:14 | 8:16 | 8:17 | 8:19 | — | — | 8:22 | 8:24 | 8:26 | 8:27 | 8:28 | 8:31 |
| 8:09 | 8:13 | 8:17 | 8:19 | 8:21 | 8:23 | 8:24 | 8:26 | — | — | 8:29 | 8:31 | 8:33 | 8:34 | 8:35 | 8:38 |
| — | — | — | — | — | — | — | — | 8:28 | 8:30 | 8:32 | 8:34 | 8:36 | 8:37 | 8:38 | 8:41 |
| 8:22 | 8:26 | 8:30 | 8:32 | 8:34 | 8:36 | 8:37 | 8:39 | — | — | 8:42 | 8:44 | 8:46 | 8:47 | 8:48 | 8:51 |
| — | — | — | — | — | — | — | — | 8:48 | 8:50 | 8:52 | 8:54 | 8:56 | 8:57 | 8:58 | 9:01 |
| 8:42 | 8:46 | 8:50 | 8:52 | 8:54 | 8:56 | 8:57 | 8:59 | — | — | 9:02 | 9:04 | 9:06 | 9:07 | 9:08 | 9:11 |
| — | — | — | — | — | — | — | — | 9:08 | 9:10 | 9:12 | 9:14 | 9:16 | 9:17 | 9:18 | 9:21 |
| 9:02 | 9:06 | 9:10 | 9:12 | 9:14 | 9:16 | 9:17 | 9:19 | — | — | 9:22 | 9:24 | 9:26 | 9:27 | 9:28 | 9:31 |
| Trains Scheduled Every: 20 minutes | | | | | | | | 20 minutes | | 10 minutes | | | | | |
| All service after 9:00PM is subject to minor delays for system maintenance. *Todo servicio después de las 9:00PM es sujeto a retrasos menores para mantenencia a la sistema.* | | | | | | | | | | | | | | | |
| — | — | — | — | — | — | — | — | 12:28A | 12:30A | 12:32A | 12:34A | 12:36A | 12:37A | 12:38A | 12:41A |
| 12:22A | 12:26A | 12:30A | 12:32A | 12:34A | 12:36A | 12:37A | 12:39A | — | — | 12:42 | 12:44 | 12:46 | 12:47 | 12:48 | 12:51 |
| 12:42 | 12:46 | 12:50 | 12:52 | 12:54 | 12:56 | 12:57 | 12:59 | — | — | 1:02 | 1:04 | 1:06 | 1:07 | 1:08 | 1:11 |
| 1:02 | 1:06 | 1:10 | 1:12 | 1:14 | 1:16 | 1:17 | 1:19 | — | — | 1:22 | 1:24 | 1:26 | 1:27 | 1:28 | 1:31 |

See Friday Late Night and Saturday Late Night Only

# Saturday, Sunday & Holiday

Effective Dec 16 2018

# Red & Purple Lines

## Westbound *Al Oeste* (Approximate Times/*Tiempos Aproximados*)

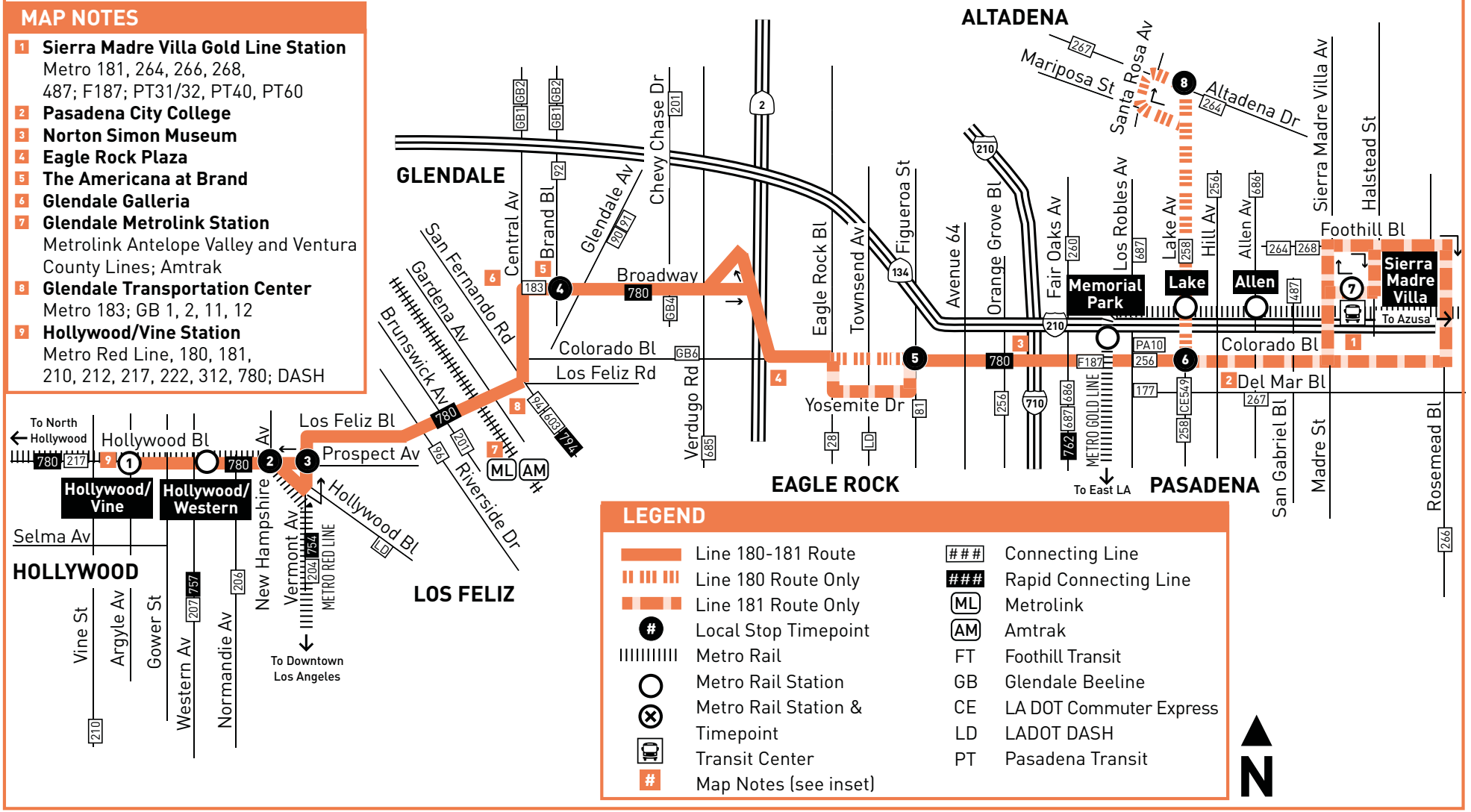
| DOWNTOWN LA | | | | LOS ANGELES | | | | | | | HOLLYWOOD | | | UNIVERSAL CITY | NORTH HOLLYWOOD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Red Line Stations | | | | | | | | | | | | | | | |
| Purple Line Stations | | | | | | | | | | | | | | | |
| Union Station | Civic Center/Grand Park | Pershing Square | 7th St/Metro Center | Westlake/MacArthur Park | Wilshire/Vermont | Wilshire/Normandie | Wilshire/Western | Vermont/Beverly | Vermont/Santa Monica | Vermont/Sunset | Hollywood/Western | Hollywood/Vine | Hollywood/Highland | Universal/Studio City | North Hollywood |
| 4:10A | 4:12A | 4:13A | 4:15A | 4:17A | 4:19A | — | — | 4:21A | 4:23A | 4:24A | 4:26A | 4:29A | 4:31A | 4:35A | 4:39A |
| 4:31 | 4:33 | 4:34 | 4:36 | 4:38 | 4:40 | — | — | 4:42 | 4:44 | 4:45 | 4:47 | 4:50 | 4:52 | 4:56 | 5:00 |
| 4:51 | 4:53 | 4:54 | 4:56 | 4:58 | 5:00 | — | — | 5:02 | 5:04 | 5:05 | 5:07 | 5:10 | 5:12 | 5:16 | 5:20 |
| 5:01 | 5:03 | 5:04 | 5:06 | 5:08 | 5:10 | 5:12A | 5:14A | — | — | — | — | — | — | — | — |
| 5:11 | 5:13 | 5:14 | 5:16 | 5:18 | 5:20 | — | — | 5:22 | 5:24 | 5:25 | 5:27 | 5:30 | 5:32 | 5:36 | 5:40 |
| 5:21 | 5:23 | 5:24 | 5:26 | 5:28 | 5:30 | 5:32 | 5:34 | — | — | — | — | — | — | — | — |
| 5:31 | 5:33 | 5:34 | 5:36 | 5:38 | 5:40 | — | — | 5:42 | 5:44 | 5:45 | 5:47 | 5:50 | 5:52 | 5:56 | 6:00 |
| 5:41 | 5:43 | 5:44 | 5:46 | 5:48 | 5:50 | 5:52 | 5:54 | — | — | — | — | — | — | — | — |
| 5:51 | 5:53 | 5:54 | 5:56 | 5:58 | 6:00 | — | — | 6:02 | 6:04 | 6:05 | 6:07 | 6:10 | 6:12 | 6:16 | 6:20 |
| 6:01 | 6:03 | 6:04 | 6:06 | 6:08 | 6:10 | 6:12 | 6:14 | — | — | — | — | — | — | — | — |
| 6:11 | 6:13 | 6:14 | 6:16 | 6:18 | 6:20 | — | — | 6:22 | 6:24 | 6:25 | 6:27 | 6:30 | 6:32 | 6:36 | 6:40 |
| 6:21 | 6:23 | 6:24 | 6:26 | 6:28 | 6:30 | 6:32 | 6:34 | — | — | — | — | — | — | — | — |
| 6:31 | 6:33 | 6:34 | 6:36 | 6:38 | 6:40 | — | — | 6:42 | 6:44 | 6:45 | 6:47 | 6:50 | 6:52 | 6:56 | 7:00 |
| 6:41 | 6:43 | 6:44 | 6:46 | 6:48 | 6:50 | 6:52 | 6:54 | — | — | — | — | — | — | — | — |
| 6:51 | 6:53 | 6:54 | 6:56 | 6:58 | 7:00 | — | — | 7:02 | 7:04 | 7:05 | 7:07 | 7:10 | 7:12 | 7:16 | 7:20 |
| 7:01 | 7:03 | 7:04 | 7:06 | 7:08 | 7:10 | 7:12 | 7:14 | — | — | — | — | — | — | — | — |
| 7:11 | 7:13 | 7:14 | 7:16 | 7:18 | 7:20 | — | — | 7:22 | 7:24 | 7:25 | 7:27 | 7:30 | 7:32 | 7:36 | 7:40 |
| 7:21 | 7:23 | 7:24 | 7:26 | 7:28 | 7:30 | 7:32 | 7:34 | — | — | — | — | — | — | — | — |
| 7:31 | 7:33 | 7:34 | 7:36 | 7:38 | 7:40 | — | — | 7:42 | 7:44 | 7:45 | 7:47 | 7:50 | 7:52 | 7:56 | 8:00 |
| 7:41 | 7:43 | 7:44 | 7:46 | 7:48 | 7:50 | 7:52 | 7:54 | — | — | — | — | — | — | — | — |
| 7:51 | 7:53 | 7:54 | 7:56 | 7:58 | 8:00 | — | — | 8:02 | 8:04 | 8:05 | 8:07 | 8:10 | 8:12 | 8:16 | 8:20 |
| 7:58 | 8:00 | 8:01 | 8:03 | 8:05 | 8:07 | 8:09 | 8:11 | — | — | — | — | — | — | — | — |
| 8:05 | 8:07 | 8:08 | 8:10 | 8:12 | 8:14 | — | — | 8:16 | 8:18 | 8:19 | 8:21 | 8:24 | 8:26 | 8:30 | 8:34 |
| 8:11 | 8:13 | 8:14 | 8:16 | 8:18 | 8:20 | — | — | 8:22 | 8:24 | 8:25 | 8:27 | 8:30 | 8:32 | 8:36 | 8:40 |
| 8:18 | 8:20 | 8:21 | 8:23 | 8:25 | 8:27 | 8:29 | 8:31 | — | — | — | — | — | — | — | — |
| 8:26 | 8:28 | 8:29 | 8:31 | 8:33 | 8:35 | — | — | 8:37 | 8:39 | 8:40 | 8:42 | 8:45 | 8:47 | 8:51 | 8:55 |
| 8:33 | 8:35 | 8:36 | 8:38 | 8:40 | 8:42 | 8:44 | 8:46 | — | — | — | — | — | — | — | — |
| 8:41 | 8:43 | 8:44 | 8:46 | 8:48 | 8:50 | — | — | 8:52 | 8:54 | 8:55 | 8:57 | 9:00 | 9:02 | 9:06 | 9:10 |
| 8:48 | 8:50 | 8:51 | 8:53 | 8:55 | 8:57 | 8:59 | 9:01 | — | — | — | — | — | — | — | — |
| 8:56 | 8:58 | 8:59 | 9:01 | 9:03 | 9:05 | — | — | 9:07 | 9:09 | 9:10 | 9:12 | 9:15 | 9:17 | 9:21 | 9:25 |
| 9:03 | 9:05 | 9:06 | 9:08 | 9:10 | 9:12 | 9:14 | 9:16 | — | — | — | — | — | — | — | — |
| 9:11 | 9:13 | 9:14 | 9:16 | 9:18 | 9:20 | — | — | 9:22 | 9:24 | 9:25 | 9:27 | 9:30 | 9:32 | 9:36 | 9:40 |
| 9:18 | 9:20 | 9:21 | 9:23 | 9:25 | 9:27 | 9:29 | 9:31 | — | — | — | — | — | — | — | — |
| 9:25 | 9:27 | 9:28 | 9:30 | 9:32 | 9:34 | — | — | 9:36 | 9:38 | 9:39 | 9:41 | 9:44 | 9:46 | 9:50 | 9:54 |
| 9:32 | 9:34 | 9:35 | 9:37 | 9:39 | 9:41 | 9:43 | 9:45 | — | — | — | — | — | — | — | — |
| 9:39 | 9:41 | 9:42 | 9:44 | 9:46 | 9:48 | — | — | 9:50 | 9:52 | 9:53 | 9:55 | 9:58 | 10:00 | 10:04 | 10:08 |
| 9:46 | 9:48 | 9:49 | 9:51 | 9:53 | 9:55 | 9:57 | 9:59 | — | — | — | — | — | — | — | — |
| 9:53 | 9:55 | 9:56 | 9:58 | 10:00 | 10:02 | — | — | 10:04 | 10:06 | 10:07 | 10:09 | 10:12 | 10:14 | 10:18 | 10:22 |
| 10:00 | 10:02 | 10:03 | 10:05 | 10:07 | 10:09 | 10:11 | 10:13 | — | — | — | — | — | — | — | — |
| 10:07 | 10:09 | 10:10 | 10:12 | 10:14 | 10:16 | — | — | 10:18 | 10:20 | 10:21 | 10:23 | 10:26 | 10:28 | 10:32 | 10:36 |
| 10:14 | 10:16 | 10:17 | 10:19 | 10:21 | 10:23 | 10:25 | 10:27 | — | — | — | — | — | — | — | — |
| 10:21 | 10:23 | 10:24 | 10:26 | 10:28 | 10:30 | — | — | 10:32 | 10:34 | 10:35 | 10:37 | 10:40 | 10:42 | 10:46 | 10:50 |
| 10:28 | 10:30 | 10:31 | 10:33 | 10:35 | 10:37 | 10:39 | 10:41 | — | — | — | — | — | — | — | — |
| 10:35 | 10:37 | 10:38 | 10:40 | 10:42 | 10:44 | — | — | 10:46 | 10:48 | 10:49 | 10:51 | 10:54 | 10:56 | 11:00 | 11:04 |
| 10:42 | 10:44 | 10:45 | 10:47 | 10:49 | 10:51 | 10:53 | 10:55 | — | — | — | — | — | — | — | — |
| 10:48 | 10:50 | 10:51 | 10:53 | 10:55 | 10:57 | — | — | 10:59 | 11:01 | 11:02 | 11:04 | 11:07 | 11:09 | 11:13 | 11:17 |
| 10:54 | 10:56 | 10:57 | 10:59 | 11:01 | 11:03 | 11:05 | 11:07 | — | — | — | — | — | — | — | — |
| 11:00 | 11:02 | 11:03 | 11:05 | 11:07 | 11:09 | — | — | 11:11 | 11:13 | 11:14 | 11:16 | 11:19 | 11:21 | 11:25 | 11:29 |
| 11:06 | 11:08 | 11:09 | 11:11 | 11:13 | 11:15 | 11:17 | 11:19 | — | — | — | — | — | — | — | — |
| 11:12 | 11:14 | 11:15 | 11:17 | 11:19 | 11:21 | — | — | 11:23 | 11:25 | 11:26 | 11:28 | 11:31 | 11:33 | 11:37 | 11:41 |
| 11:18 | 11:20 | 11:21 | 11:23 | 11:25 | 11:27 | 11:29 | 11:31 | — | — | — | — | — | — | — | — |
| 11:24 | 11:26 | 11:27 | 11:29 | 11:31 | 11:33 | — | — | 11:35 | 11:37 | 11:38 | 11:40 | 11:43 | 11:45 | 11:49 | 11:53 |
| 11:30 | 11:32 | 11:33 | 11:35 | 11:37 | 11:39 | 11:41 | 11:43 | — | — | — | — | — | — | — | — |
| 11:36 | 11:38 | 11:39 | 11:41 | 11:43 | 11:45 | — | — | 11:47 | 11:49 | 11:50 | 11:52 | 11:55 | 11:57 | 12:01P | 12:05P |
| 11:42 | 11:44 | 11:45 | 11:47 | 11:49 | 11:51 | 11:53 | 11:55 | — | — | — | — | — | — | — | — |
| 11:48 | 11:50 | 11:51 | 11:53 | 11:55 | 11:57 | — | — | 11:59 | 12:01P | 12:02P | 12:04P | 12:07P | 12:09P | 12:13 | 12:17 |
| 11:54 | 11:56 | 11:57 | 11:59 | 12:01P | 12:03P | 12:05P | 12:07P | — | — | — | — | — | — | — | — |
| 11:59 | 12:02P | 12:03P | 12:05P | 12:07 | 12:09 | — | — | 12:11P | 12:13 | 12:14 | 12:16 | 12:19 | 12:21 | 12:25 | 12:29 |
| 12:06P | 12:08 | 12:09 | 12:11 | 12:13 | 12:15 | 12:17 | 12:19 | — | — | — | — | — | — | — | — |
| Trains Scheduled Every: 6 minutes | | | | | | 12 minutes | | 12 minutes | | | | | | | |
| 5:18 | 5:20 | 5:21 | 5:23 | 5:25 | 5:27 | 5:29 | 5:31 | — | — | — | — | — | — | — | — |
| 5:24 | 5:26 | 5:27 | 5:29 | 5:31 | 5:33 | — | — | 5:35 | 5:37 | 5:38 | 5:40 | 5:43 | 5:45 | 5:49 | 5:53 |
| 5:30 | 5:32 | 5:33 | 5:35 | 5:37 | 5:39 | 5:41 | 5:43 | — | — | — | — | — | — | — | — |
| 5:36 | 5:38 | 5:39 | 5:41 | 5:43 | 5:45 | — | — | 5:47 | 5:49 | 5:50 | 5:52 | 5:55 | 5:57 | 6:01 | 6:05 |
| 5:42 | 5:44 | 5:45 | 5:47 | 5:49 | 5:51 | 5:53 | 5:55 | — | — | — | — | — | — | — | — |
| 5:48 | 5:50 | 5:51 | 5:53 | 5:55 | 5:57 | — | — | 5:59 | 6:01 | 6:02 | 6:04 | 6:07 | 6:09 | 6:13 | 6:17 |
| 5:54 | 5:56 | 5:57 | 5:59 | 6:01 | 6:03 | 6:05 | 6:07 | — | — | — | — | — | — | — | — |
| 6:00 | 6:02 | 6:03 | 6:05 | 6:07 | 6:09 | — | — | 6:11 | 6:13 | 6:14 | 6:16 | 6:19 | 6:21 | 6:25 | 6:29 |
| 6:06 | 6:08 | 6:09 | 6:11 | 6:13 | 6:15 | 6:17 | 6:19 | — | — | — | — | — | — | — | — |
| 6:12 | 6:14 | 6:15 | 6:17 | 6:19 | 6:21 | — | — | 6:23 | 6:25 | 6:26 | 6:28 | 6:31 | 6:33 | 6:37 | 6:41 |
| 6:18 | 6:20 | 6:21 | 6:23 | 6:25 | 6:27 | 6:29 | 6:31 | — | — | — | — | — | — | — | — |
| 6:24 | 6:26 | 6:27 | 6:29 | 6:31 | 6:33 | — | — | 6:35 | 6:37 | 6:38 | 6:40 | 6:43 | 6:45 | 6:49 | 6:53 |
| 6:30 | 6:32 | 6:33 | 6:35 | 6:37 | 6:39 | 6:41 | 6:43 | — | — | — | — | — | — | — | — |
| 6:36 | 6:38 | 6:39 | 6:41 | 6:43 | 6:45 | — | — | 6:47 | 6:49 | 6:50 | 6:52 | 6:55 | 6:57 | 7:01 | 7:05 |
| 6:43 | 6:45 | 6:46 | 6:48 | 6:50 | 6:52 | 6:54 | 6:56 | — | — | — | — | — | — | — | — |
| 6:50 | 6:52 | 6:53 | 6:55 | 6:57 | 6:59 | — | — | 7:01 | 7:03 | 7:04 | 7:06 | 7:09 | 7:11 | 7:15 | 7:19 |
| 6:57 | 6:59 | 7:00 | 7:02 | 7:04 | 7:06 | 7:08 | 7:10 | — | — | — | — | — | — | — | — |
| 7:04 | 7:06 | 7:07 | 7:09 | 7:11 | 7:13 | — | — | 7:15 | 7:17 | 7:18 | 7:20 | 7:23 | 7:25 | 7:29 | 7:33 |
| 7:10 | 7:12 | 7:13 | 7:15 | 7:17 | 7:19 | 7:21 | 7:23 | — | — | — | — | — | — | — | — |
| 7:16 | 7:18 | 7:19 | 7:21 | 7:23 | 7:25 | — | — | 7:27 | 7:29 | 7:30 | 7:32 | 7:35 | 7:37 | 7:41 | 7:45 |
| 7:23 | 7:25 | 7:26 | 7:28 | 7:30 | 7:32 | 7:34 | 7:36 | — | — | — | — | — | — | — | — |
| 7:29 | 7:31 | 7:32 | 7:34 | 7:36 | 7:38 | — | — | 7:40 | 7:42 | 7:43 | 7:45 | 7:48 | 7:50 | 7:54 | 7:58 |
| 7:36 | 7:38 | 7:39 | 7:41 | 7:43 | 7:45 | 7:47 | 7:49 | — | — | — | — | — | — | — | — |
| 7:43 | 7:45 | 7:46 | 7:48 | 7:50 | 7:52 | — | — | 7:54 | 7:56 | 7:57 | 7:59 | 8:02 | 8:04 | 8:08 | 8:12 |
| 7:50 | 7:52 | 7:53 | 7:55 | 7:57 | 7:59 | 8:01 | 8:03 | — | — | — | — | — | — | — | — |
| 8:01 | 8:03 | 8:04 | 8:06 | 8:08 | 8:10 | — | — | 8:12 | 8:14 | 8:15 | 8:17 | 8:20 | 8:22 | 8:26 | 8:30 |
| 8:11 | 8:13 | 8:14 | 8:16 | 8:18 | 8:20 | 8:22 | 8:24 | — | — | — | — | — | — | — | — |
| 8:21 | 8:23 | 8:24 | 8:26 | 8:28 | 8:30 | — | — | 8:32 | 8:34 | 8:35 | 8:37 | 8:40 | 8:42 | 8:46 | 8:50 |
| 8:31 | 8:33 | 8:34 | 8:36 | 8:38 | 8:40 | 8:42 | 8:44 | — | — | — | — | — | — | — | — |
| 8:41 | 8:43 | 8:44 | 8:46 | 8:48 | 8:50 | — | — | 8:52 | 8:54 | 8:55 | 8:57 | 9:00 | 9:02 | 9:06 | 9:10 |
| 8:51 | 8:53 | 8:54 | 8:56 | 8:58 | 9:00 | 9:02 | 9:04 | — | — | — | — | — | — | — | — |
| Trains Scheduled Every: 10 minutes | | | | | | 20 minutes | | 20 minutes | | | | | | | |
| All service after 9:00PM is subject to minor delays for system maintenance. *Todo servicio después de las 9:00PM es sujeto a retrasos menores para mantenencia a la sistema.* | | | | | | | | | | | | | | | |
| 12:01A | 12:03A | 12:04A | 12:06A | 12:08A | 12:10A | — | — | 12:12A | 12:14A | 12:15A | 12:17A | 12:20A | 12:22A | 12:26A | 12:30A |
| 12:11 | 12:13 | 12:14 | 12:16 | 12:18 | 12:20 | 12:22A | 12:24A | — | — | — | — | — | — | — | — |
| 12:21 | 12:23 | 12:24 | 12:26 | 12:28 | 12:30 | — | — | 12:32 | 12:34 | 12:35 | 12:37 | 12:40 | 12:42 | 12:46 | 12:50 |

See Friday Late Night and Saturday Late Night Only

## ROUTE MAP

### MAP NOTES

1. **Sierra Madre Villa Gold Line Station**
   Metro 181, 264, 266, 268, 487; F187; PT31/32, PT40, PT60
2. **Pasadena City College**
3. **Norton Simon Museum**
4. **Eagle Rock Plaza**
5. **The Americana at Brand**
6. **Glendale Galleria**
7. **Glendale Metrolink Station**
   Metrolink Antelope Valley and Ventura County Lines; Amtrak
8. **Glendale Transportation Center**
   Metro 183; GB 1, 2, 11, 12
9. **Hollywood/Vine Station**
   Metro Red Line, 180, 181, 210, 212, 217, 222, 312, 780; DASH




### LEGEND

| | |
|---|---|
| Line 180-181 Route | ### Connecting Line |
| Line 180 Route Only | ### Rapid Connecting Line |
| Line 181 Route Only | ML Metrolink |
| # Local Stop Timepoint | AM Amtrak |
| Metro Rail | FT Foothill Transit |
| Metro Rail Station | GB Glendale Beeline |
| Metro Rail Station & Timepoint | CE LA DOT Commuter Express |
| Transit Center | LD LADOT DASH |
| # Map Notes (see inset) | PT Pasadena Transit |

N

150984

## Monday through Friday

Effective Dec 16 2018

# 180/181

**Eastbound** (Approximate Times)

| Route | HOLLYWOOD | | GLENDALE | EAGLE ROCK | PASADENA | | ALTADENA |
|---|---|---|---|---|---|---|---|
| | ① Hollywood/Vine Red Line Station | ③ Vermont & Prospect | ④ Broadway & Brand | ⑤ Colorado & Figueroa | ⑥ Colorado & Lake | ⑦ Sierra Madre Villa Gold Line Station | ⑧ Altadena & Lake |
| 181 | 4:50A | 5:00A | 5:18A | 5:37A | 5:49A | 6:02A | — |
| 180 | 5:19 | 5:30 | 5:48 | 6:04 | 6:17 | — | 6:31A |
| 181 | 5:42 | 5:53 | 6:12 | 6:34 | 6:48 | 7:03 | — |
| 180 | 5:56 | 6:08 | 6:28 | 6:46 | 7:00 | — | 7:16 |
| 181 | 6:11 | 6:23 | 6:44 | 7:08 | 7:23 | 7:39 | — |
| 180 | 6:25 | 6:38 | 7:00 | 7:20 | 7:35 | — | 7:52 |
| 181 | 6:40 | 6:53 | 7:16 | 7:42 | 7:59 | 8:16 | — |
| 180 | 6:55 | 7:08 | 7:32 | 7:53 | 8:09 | — | 8:26 |
| 181 | 7:10 | 7:23 | 7:48 | 8:13 | 8:30 | 8:48 | — |
| 180 | 7:24 | 7:38 | 8:04 | 8:25 | 8:41 | — | 8:58 |
| 181 | 7:39 | 7:53 | 8:19 | 8:43 | 9:00 | 9:18 | — |
| 180 | 7:54 | 8:08 | 8:34 | 8:55 | 9:11 | — | 9:28 |
| 181 | 8:09 | 8:23 | 8:49 | 9:13 | 9:30 | 9:48 | — |
| 180 | 8:24 | 8:38 | 9:04 | 9:25 | 9:41 | — | 9:58 |
| 181 | 8:42 | 8:56 | 9:24 | 9:48 | 10:05 | 10:25 | — |
| 180 | 9:02 | 9:18 | 9:46 | 10:07 | 10:23 | — | 10:41 |
| 181 | 9:27 | 9:43 | 10:12 | 10:37 | 10:54 | 11:14 | — |
| 180 | 9:57 | 10:13 | 10:42 | 11:04 | 11:20 | — | 11:38 |
| 181 | 10:27 | 10:43 | 11:14 | 11:40 | 11:58 | 12:20P | — |
| 180 | 10:56 | 11:13 | 11:45 | 12:08P | 12:27P | — | 12:45P |
| 181 | 11:26 | 11:43 | 12:16P | 12:42 | 1:01 | 1:23 | — |
| 180 | 11:55 | 12:13P | 12:47 | 1:10 | 1:29 | — | 1:47 |
| 181 | 12:25P | 12:43 | 1:17 | 1:43 | 2:02 | 2:24 | — |
| 180 | 12:55 | 1:13 | 1:47 | 2:10 | 2:29 | — | 2:49 |
| 181 | 1:25 | 1:43 | 2:17 | 2:44 | 3:03 | 3:25 | — |
| 180 | 1:49 | 2:07 | 2:40 | 3:03 | 3:22 | — | 3:42 |
| 181 | 2:09 | 2:27 | 3:01 | 3:29 | 3:48 | 4:10 | — |
| 180 | 2:26 | 2:45 | 3:19 | 3:42 | 4:01 | — | 4:21 |
| 181 | 2:44 | 3:03 | 3:37 | 4:05 | 4:25 | 4:47 | — |
| 180 | 3:02 | 3:21 | 3:55 | 4:18 | 4:37 | — | 4:57 |
| 181 | 3:19 | 3:38 | 4:12 | 4:40 | 5:00 | 5:22 | — |
| 180 | 3:34 | 3:53 | 4:28 | 4:51 | 5:10 | — | 5:30 |
| 181 | 3:49 | 4:08 | 4:44 | 5:12 | 5:32 | 5:53 | — |
| 180 | 4:04 | 4:23 | 4:59 | 5:22 | 5:40 | — | 6:00 |
| 181 | 4:19 | 4:38 | 5:14 | 5:41 | 6:00 | 6:20 | — |
| 180 | 4:34 | 4:53 | 5:29 | 5:51 | 6:09 | — | 6:28 |
| 181 | 4:49 | 5:08 | 5:42 | 6:07 | 6:24 | 6:43 | — |
| 180 | 5:04 | 5:23 | 5:57 | 6:18 | 6:35 | — | 6:52 |
| 181 | 5:18 | 5:38 | 6:11 | 6:34 | 6:50 | 7:07 | — |
| 180 | 5:33 | 5:53 | 6:25 | 6:45 | 7:01 | — | 7:17 |
| 181 | 5:48 | 6:08 | 6:40 | 7:03 | 7:18 | 7:34 | — |
| 180 | 6:03 | 6:23 | 6:55 | 7:14 | 7:29 | — | 7:44 |
| 181 | 6:24 | 6:43 | 7:14 | 7:36 | 7:51 | 8:07 | — |
| 180 | 6:48 | 7:05 | 7:35 | 7:54 | 8:09 | — | 8:23 |
| 181 | 7:15 | 7:30 | 7:57 | 8:17 | 8:32 | 8:47 | — |
| 180 | 7:41 | 7:55 | 8:20 | 8:38 | 8:53 | — | 9:07 |
| 181 | 8:05 | 8:18 | 8:42 | 9:02 | 9:17 | 9:30 | — |
| 180 | 8:28 | 8:41 | 9:05 | 9:22 | 9:36 | — | 9:50 |
| 181 | 9:02 | 9:15 | ⑨9:42 | 10:00 | 10:13 | 10:25 | — |
| 180 | 9:37 | 9:49 | 10:10 | 10:26 | 10:39 | — | 10:53 |
| 181 | 10:06 | 10:17 | ⑩10:40 | 10:55 | 11:08 | — | — |
| 180 | 10:40 | 10:51 | 11:11 | 11:26 | 11:39 | — | 11:53 |
| 181 | 11:11 | 11:21 | ⑪11:47 | 11:57 | 12:08A | — | — |
| 180 | — | — | — | — | 12:26 | — | 12:37A |
| 180 | 12:17A | 12:26A | ⑫12:45A | 12:59A | 1:09 | — | — |
| 180 | 1:17 | 1:26 | ①1:45 | 1:58 | 2:09 | — | — |
| 180 | 2:17 | 2:26 | ②2:45 | 2:58 | 3:09 | — | — |
| 180 | 3:17 | 3:26 | ③3:45 | 3:56 | 4:09 | — | — |
| 180 | 4:17 | 4:26 | ④4:45 | 4:58 | 5:10 | — | — |

## Saturday

# 180/181

**Eastbound** (Approximate Times)

| Route | HOLLYWOOD | | GLENDALE | EAGLE ROCK | PASADENA | | ALTADENA |
|---|---|---|---|---|---|---|---|
| | ① Hollywood/Vine Red Line Station | ③ Vermont & Prospect | ④ Broadway & Brand | ⑤ Colorado & Figueroa | ⑥ Colorado & Lake | ⑦ Sierra Madre Villa Gold Line Station | ⑧ Altadena & Lake |
| 181 | 4:59A | 5:09A | 5:25A | 5:41A | 5:53A | 6:06A | — |
| 180 | 5:27 | 5:37 | 5:53 | 6:09 | 6:22 | — | 6:36A |
| 181 | 5:53 | 6:03 | 6:22 | 6:40 | 6:53 | 7:07 | — |
| 180 | 6:16 | 6:27 | 6:46 | 7:03 | 7:17 | — | 7:31 |
| 181 | 6:40 | 6:51 | 7:10 | 7:30 | 7:44 | 7:59 | — |
| 180 | 6:59 | 7:11 | 7:30 | 7:49 | 8:03 | — | 8:18 |
| 181 | 7:16 | 7:28 | 7:48 | 8:09 | 8:24 | 8:39 | — |
| 180 | 7:30 | 7:42 | 8:03 | 8:23 | 8:39 | — | 8:54 |
| 181 | 7:42 | 7:54 | 8:16 | 8:38 | 8:54 | 9:10 | — |
| 180 | 7:53 | 8:06 | 8:28 | 8:48 | 9:04 | — | 9:20 |
| 181 | 8:04 | 8:18 | 8:41 | 9:03 | 9:19 | 9:36 | — |
| 180 | 8:16 | 8:30 | 8:53 | 9:13 | 9:29 | — | 9:45 |
| 181 | 8:28 | 8:42 | 9:05 | 9:28 | 9:45 | 10:02 | — |
| 180 | 8:40 | 8:54 | 9:18 | 9:38 | 9:54 | — | 10:11 |
| 181 | 8:51 | 9:06 | 9:30 | 9:54 | 10:12 | 10:29 | — |
| 180 | 9:03 | 9:18 | 9:42 | 10:03 | — | — | — |
| 180 | 9:15 | 9:30 | 9:55 | 10:18 | 10:35 | — | 10:53 |
| 181 | 9:27 | 9:42 | 10:07 | 10:32 | 10:51 | 11:09 | — |
| 180 | 9:39 | 9:54 | 10:20 | 10:42 | — | — | — |
| 180 | 9:50 | 10:06 | 10:32 | 10:55 | 11:14 | — | 11:32 |
| 181 | 10:01 | 10:18 | 10:44 | 11:10 | 11:30 | 11:48 | — |
| 180 | 10:13 | 10:30 | 10:58 | 11:20 | — | — | — |
| 180 | 10:25 | 10:42 | 11:12 | 11:35 | 11:54 | — | 12:12P |
| 181 | 10:37 | 10:54 | 11:25 | 11:51 | 12:11P | 12:29P | — |
| 180 | 10:49 | 11:06 | 11:38 | 11:59 | — | — | — |
| 180 | 11:01 | 11:18 | 11:50 | 12:13P | 12:33 | — | 12:51 |
| 181 | 11:13 | 11:30 | 12:03P | 12:29 | 12:49 | 1:07 | — |
| 180 | 11:25 | 11:42 | 12:16 | 12:38 | — | — | — |
| 180 | 11:37 | 11:54 | 12:28 | 12:51 | 1:11 | — | 1:29 |
| 181 | 11:49 | 12:06P | 12:40 | 1:06 | 1:26 | 1:44 | — |
| 180 | 12:01P | 12:18 | 12:52 | 1:14 | — | — | — |
| 180 | 12:13 | 12:30 | 1:04 | 1:27 | 1:47 | — | 2:05 |
| 181 | 12:25 | 12:42 | 1:16 | 1:42 | 2:02 | 2:20 | — |
| 180 | 12:37 | 12:54 | 1:28 | 1:50 | — | — | — |
| 181 | 12:49 | 1:06 | 1:40 | 2:03 | 2:23 | — | 2:41 |
| 181 | 1:01 | 1:18 | 1:52 | 2:18 | 2:38 | 2:56 | — |
| 180 | 1:13 | 1:30 | 2:04 | 2:26 | — | — | — |
| 180 | 1:25 | 1:42 | 2:16 | 2:39 | 2:59 | — | 3:17 |
| 181 | 1:37 | 1:54 | 2:28 | 2:54 | 3:14 | 3:32 | — |
| 180 | 1:49 | 2:06 | 2:40 | 3:02 | — | — | — |
| 180 | 2:01 | 2:18 | 2:52 | 3:15 | 3:35 | — | 3:53 |
| 181 | 2:13 | 2:30 | 3:04 | 3:30 | 3:50 | 4:08 | — |
| 180 | 2:25 | 2:42 | 3:16 | 3:38 | — | — | — |
| 181 | 2:37 | 2:54 | 3:28 | 3:51 | 4:11 | — | 4:29 |
| 180 | 2:49 | 3:06 | 3:41 | 4:07 | 4:27 | 4:45 | — |
| 180 | 3:00 | 3:17 | 3:52 | 4:14 | — | — | — |
| 180 | 3:12 | 3:29 | 4:04 | 4:27 | 4:47 | — | 5:05 |
| 181 | 3:24 | 3:41 | 4:16 | 4:42 | 5:02 | 5:20 | — |
| 180 | 3:36 | 3:53 | 4:28 | 4:50 | — | — | — |
| 180 | 3:48 | 4:05 | 4:40 | 5:03 | 5:22 | — | 5:39 |
| 181 | 4:00 | 4:17 | 4:52 | 5:18 | 5:38 | 5:56 | — |
| 180 | 4:12 | 4:29 | 5:03 | 5:25 | — | — | — |
| 180 | 4:25 | 4:42 | 5:16 | 5:39 | 5:58 | — | 6:15 |
| 181 | 4:39 | 4:56 | 5:29 | 5:55 | 6:14 | 6:31 | — |
| 180 | 4:54 | 5:11 | 5:44 | 6:00 | — | — | — |
| 180 | 5:09 | 5:26 | 5:58 | 6:21 | 6:40 | — | 6:56 |
| 181 | 5:25 | 5:42 | 6:14 | 6:39 | 6:58 | 7:15 | — |
| 180 | 5:43 | 6:00 | 6:31 | 6:52 | 7:10 | — | 7:26 |
| 181 | 6:02 | 6:18 | 6:47 | 7:11 | 7:28 | 7:43 | — |
| 180 | 6:20 | 6:36 | 7:05 | 7:26 | 7:42 | — | 7:58 |
| 181 | 6:38 | 6:54 | 7:22 | 7:45 | 8:01 | 8:16 | — |
| 180 | 6:57 | 7:13 | 7:41 | 8:01 | 8:17 | — | 8:32 |
| 181 | 7:18 | 7:34 | 8:01 | 8:22 | 8:38 | 8:53 | — |
| 180 | 7:40 | 7:56 | 8:20 | 8:40 | 8:56 | — | 9:10 |
| 181 | 8:03 | 8:19 | 8:42 | 9:03 | 9:18 | 9:31 | — |
| 180 | 8:26 | 8:42 | 9:05 | 9:23 | 9:37 | — | 9:51 |
| 181 | 9:02 | 9:17 | ⑨9:43 | 10:01 | 10:14 | 10:26 | — |
| 180 | 9:37 | 9:49 | 10:10 | 10:26 | 10:39 | — | 10:53 |

For Late Night Service, refer to Monday through Friday Schedule

## Sunday & Holiday

# 180/181

**Eastbound** (Approximate Times)

| Route | HOLLYWOOD | | GLENDALE | EAGLE ROCK | PASADENA | | ALTADENA |
|---|---|---|---|---|---|---|---|
| | ① Hollywood/Vine Red Line Station | ③ Vermont & Prospect | ④ Broadway & Brand | ⑤ Colorado & Figueroa | ⑥ Colorado & Lake | ⑦ Sierra Madre Villa Gold Line Station | ⑧ Altadena & Lake |
| 181 | 4:59A | 5:09A | 5:25A | 5:42A | 5:53A | 6:05A | — |
| 180 | 5:29 | 5:39 | 5:55 | 6:10 | 6:22 | — | 6:34A |
| 181 | 5:57 | 6:07 | 6:25 | 6:42 | 6:53 | 7:05 | — |
| 180 | 6:22 | 6:32 | 6:50 | 7:05 | 7:18 | — | 7:31 |
| 181 | 6:47 | 6:57 | 7:17 | 7:35 | 7:47 | 7:59 | — |
| 180 | 7:11 | 7:22 | 7:42 | 7:58 | 8:11 | — | 8:25 |
| 181 | 7:36 | 7:47 | 8:08 | 8:28 | 8:42 | 8:56 | — |
| 180 | 7:55 | 8:07 | 8:29 | 8:44 | 9:01 | — | 9:17 |
| 181 | 8:13 | 8:25 | 8:48 | 9:09 | 9:24 | 9:40 | — |
| 180 | 8:29 | 8:41 | 9:04 | 9:22 | 9:37 | — | 9:54 |
| 181 | 8:44 | 8:56 | 9:19 | 9:41 | 9:57 | 10:13 | — |
| 180 | 8:58 | 9:11 | 9:34 | 9:53 | 10:10 | — | 10:27 |
| 181 | 9:12 | 9:26 | 9:51 | 10:13 | 10:29 | 10:45 | — |
| 180 | 9:25 | 9:39 | 10:04 | 10:23 | 10:40 | — | 10:57 |
| 181 | 9:37 | 9:51 | 10:17 | 10:39 | 10:55 | 11:11 | — |
| 180 | 9:49 | 10:03 | 10:30 | 10:49 | 11:07 | — | 11:24 |
| 180 | 10:00 | 10:15 | 10:42 | 11:02 | — | — | — |
| 181 | 10:12 | 10:27 | 10:54 | 11:17 | 11:34 | 11:50 | — |
| 180 | 10:24 | 10:39 | 11:07 | 11:27 | 11:45 | — | 12:03P |
| 180 | 10:36 | 10:51 | 11:20 | 11:41 | — | — | — |
| 181 | 10:48 | 11:03 | 11:33 | 11:57 | 12:15P | 12:31P | — |
| 180 | 11:00 | 11:15 | 11:46 | 12:06P | 12:25 | — | 12:43 |
| 180 | 11:12 | 11:27 | 11:58 | 12:19 | — | — | — |
| 181 | 11:24 | 11:39 | 12:10P | 12:34 | 12:52 | 1:08 | — |
| 180 | 11:35 | 11:51 | 12:22 | 12:42 | 1:01 | — | 1:19 |
| 180 | 11:47 | 12:03P | 12:35 | 12:56 | — | — | — |
| 181 | 11:59 | 12:15 | 12:47 | 1:11 | 1:29 | 1:45 | — |
| 180 | 12:11P | 12:27 | 12:59 | 1:20 | 1:39 | — | 1:57 |
| 180 | 12:23 | 12:39 | 1:11 | 1:32 | — | — | — |
| 181 | 12:35 | 12:51 | 1:24 | 1:48 | 2:06 | 2:22 | — |
| 180 | 12:47 | 1:03 | 1:37 | 1:58 | 2:17 | — | 2:35 |
| 180 | 12:59 | 1:15 | 1:49 | 2:10 | — | — | — |
| 181 | 1:11 | 1:27 | 2:01 | 2:25 | 2:43 | 2:59 | — |
| 180 | 1:23 | 1:39 | 2:13 | 2:34 | 2:53 | — | 3:11 |
| 180 | 1:35 | 1:51 | 2:25 | 2:46 | — | — | — |
| 181 | 1:47 | 2:03 | 2:37 | 3:01 | 3:19 | 3:35 | — |
| 180 | 1:59 | 2:15 | 2:49 | 3:10 | 3:28 | — | 3:45 |
| 180 | 2:11 | 2:27 | 3:00 | 3:21 | — | — | — |
| 181 | 2:23 | 2:39 | 3:12 | 3:36 | 3:54 | 4:10 | — |
| 180 | 2:35 | 2:51 | 3:23 | 3:44 | 4:02 | — | 4:19 |
| 180 | 2:47 | 3:03 | 3:35 | 3:56 | — | — | — |
| 181 | 2:59 | 3:15 | 3:47 | 4:11 | 4:29 | 4:45 | — |
| 180 | 3:11 | 3:27 | 3:59 | 4:19 | 4:37 | — | 4:54 |
| 180 | 3:23 | 3:39 | 4:11 | 4:31 | — | — | — |
| 181 | 3:35 | 3:51 | 4:23 | 4:44 | 5:04 | 5:20 | — |
| 180 | 3:47 | 4:03 | 4:34 | 4:54 | 5:11 | — | 5:28 |
| 180 | 3:59 | 4:15 | 4:46 | 5:06 | — | — | — |
| 181 | 4:11 | 4:27 | 4:58 | 5:20 | 5:37 | 5:52 | — |
| 180 | 4:23 | 4:39 | 5:09 | 5:28 | 5:44 | — | 6:00 |
| 180 | 4:35 | 4:51 | 5:21 | 5:41 | — | — | — |
| 181 | 4:47 | 5:03 | 5:32 | 5:54 | 6:10 | 6:25 | — |
| 180 | 5:00 | 5:16 | 5:45 | 6:04 | 6:20 | — | 6:36 |
| 181 | 5:15 | 5:31 | 5:59 | 6:20 | 6:36 | 6:51 | — |
| 180 | 5:30 | 5:46 | 6:14 | 6:33 | 6:49 | — | 7:05 |
| 181 | 5:48 | 6:04 | 6:32 | 6:53 | 7:08 | 7:22 | — |
| 180 | 6:06 | 6:22 | 6:50 | 7:08 | 7:23 | — | 7:38 |
| 181 | 6:26 | 6:42 | 7:09 | 7:30 | 7:44 | 7:57 | — |
| 180 | 6:50 | 7:06 | 7:33 | 7:51 | 8:05 | — | 8:19 |
| 181 | 7:15 | 7:30 | 7:54 | 8:15 | 8:29 | 8:42 | — |
| 180 | 7:41 | 7:55 | 8:18 | 8:36 | 8:50 | — | 9:04 |
| 181 | 8:06 | 8:20 | 8:43 | 9:04 | 9:18 | 9:31 | — |
| 180 | 8:31 | 8:45 | 9:08 | 9:25 | 9:38 | — | 9:52 |
| 181 | 9:03 | 9:17 | ⑨9:42 | 10:00 | 10:13 | 10:25 | — |
| 180 | 9:37 | 9:49 | 10:10 | 10:26 | 10:39 | — | 10:53 |

For Late Night Service, refer to Monday through Friday Schedule

### Sunday and Holiday Schedules

Sunday and Holiday Schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

### *Horarios de domingo y días feriados*

*Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.*

### Special Notes

⑨ Arrives and waits 4 minutes before time shown at Broadway & Brand for transfer connections.

⑩ Arrives and waits 2 minutes before time shown at Broadway & Brand for transfer connections.

⑪ Originates at La Loma & Figueroa at time shown. First westbound passenger stop is Colorado & Genevieve.

⑫ Arrives and waits 9 minutes before time shown at Broadway & Brand for transfer connections.

### *Avisos especiales*

⑨ *Llega y espera 4 minutos antes del tiempo mostrada por Broadway y Brand para conexiones de tranferencia.*

⑩ *Llega y espera 2 minutos antes del tiempo mostrada por Broadway y Brand para conexiones de tranferencia.*

⑪ *Comienza en La Loma y Figueroa a la hora mostrada. Primer parada rumbo al oeste es en Colorado y Genevieve.*

⑫ *Llega y espera 9 minutos antes del tiempo mostrada por Broadway y Brand para conexiones de tranferencia.*

# Monday through Friday

Effective Dec 16 2018

# 180/181

## Westbound (Approximate Times)

| Route | ALTADENA | PASADENA | | EAGLE ROCK | GLENDALE | HOLLYWOOD | |
|---|---|---|---|---|---|---|---|
| | 8 Altadena & Lake | 7 Sierra Madre Villa Gold Line Station | 6 Colorado & Lake | 5 Colorado & Figueroa | 4 Broadway & Brand | 2 Hollywood & New Hampshire | 1 Hollywood/Vine Red Line Station |
| 180 | 4:50A | — | 5:01A | 5:13A | 5:28A | 5:46A | 5:55A |
| 181 | — | 5:03A | 5:16 | — | 5:47 | 6:05 | 6:15 |
| 180 | 5:25 | — | 5:38 | 5:50 | 6:06 | 6:25 | 6:35 |
| 181 | — | 5:36 | 5:49 | — | 6:21 | 6:43 | 6:53 |
| 180 | 5:52 | — | 6:06 | 6:19 | 6:35 | 6:58 | 7:09 |
| 181 | — | 6:03 | 6:17 | — | 6:52 | 7:16 | 7:28 |
| 180 | 6:19 | — | 6:33 | 6:46 | 7:04 | 7:29 | 7:42 |
| 181 | — | 6:28 | 6:43 | — | 7:20 | 7:45 | 7:58 |
| 180 | 6:45 | — | 7:01 | 7:16 | 7:36 | 8:01 | 8:14 |
| 181 | — | 6:55 | 7:11 | — | 7:52 | 8:17 | 8:30 |
| 180 | 7:15 | — | 7:32 | 7:47 | 8:08 | 8:33 | 8:46 |
| 181 | — | 7:22 | 7:41 | — | 8:23 | 8:48 | 9:01 |
| 180 | 7:42 | — | 8:01 | 8:16 | 8:37 | 9:03 | 9:16 |
| 181 | — | 7:55 | 8:14 | — | 8:55 | 9:21 | 9:34 |
| 180 | 8:24 | — | 8:43 | 8:58 | 9:19 | 9:46 | 9:59 |
| 181 | — | 8:46 | 9:07 | — | 9:48 | 10:16 | 10:29 |
| 180 | 9:24 | — | 9:42 | 9:57 | 10:18 | 10:46 | 10:59 |
| 181 | — | 9:43 | 10:06 | — | 10:47 | 11:16 | 11:30 |
| 180 | 10:18 | — | 10:36 | 10:52 | 11:16 | 11:46 | 11:59 |
| 181 | — | 10:38 | 11:01 | — | 11:45 | 12:16P | 12:30P |
| 180 | 11:14 | — | 11:33 | 11:50 | 12:14P | 12:46 | 1:00 |
| 181 | — | 11:35 | 11:59 | — | 12:43 | 1:15 | 1:29 |
| 180 | 12:13P | — | 12:31P | 12:48P | 1:12 | 1:44 | 1:58 |
| 181 | — | 12:32P | 12:56 | — | 1:41 | 2:13 | 2:27 |
| 180 | 1:06 | — | 1:24 | 1:41 | 2:05 | 2:37 | 2:51 |
| 181 | — | 1:20 | 1:44 | — | 2:29 | 3:01 | 3:15 |
| 180 | 1:45 | — | 2:03 | 2:20 | 2:44 | 3:16 | 3:30 |
| 181 | — | 1:50 | 2:14 | — | 2:59 | 3:31 | 3:45 |
| 180 | 2:15 | — | 2:33 | 2:50 | 3:14 | 3:44 | 4:00 |
| 181 | — | 2:20 | 2:44 | — | 3:29 | 4:01 | 4:15 |
| 180 | 2:45 | — | 3:03 | 3:20 | 3:44 | 4:16 | 4:30 |
| 181 | — | 2:50 | 3:14 | — | 3:59 | 4:31 | 4:47 |
| 180 | 3:15 | — | 3:33 | 3:50 | 4:14 | 4:46 | 5:02 |
| 181 | — | 3:21 | 3:45 | — | 4:30 | 5:01 | 5:17 |
| 180 | 3:47 | — | 4:05 | 4:22 | 4:45 | 5:16 | 5:32 |
| 181 | — | 3:52 | 4:16 | — | 5:00 | 5:31 | 5:47 |
| 180 | 4:16 | — | 4:34 | 4:52 | 5:15 | 5:46 | 6:02 |
| 181 | — | 4:23 | 4:47 | — | 5:31 | 6:02 | 6:18 |
| 180 | 4:51 | — | 5:08 | 5:24 | 5:49 | 6:20 | 6:36 |
| 181 | — | 5:00 | 5:23 | — | 6:07 | 6:38 | 6:54 |
| 180 | 5:29 | — | 5:46 | 6:04 | 6:27 | 6:56 | 7:11 |
| 181 | — | 5:40 | 6:03 | — | 6:46 | 7:14 | 7:29 |
| 180 | 6:07 | — | 6:24 | 6:42 | 7:04 | 7:32 | 7:46 |
| 181 | — | 6:28 | 6:49 | — | 7:29 | 7:54 | 8:07 |
| 180 | 7:03 | — | 7:18 | 7:35 | 7:55 | 8:18 | 8:31 |
| 181 | — | 7:22 | 7:41 | — | 8:17 | 8:39 | 8:51 |
| 180 | 7:56 | — | 8:11 | 8:26 | 8:44 | 9:06 | 9:18 |
| 181 | — | 8:16 | 8:34 | — | 9:09 | 9:31 | 9:42 |
| 180 | 8:55 | — | 9:10 | 9:25 | D9:43 | 10:01 | 10:11 |
| 181 | — | 9:22 | 9:39 | — | 10:12 | 10:29 | 10:39 |
| 180 | 10:00 | — | 10:13 | 10:27 | D10:44 | 11:01 | 11:10 |
| 181 | — | 10:38 | 10:53 | — | 11:24 | 11:40 | 11:49 |
| 180 | 11:03 | — | 11:14 | — | — | — | — |
| 180 | — | — | 11:17 | 11:30 | D11:45 | 12:01A | 12:10A |
| 180 | 12:01A | — | 12:14A | — | — | — | — |
| 180 | — | — | 12:17 | 12:30A | D12:45A | 1:01 | 1:10 |
| 180 | — | — | 1:17 | 1:30 | D1:45 | 2:01 | 2:10 |
| 180 | — | — | 2:17 | 2:30 | D2:45 | 3:01 | 3:10 |
| 180 | — | — | 3:17 | 3:30 | D3:45 | 4:01 | 4:10 |
| 180 | — | — | 4:17 | 4:30 | D4:45 | 5:01 | 5:10 |

# Saturday

# 180/181

## Westbound (Approximate Times)

| Route | ALTADENA | PASADENA | | EAGLE ROCK | GLENDALE | HOLLYWOOD | |
|---|---|---|---|---|---|---|---|
| | 8 Altadena & Lake | 7 Sierra Madre Villa Gold Line Station | 6 Colorado & Lake | 5 Colorado & Figueroa | 4 Broadway & Brand | 2 Hollywood & New Hampshire | 1 Hollywood/Vine Red Line Station |
| 180 | 5:04A | — | 5:15A | 5:26A | 5:41A | 5:58A | 6:07A |
| 181 | — | 5:27A | 5:41 | 5:53 | 6:10 | 6:28 | 6:38 |
| 180 | 5:57 | — | 6:09 | 6:20 | 6:36 | 6:54 | 7:04 |
| 181 | — | 6:15 | 6:29 | 6:42 | 7:02 | 7:23 | 7:33 |
| 180 | 6:39 | — | 6:51 | 7:03 | 7:20 | 7:41 | 7:51 |
| 181 | — | 6:45 | 7:01 | 7:14 | 7:35 | 7:56 | 8:06 |
| 180 | 7:06 | — | 7:21 | 7:33 | 7:52 | 8:13 | 8:24 |
| 181 | — | 7:17 | 7:34 | 7:47 | 8:09 | 8:30 | 8:41 |
| 180 | 7:40 | — | 7:55 | 8:09 | 8:28 | 8:50 | 9:01 |
| 181 | — | 7:53 | 8:10 | 8:24 | 8:47 | 9:10 | 9:22 |
| 180 | 8:15 | — | 8:31 | 8:45 | 9:05 | 9:28 | 9:40 |
| 181 | — | 8:27 | 8:45 | 8:59 | 9:22 | 9:45 | 9:57 |
| 180 | 8:44 | — | 9:02 | 9:17 | 9:37 | 10:01 | 10:13 |
| 181 | — | 8:53 | 9:12 | 9:27 | 9:51 | 10:15 | 10:27 |
| 180 | 9:14 | — | 9:30 | 9:45 | 10:05 | 10:29 | 10:41 |
| 180 | — | — | — | D9:56 | 10:17 | 10:42 | 10:54 |
| 181 | — | 9:29 | 9:49 | 10:04 | 10:28 | 10:54 | 11:06 |
| 180 | 9:47 | — | 10:04 | 10:20 | 10:40 | 11:06 | 11:18 |
| 180 | — | — | — | D10:30 | 10:51 | 11:18 | 11:30 |
| 181 | — | 10:01 | 10:22 | 10:38 | 11:02 | 11:30 | 11:42 |
| 180 | 10:19 | — | 10:36 | 10:52 | 11:13 | 11:42 | 11:54 |
| 180 | — | — | — | D11:03 | 11:25 | 11:54 | 12:06P |
| 181 | — | 10:34 | 10:55 | 11:12 | 11:37 | 12:06P | 12:18 |
| 180 | 10:53 | — | 11:10 | 11:27 | 11:48 | 12:18 | 12:30 |
| 180 | — | — | — | D11:38 | 11:59 | 12:30 | 12:43 |
| 181 | — | 11:07 | 11:29 | 11:46 | 12:11P | 12:42 | 12:55 |
| 180 | 11:27 | — | 11:45 | 12:02P | 12:23 | 12:54 | 1:07 |
| 180 | — | — | — | D12:13 | 12:35 | 1:04 | 1:19 |
| 181 | — | 11:42 | 12:04P | 12:21 | 12:47 | 1:18 | 1:31 |
| 180 | 12:02P | — | 12:20 | 12:37 | 12:59 | 1:30 | 1:43 |
| 180 | — | — | — | D12:48 | 1:11 | 1:42 | 1:55 |
| 181 | — | 12:17P | 12:39 | 12:57 | 1:23 | 1:54 | 2:07 |
| 180 | 12:36 | — | 12:54 | 1:13 | 1:35 | 2:06 | 2:19 |
| 180 | — | — | — | D1:24 | 1:47 | 2:18 | 2:31 |
| 181 | — | 12:52 | 1:14 | 1:33 | 1:59 | 2:30 | 2:43 |
| 180 | 1:12 | — | 1:30 | 1:49 | 2:11 | 2:42 | 2:55 |
| 180 | — | — | — | D2:00 | 2:23 | 2:54 | 3:07 |
| 181 | — | 1:28 | 1:50 | 2:09 | 2:35 | 3:06 | 3:19 |
| 180 | 1:48 | — | 2:06 | 2:25 | 2:47 | 3:18 | 3:31 |
| 180 | — | — | — | D2:36 | 2:59 | 3:30 | 3:43 |
| 181 | — | 2:04 | 2:26 | 2:45 | 3:11 | 3:42 | 3:55 |
| 180 | 2:24 | — | 2:42 | 3:01 | 3:23 | 3:54 | 4:07 |
| 180 | — | — | — | D3:12 | 3:35 | 4:06 | 4:19 |
| 181 | — | 2:40 | 3:02 | 3:21 | 3:47 | 4:18 | 4:31 |
| 180 | 3:00 | — | 3:18 | 3:37 | 3:59 | 4:30 | 4:43 |
| 180 | — | — | — | D3:48 | 4:11 | 4:42 | 4:55 |
| 181 | — | 3:16 | 3:38 | 3:57 | 4:23 | 4:54 | 5:07 |
| 180 | 3:36 | — | 3:54 | 4:13 | 4:35 | 5:06 | 5:19 |
| 180 | — | — | — | D4:24 | 4:47 | 5:18 | 5:31 |
| 181 | — | 3:52 | 4:14 | 4:33 | 4:59 | 5:30 | 5:43 |
| 180 | 4:14 | — | 4:32 | 4:51 | 5:12 | 5:42 | 5:55 |
| 180 | — | — | — | D5:03 | 5:25 | 5:54 | 6:07 |
| 181 | — | 4:31 | 4:53 | 5:12 | 5:37 | 6:06 | 6:18 |
| 180 | 4:52 | — | 5:10 | 5:29 | 5:50 | 6:18 | 6:30 |
| 180 | — | — | — | D5:41 | 6:02 | 6:30 | 6:42 |
| 181 | — | 5:10 | 5:32 | 5:51 | 6:15 | 6:42 | 6:54 |
| 180 | 5:30 | — | 5:47 | 6:06 | 6:27 | 6:54 | 7:06 |
| 180 | — | — | — | D6:18 | 6:39 | 7:06 | 7:18 |
| 181 | — | 5:47 | 6:08 | 6:27 | 6:51 | 7:17 | 7:29 |
| 180 | 6:07 | — | 6:24 | 6:42 | 7:03 | 7:29 | 7:40 |
| 181 | — | 6:15 | 6:36 | 6:54 | 7:17 | 7:42 | 7:53 |
| 180 | 6:38 | — | 6:54 | 7:11 | 7:31 | 7:56 | 8:07 |
| 181 | — | 6:49 | 7:09 | 7:26 | 7:48 | 8:12 | 8:23 |
| 180 | 7:15 | — | 7:30 | 7:46 | 8:05 | 8:28 | 8:38 |
| 181 | — | 7:28 | 7:45 | 8:01 | 8:22 | 8:44 | 8:54 |
| 180 | 7:53 | — | 8:08 | 8:24 | 8:41 | 9:03 | 9:13 |
| 181 | — | 8:13 | 8:30 | 8:44 | 9:07 | 9:29 | 9:39 |
| 180 | 8:55 | — | 9:10 | 9:24 | D9:42 | 10:01 | 10:11 |
| 181 | — | 9:22 | 9:38 | 9:52 | 10:11 | 10:28 | 10:38 |

For Late Night Service, refer to Monday through Friday Schedule

# Sunday & Holiday

# 180/181

## Westbound (Approximate Times)

| Route | ALTADENA | PASADENA | | EAGLE ROCK | GLENDALE | HOLLYWOOD | |
|---|---|---|---|---|---|---|---|
| | 8 Altadena & Lake | 7 Sierra Madre Villa Gold Line Station | 6 Colorado & Lake | 5 Colorado & Figueroa | 4 Broadway & Brand | 2 Hollywood & New Hampshire | 1 Hollywood/Vine Red Line Station |
| 180 | 5:00A | — | 5:12A | 5:23A | 5:38A | 5:55A | 6:04A |
| 181 | — | 5:25A | 5:40 | 5:51 | 6:08 | 6:25 | 6:34 |
| 180 | 5:56 | — | 6:08 | 6:19 | 6:34 | 6:53 | 7:03 |
| 181 | — | 6:19 | 6:34 | 6:46 | 7:04 | 7:23 | 7:33 |
| 180 | 6:53 | — | 7:05 | 7:17 | 7:33 | 7:53 | 8:03 |
| 181 | — | 7:13 | 7:29 | 7:42 | 8:02 | 8:23 | 8:33 |
| 180 | 7:42 | — | 7:56 | 8:09 | 8:26 | 8:48 | 8:59 |
| 181 | — | 7:56 | 8:12 | 8:25 | 8:46 | 9:08 | 9:21 |
| 180 | 8:16 | — | 8:31 | 8:45 | 9:03 | 9:25 | 9:38 |
| 181 | — | 8:26 | 8:42 | 8:56 | 9:18 | 9:41 | 9:54 |
| 180 | 8:42 | — | 8:58 | 9:13 | 9:33 | 9:57 | 10:10 |
| 181 | — | 8:55 | 9:11 | 9:26 | 9:49 | 10:13 | 10:26 |
| 180 | 9:13 | — | 9:30 | 9:45 | 10:05 | 10:29 | 10:43 |
| 181 | — | 9:24 | 9:41 | 9:56 | 10:19 | 10:44 | 10:58 |
| 180 | 9:41 | — | 9:58 | 10:13 | 10:33 | 10:59 | 11:13 |
| 181 | — | 9:52 | 10:10 | 10:25 | 10:48 | 11:14 | 11:28 |
| 180 | 10:09 | — | 10:26 | 10:41 | 11:01 | 11:27 | 11:41 |
| 180 | — | — | — | D10:54 | 11:14 | 11:40 | 11:54 |
| 181 | — | 10:28 | 10:47 | 11:02 | 11:26 | 11:52 | 12:06P |
| 180 | 10:44 | — | 11:02 | 11:17 | 11:37 | 12:04P | 12:18 |
| 180 | — | — | — | D11:28 | 11:49 | 12:16 | 12:30 |
| 181 | — | 11:03 | 11:22 | 11:37 | 12:01P | 12:28 | 12:42 |
| 180 | 11:19 | — | 11:37 | 11:53 | 12:13 | 12:40 | 12:54 |
| 180 | — | — | — | D12:04P | 12:25 | 12:52 | 1:06 |
| 181 | — | 11:38 | 11:57 | 12:13 | 12:37 | 1:04 | 1:18 |
| 180 | 11:53 | — | 12:12P | 12:28 | 12:48 | 1:16 | 1:30 |
| 180 | — | — | — | D12:39 | 1:00 | 1:28 | 1:42 |
| 181 | — | 12:12P | 12:31 | 12:47 | 1:12 | 1:40 | 1:54 |
| 180 | 12:28P | — | 12:47 | 1:03 | 1:24 | 1:52 | 2:06 |
| 180 | — | — | — | D1:14 | 1:36 | 2:04 | 2:18 |
| 181 | — | 12:47 | 1:06 | 1:23 | 1:48 | 2:16 | 2:30 |
| 180 | 1:03 | — | 1:22 | 1:39 | 2:00 | 2:28 | 2:42 |
| 180 | — | — | — | D1:50 | 2:12 | 2:40 | 2:54 |
| 181 | — | 1:23 | 1:42 | 1:59 | 2:24 | 2:52 | 3:06 |
| 180 | 1:39 | — | 1:58 | 2:15 | 2:36 | 3:04 | 3:18 |
| 180 | — | — | — | D2:26 | 2:48 | 3:16 | 3:30 |
| 181 | — | 1:59 | 2:18 | 2:35 | 3:00 | 3:28 | 3:42 |
| 180 | 2:14 | — | 2:33 | 2:50 | 3:11 | 3:40 | 3:54 |
| 180 | — | — | — | D3:01 | 3:23 | 3:52 | 4:06 |
| 181 | — | 2:34 | 2:53 | 3:10 | 3:35 | 4:04 | 4:18 |
| 180 | 2:50 | — | 3:09 | 3:26 | 3:47 | 4:16 | 4:30 |
| 180 | — | — | — | D3:37 | 3:59 | 4:28 | 4:42 |
| 181 | — | 3:10 | 3:29 | 3:46 | 4:11 | 4:40 | 4:54 |
| 180 | 3:27 | — | 3:45 | 4:02 | 4:23 | 4:52 | 5:06 |
| 180 | — | — | — | D4:14 | 4:35 | 5:04 | 5:18 |
| 181 | — | 3:49 | 4:08 | 4:25 | 4:47 | 5:16 | 5:30 |
| 180 | 4:05 | — | 4:23 | 4:40 | 4:59 | 5:28 | 5:42 |
| 180 | — | — | — | D4:51 | 5:11 | 5:40 | 5:54 |
| 181 | — | 4:25 | 4:44 | 5:01 | 5:23 | 5:52 | 6:06 |
| 180 | 4:42 | — | 4:59 | 5:16 | 5:35 | 6:04 | 6:18 |
| 180 | — | — | — | D5:29 | 5:48 | 6:16 | 6:30 |
| 181 | — | 5:04 | 5:22 | 5:39 | 6:01 | 6:28 | 6:42 |
| 180 | 5:22 | — | 5:39 | 5:56 | 6:14 | 6:40 | 6:54 |
| 180 | — | — | — | D6:08 | 6:26 | 6:52 | 7:06 |
| 181 | — | 5:44 | 6:02 | 6:18 | 6:38 | 7:04 | 7:17 |
| 180 | 6:02 | — | 6:18 | 6:34 | 6:52 | 7:16 | 7:29 |
| 181 | — | 6:10 | 6:28 | 6:44 | 7:04 | 7:28 | 7:41 |
| 180 | 6:28 | — | 6:43 | 6:58 | 7:16 | 7:40 | 7:53 |
| 181 | — | 6:37 | 6:55 | 7:11 | 7:31 | 7:55 | 8:07 |
| 180 | 7:03 | — | 7:18 | 7:33 | 7:51 | 8:13 | 8:24 |
| 181 | — | 7:21 | 7:39 | 7:55 | 8:15 | 8:36 | 8:47 |
| 180 | 7:54 | — | 8:09 | 8:24 | 8:41 | 9:01 | 9:12 |
| 181 | — | 8:18 | 8:36 | 8:51 | 9:11 | 9:31 | 9:41 |
| 180 | 8:55 | — | 9:10 | 9:25 | D9:43 | 10:01 | 10:11 |
| 181 | — | 9:22 | 9:39 | 9:53 | 10:12 | 10:29 | 10:39 |

For Late Night Service, refer to Monday through Friday Schedule

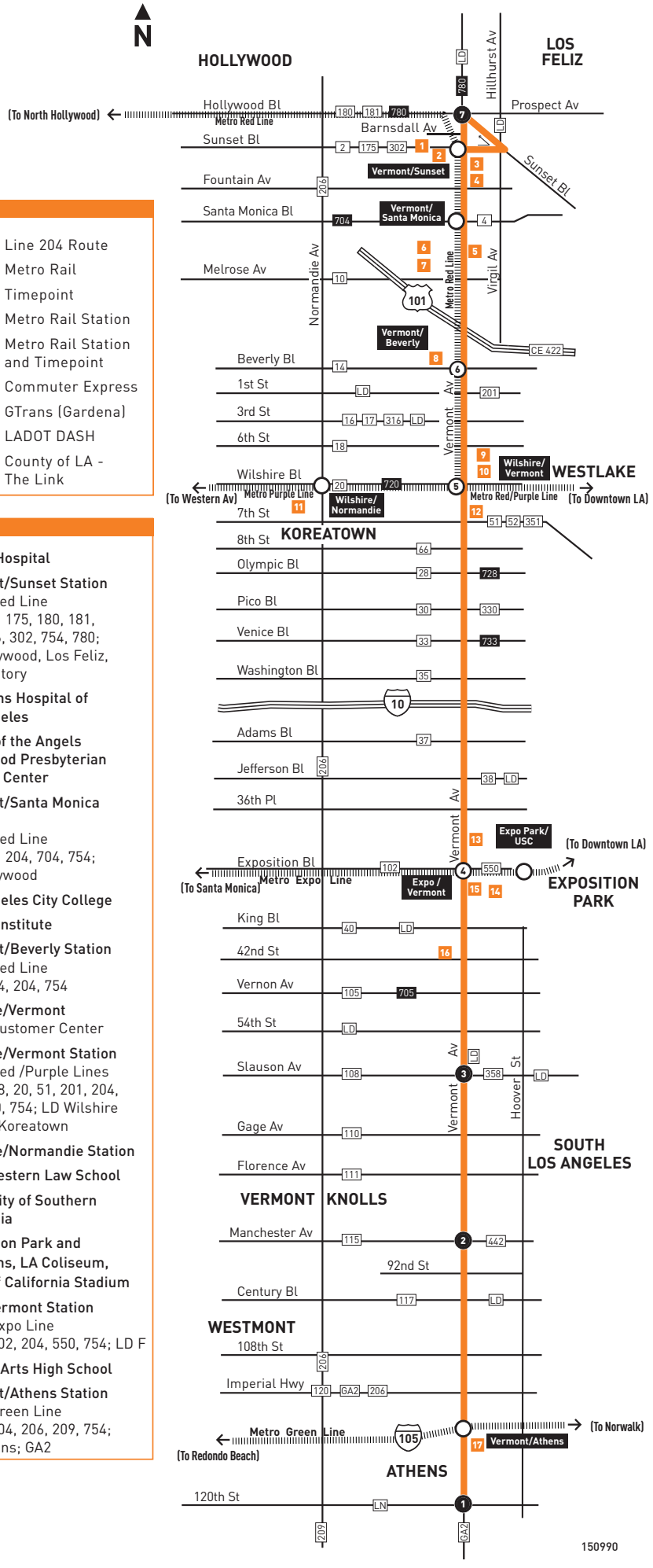
## Nextrip

Text "metro" and your intersection or stop number to 41411 (example: metro vignes&cesarechavez or metro 1563).
You can also visit m.metro.net or call 511 and say "Nextrip".

## *Nextrip*

*Envíe un mensaje de texto con "Metro" y la intersección de la calle o el número de su parada al 41411. Nextrip le enviará un mensaje de texto con la próxima llegada de cada autobús en esa parada. También puede visitar m.metro.net o llamar al 511 y decir "Nextrip".*

ROUTE




## LEGEND

| | |
|---|---|
| | Line 204 Route |
| | Metro Rail |
| # | Timepoint |
| | Metro Rail Station |
| # | Metro Rail Station and Timepoint |
| CE | Commuter Express |
| GA | GTrans (Gardena) |
| LD | LADOT DASH |
| LN | County of LA - The Link |

## MAP NOTES

1. **Kaiser Hospital**
2. **Vermont/Sunset Station**
   Metro Red Line
   Metro 2, 175, 180, 181, 204, 206, 302, 754, 780; LD Hollywood, Los Feliz, Observatory
3. **Childrens Hospital of Los Angeles**
4. **Queen of the Angels Hollywood Presbyterian Medical Center**
5. **Vermont/Santa Monica Station**
   Metro Red Line
   Metro 4, 204, 704, 754; LD Hollywood
6. **Los Angeles City College**
7. **Braille Institute**
8. **Vermont/Beverly Station**
   Metro Red Line
   Metro 14, 204, 754
9. **Wilshire/Vermont**
   Metro Customer Center
10. **Wilshire/Vermont Station**
    Metro Red /Purple Lines
    Metro 18, 20, 51, 201, 204, 351, 720, 754; LD Wilshire Center/Koreatown
11. **Wilshire/Normandie Station**
12. **Southwestern Law School**
13. **University of Southern California**
14. **Exposition Park and Museums, LA Coliseum, Banc of California Stadium**
15. **Expo/Vermont Station**
    Metro Expo Line
    Metro 102, 204, 550, 754; LD F
16. **Manual Arts High School**
17. **Vermont/Athens Station**
    Metro Green Line
    Metro 204, 206, 209, 754; LN Athens; GA2

# Monday through Friday

Effective Jun 23 2019

# 204

## Northbound (Approximate Times)

| ATHENS | LOS ANGELES | | | KOREA TOWN | | HOLLYWOOD |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Vermont & 120th | Vermont & Manchester | Vermont & Slauson | Expo/Vermont Station | Wilshire/Vermont Station | Vermont & Beverly Station | Vermont & Holywood |
| 4:30A | 4:41A | 4:50A | 4:59A | 5:14A | 5:18A | 5:30A |
| — | 4:54 | 5:04 | 5:14 | 5:29 | 5:33 | 5:45 |
| 4:57 | 5:09 | 5:19 | 5:29 | 5:44 | 5:48 | 6:00 |
| — | 5:24 | 5:34 | 5:44 | 5:59 | 6:04 | 6:17 |
| 5:26 | 5:38 | 5:48 | 5:58 | 6:14 | 6:19 | 6:32 |
| — | 5:48 | 5:58 | 6:10 | 6:26 | 6:31 | 6:44 |
| 5:44 | 5:56 | 6:07 | 6:20 | 6:38 | 6:43 | 6:56 |
| — | 6:04 | 6:15 | 6:28 | 6:48 | 6:53 | 7:07 |
| 6:01 | 6:13 | 6:24 | 6:38 | 6:58 | 7:04 | 7:19 |
| — | 6:22 | 6:34 | 6:48 | 7:08 | 7:14 | 7:29 |
| 6:19 | 6:31 | 6:43 | 6:57 | 7:18 | 7:24 | 7:39 |
| — | 6:39 | 6:51 | 7:06 | 7:28 | 7:34 | 7:49 |
| 6:36 | 6:48 | 7:00 | 7:16 | 7:38 | 7:44 | 7:59 |
| — | 6:57 | 7:10 | 7:26 | 7:48 | 7:54 | 8:09 |
| 6:53 | 7:06 | 7:19 | 7:35 | 7:57 | 8:04 | 8:19 |
| 7:02 | 7:15 | 7:28 | 7:44 | 8:06 | 8:13 | 8:28 |
| 7:12 | 7:25 | 7:38 | 7:54 | 8:17 | 8:24 | 8:41 |
| 7:23 | 7:36 | 7:49 | 8:04 | 8:27 | 8:34 | 8:51 |
| 7:35 | 7:48 | 8:01 | 8:15 | 8:38 | 8:45 | 9:02 |
| 7:46 | 7:59 | 8:12 | 8:26 | 8:49 | 8:56 | 9:13 |
| 7:57 | 8:10 | 8:23 | 8:37 | 9:00 | 9:07 | 9:24 |
| 8:12 | 8:25 | 8:38 | 8:52 | 9:15 | 9:22 | 9:39 |
| 8:28 | 8:41 | 8:54 | 9:08 | 9:31 | 9:38 | 9:55 |
| 8:43 | 8:56 | 9:09 | 9:23 | 9:46 | 9:53 | 10:10 |
| 8:58 | 9:11 | 9:24 | 9:38 | 10:01 | 10:08 | 10:25 |
| 9:13 | 9:26 | 9:39 | 9:53 | 10:16 | 10:23 | 10:40 |
| 9:28 | 9:41 | 9:54 | 10:08 | 10:31 | 10:38 | 10:55 |
| 9:43 | 9:56 | 10:09 | 10:23 | 10:46 | 10:53 | 11:10 |
| 9:58 | 10:11 | 10:24 | 10:38 | 11:01 | 11:08 | 11:25 |
| 10:13 | 10:26 | 10:39 | 10:53 | 11:16 | 11:23 | 11:40 |
| 10:28 | 10:41 | 10:54 | 11:08 | 11:31 | 11:38 | 11:55 |
| 10:43 | 10:56 | 11:09 | 11:23 | 11:46 | 11:53 | 12:10P |
| 10:58 | 11:11 | 11:24 | 11:38 | 12:01P | 12:08P | 12:25 |
| 11:13 | 11:26 | 11:39 | 11:53 | 12:16 | 12:23 | 12:40 |
| 11:28 | 11:41 | 11:54 | 12:08P | 12:31 | 12:38 | 12:55 |
| 11:43 | 11:56 | 12:09P | 12:23 | 12:46 | 12:53 | 1:10 |
| 11:59 | 12:12P | 12:25 | 12:38 | 1:01 | 1:08 | 1:25 |
| 12:14P | 12:27 | 12:40 | 12:53 | 1:16 | 1:23 | 1:40 |
| 12:28 | 12:42 | 12:55 | 1:08 | 1:31 | 1:38 | 1:55 |
| 12:43 | 12:57 | 1:10 | 1:23 | 1:46 | 1:53 | 2:10 |
| 12:58 | 1:12 | 1:25 | 1:38 | 2:01 | 2:08 | 2:25 |
| 1:13 | 1:27 | 1:40 | 1:53 | 2:16 | 2:23 | 2:40 |
| 1:27 | 1:41 | 1:54 | 2:07 | 2:30 | 2:37 | 2:54 |
| 1:42 | 1:56 | 2:09 | 2:22 | 2:45 | 2:52 | 3:09 |
| 1:54 | 2:08 | 2:21 | 2:34 | 2:57 | 3:04 | 3:21 |
| 2:09 | 2:23 | 2:36 | 2:49 | 3:12 | 3:19 | 3:36 |
| 2:22 | 2:36 | 2:49 | 3:02 | 3:25 | 3:32 | 3:49 |
| 2:32 | 2:46 | 2:59 | 3:12 | 3:35 | 3:42 | 3:59 |
| 2:42 | 2:56 | 3:09 | 3:22 | 3:45 | 3:52 | 4:10 |
| 2:52 | 3:06 | 3:19 | 3:32 | 3:55 | 4:02 | 4:20 |
| 3:02 | 3:16 | 3:29 | 3:42 | 4:05 | 4:12 | 4:30 |
| 3:12 | 3:26 | 3:39 | 3:52 | 4:15 | 4:22 | 4:40 |
| 3:22 | 3:36 | 3:49 | 4:02 | 4:25 | 4:32 | 4:50 |
| 3:32 | 3:46 | 3:59 | 4:12 | 4:35 | 4:42 | 5:00 |
| 3:41 | 3:55 | 4:08 | 4:21 | 4:44 | 4:51 | 5:09 |
| 3:51 | 4:05 | 4:18 | 4:31 | 4:54 | 5:01 | 5:19 |
| 4:00 | 4:14 | 4:27 | 4:40 | 5:03 | 5:09 | 5:27 |
| — | 4:22 | 4:35 | 4:48 | 5:12 | 5:18 | 5:36 |
| 4:18 | 4:32 | 4:45 | 4:58 | 5:22 | 5:28 | 5:46 |
| — | 4:44 | 4:57 | 5:10 | 5:34 | 5:40 | 5:58 |
| 4:42 | 4:56 | 5:08 | 5:21 | 5:46 | 5:52 | 6:09 |
| — | 5:09 | 5:21 | 5:34 | 5:59 | 6:05 | 6:22 |
| 5:11 | 5:25 | 5:37 | 5:50 | 6:14 | 6:20 | 6:37 |
| 5:29 | 5:43 | 5:55 | 6:08 | 6:32 | 6:38 | 6:54 |
| 5:47 | 6:01 | 6:13 | 6:26 | 6:49 | 6:55 | 7:11 |
| 6:07 | 6:21 | 6:33 | 6:45 | 7:08 | 7:14 | 7:30 |
| 6:30 | 6:43 | 6:54 | 7:06 | 7:28 | 7:34 | 7:50 |
| 6:54 | 7:07 | 7:18 | 7:30 | 7:50 | 7:56 | 8:12 |
| 7:14 | 7:27 | 7:38 | 7:50 | 8:09 | 8:15 | 8:30 |
| 7:37 | 7:50 | 8:01 | 8:12 | 8:30 | 8:36 | 8:51 |
| 8:00 | 8:12 | 8:22 | 8:33 | 8:51 | 8:57 | 9:12 |
| 8:22 | 8:34 | 8:44 | 8:55 | 9:12 | 9:17 | 9:31 |
| 8:44 | 8:56 | 9:05 | 9:15 | 9:31 | 9:36 | 9:50 |
| 9:04 | 9:16 | 9:25 | 9:35 | 9:51 | 9:56 | 10:08 |
| 9:25 | 9:37 | 9:46 | 9:56 | 10:11 | 10:15 | 10:27 |
| 9:46 | 9:58 | 10:07 | 10:16 | 10:31 | 10:35 | 10:47 |
| 10:12 | 10:23 | 10:32 | 10:41 | 10:56 | 11:00 | 11:12 |
| 10:39 | 10:49 | 10:57 | 11:06 | 11:21 | 11:25 | 11:37 |
| 11:06 | 11:16 | 11:24 | 11:33 | 11:48 | 11:52 | 12:04A |
| 11:39 | 11:49 | 11:57 | 12:05A | 12:18A | 12:22A | 12:33 |
| 12:11A | 12:20A | 12:27A | 12:35 | 12:48 | 12:52 | 1:03 |
| 12:41 | 12:50 | 12:57 | 1:05 | 1:18 | 1:22 | 1:33 |
| 1:11 | 1:20 | 1:27 | 1:35 | 1:48 | 1:52 | 2:03 |
| 1:41 | 1:50 | 1:57 | 2:05 | 2:18 | 2:22 | 2:33 |
| 2:11 | 2:20 | 2:27 | 2:35 | 2:48 | 2:52 | 3:03 |
| 2:41 | 2:50 | 2:57 | 3:05 | 3:18 | 3:22 | 3:33 |
| 3:11 | 3:20 | 3:27 | 3:35 | 3:48 | 3:52 | 4:03 |
| 3:41 | 3:50 | 3:57 | 4:05 | 4:18 | 4:22 | 4:33 |
| 4:10 | 4:19 | 4:26 | 4:34 | 4:48 | 4:52 | 5:03 |

## Southbound (Approximate Times)

| HOLLYWOOD | | KOREA TOWN | LOS ANGELES | | | ATHENS |
|---|---|---|---|---|---|---|
| 7 | 6 | 5 | 4 | 3 | 2 | 1 |
| Vermont & Holywood | Vermont & Beverly Station | Wilshire/Vermont Station | Expo/Vermont Station | Vermont & Slauson | Vermont & Manchester | Vermont & 120th |
| 4:48A | 4:57A | 5:02A | 5:17A | 5:25A | 5:34A | 5:47A |
| 5:12 | 5:22 | 5:27 | 5:42 | 5:50 | 5:59 | 6:13 |
| 5:37 | 5:47 | 5:52 | 6:07 | 6:16 | 6:25 | 6:40 |
| 5:50 | 6:00 | 6:05 | 6:20 | 6:29 | 6:39 | 6:54 |
| 6:03 | 6:13 | 6:18 | 6:33 | 6:43 | 6:53 | 7:08 |
| 6:16 | 6:26 | 6:31 | 6:48 | 6:58 | 7:09 | 7:24 |
| 6:27 | 6:38 | 6:44 | 7:01 | 7:12 | 7:23 | 7:38 |
| 6:39 | 6:50 | 6:56 | 7:14 | 7:25 | 7:36 | 7:51 |
| 6:50 | 7:01 | 7:08 | 7:26 | 7:37 | 7:48 | 8:03 |
| 7:01 | 7:13 | 7:20 | 7:38 | 7:49 | 8:00 | 8:15 |
| 7:13 | 7:25 | 7:32 | 7:51 | 8:02 | 8:13 | 8:28 |
| 7:25 | 7:37 | 7:44 | 8:03 | 8:14 | 8:25 | 8:40 |
| 7:36 | 7:49 | 7:56 | 8:15 | 8:26 | 8:37 | 8:52 |
| 7:48 | 8:01 | 8:08 | 8:27 | 8:38 | 8:49 | 9:04 |
| 8:00 | 8:13 | 8:20 | 8:39 | 8:50 | 9:01 | 9:16 |
| 8:11 | 8:24 | 8:31 | 8:50 | 9:01 | 9:12 | 9:27 |
| 8:22 | 8:35 | 8:42 | 9:01 | 9:12 | 9:23 | 9:38 |
| 8:33 | 8:46 | 8:53 | 9:12 | 9:23 | 9:34 | 9:49 |
| 8:45 | 8:58 | 9:05 | 9:24 | 9:35 | 9:46 | 10:01 |
| 8:59 | 9:12 | 9:19 | 9:38 | 9:49 | 10:00 | 10:15 |
| 9:14 | 9:27 | 9:34 | 9:53 | 10:04 | 10:15 | 10:30 |
| 9:29 | 9:42 | 9:49 | 10:09 | 10:20 | 10:31 | 10:46 |
| 9:44 | 9:57 | 10:04 | 10:24 | 10:35 | 10:47 | 11:02 |
| 9:57 | 10:10 | 10:17 | 10:37 | 10:49 | 11:01 | 11:16 |
| 10:12 | 10:25 | 10:32 | 10:52 | 11:04 | 11:16 | 11:31 |
| 10:26 | 10:39 | 10:46 | 11:06 | 11:18 | 11:30 | 11:45 |
| 10:40 | 10:53 | 11:00 | 11:21 | 11:33 | 11:45 | 11:59 |
| 10:54 | 11:08 | 11:15 | 11:36 | 11:48 | 11:59 | 12:15P |
| 11:11 | 11:26 | 11:33 | 11:54 | 12:07P | 12:20P | 12:35 |
| 11:27 | 11:42 | 11:49 | 12:10P | 12:23 | 12:36 | 12:51 |
| 11:39 | 11:54 | 12:01P | 12:23 | 12:36 | 12:49 | 1:04 |
| 11:54 | 12:09P | 12:16 | 12:38 | 12:51 | 1:04 | 1:19 |
| 12:09P | 12:24 | 12:31 | 12:53 | 1:06 | 1:19 | 1:34 |
| 12:24 | 12:39 | 12:46 | 1:08 | 1:21 | 1:34 | 1:49 |
| 12:39 | 12:54 | 1:01 | 1:23 | 1:36 | 1:49 | 2:04 |
| — | — | — | — | A1:49 | 2:02 | 2:17 |
| — | — | — | — | A1:50 | 2:03 | 2:18 |
| 12:57 | 1:12 | 1:19 | 1:41 | 1:54 | 2:07 | 2:22 |
| 1:12 | 1:27 | 1:34 | 1:56 | 2:09 | 2:22 | 2:37 |
| 1:27 | 1:42 | 1:49 | 2:11 | 2:24 | 2:37 | 2:52 |
| 1:42 | 1:57 | 2:04 | 2:26 | 2:39 | 2:52 | 3:07 |
| 1:57 | 2:12 | 2:19 | 2:41 | 2:54 | 3:07 | 3:23 |
| 2:12 | 2:27 | 2:34 | 2:56 | 3:09 | 3:22 | 3:38 |
| — | — | — | — | B3:16 | 3:29 | 3:45 |
| 2:27 | 2:42 | 2:49 | 3:13 | 3:26 | 3:39 | 3:55 |
| 2:38 | 2:53 | 3:00 | 3:25 | 3:38 | 3:51 | — |
| 2:47 | 3:02 | 3:09 | 3:34 | 3:47 | 4:00 | 4:16 |
| 2:58 | 3:13 | 3:20 | 3:45 | 3:58 | 4:11 | 4:27 |
| 3:08 | 3:23 | 3:30 | 3:55 | 4:08 | 4:21 | — |
| 3:18 | 3:33 | 3:40 | 4:06 | 4:19 | 4:32 | 4:48 |
| 3:28 | 3:43 | 3:50 | 4:16 | 4:29 | 4:42 | — |
| 3:38 | 3:53 | 4:00 | 4:27 | 4:40 | 4:53 | 5:09 |
| 3:48 | 4:03 | 4:10 | 4:37 | 4:50 | 5:03 | — |
| 3:58 | 4:13 | 4:20 | 4:47 | 5:00 | 5:13 | 5:29 |
| 4:08 | 4:23 | 4:30 | 4:57 | 5:10 | 5:23 | — |
| 4:18 | 4:33 | 4:40 | 5:07 | 5:20 | 5:33 | 5:49 |
| 4:28 | 4:43 | 4:50 | 5:17 | 5:30 | 5:43 | 5:59 |
| 4:38 | 4:53 | 5:00 | 5:27 | 5:40 | 5:53 | 6:09 |
| 4:48 | 5:03 | 5:10 | 5:37 | 5:50 | 6:03 | — |
| 4:59 | 5:13 | 5:20 | 5:47 | 6:00 | 6:13 | — |
| 5:09 | 5:23 | 5:30 | 5:57 | 6:10 | 6:23 | 6:38 |
| 5:19 | 5:33 | 5:40 | 6:06 | 6:19 | 6:32 | — |
| 5:29 | 5:43 | 5:50 | 6:16 | 6:29 | 6:41 | 6:56 |
| 5:40 | 5:54 | 6:01 | 6:26 | 6:39 | 6:51 | — |
| 5:51 | 6:05 | 6:12 | 6:37 | 6:50 | 7:02 | 7:17 |
| 6:03 | 6:17 | 6:24 | 6:48 | 7:01 | 7:13 | — |
| 6:15 | 6:29 | 6:36 | 7:00 | 7:12 | 7:24 | 7:39 |
| 6:27 | 6:41 | 6:48 | 7:11 | 7:23 | 7:35 | — |
| 6:39 | 6:53 | 7:00 | 7:21 | 7:33 | 7:45 | 7:59 |
| 6:51 | 7:04 | 7:11 | 7:32 | 7:43 | 7:55 | 8:09 |
| 7:07 | 7:20 | 7:27 | 7:46 | 7:57 | 8:08 | 8:22 |
| 7:25 | 7:38 | 7:45 | 8:04 | 8:14 | 8:25 | 8:39 |
| 7:39 | 7:52 | 7:59 | 8:17 | 8:27 | 8:38 | 8:52 |
| 7:56 | 8:08 | 8:15 | 8:33 | 8:43 | 8:54 | 9:07 |
| 8:09 | 8:21 | 8:28 | 8:46 | 8:56 | 9:06 | 9:18 |
| 8:26 | 8:38 | 8:45 | 9:03 | 9:12 | 9:22 | 9:34 |
| 8:45 | 8:57 | 9:03 | 9:20 | 9:29 | 9:39 | 9:51 |
| 9:03 | 9:15 | 9:21 | 9:38 | 9:47 | 9:57 | 10:09 |
| 9:19 | 9:31 | 9:37 | 9:54 | 10:03 | 10:13 | 10:25 |
| 9:41 | 9:53 | 9:59 | 10:15 | 10:24 | 10:34 | 10:46 |
| 10:02 | 10:14 | 10:19 | 10:35 | 10:44 | 10:53 | 11:05 |
| 10:29 | 10:39 | 10:44 | 11:00 | 11:09 | 11:18 | 11:30 |
| 10:54 | 11:04 | 11:09 | 11:25 | 11:34 | 11:43 | 11:55 |
| 11:22 | 11:32 | 11:37 | 11:53 | 12:02A | 12:11A | 12:22A |
| 11:53 | 12:02A | 12:07A | 12:22A | 12:31 | 12:40 | 12:51 |
| 12:23A | 12:32 | 12:37 | 12:52 | 1:01 | 1:09 | 1:20 |
| 12:54 | 1:03 | 1:07 | 1:21 | 1:29 | 1:37 | 1:48 |
| 1:24 | 1:33 | 1:37 | 1:51 | 1:59 | 2:07 | 2:18 |
| 1:54 | 2:03 | 2:07 | 2:21 | 2:29 | 2:37 | 2:48 |
| 2:24 | 2:33 | 2:37 | 2:51 | 2:59 | 3:07 | 3:18 |
| 2:54 | 3:03 | 3:07 | 3:21 | 3:29 | 3:37 | 3:48 |
| 3:24 | 3:33 | 3:37 | 3:51 | 3:59 | 4:07 | 4:18 |
| 3:54 | 4:03 | 4:07 | 4:21 | 4:29 | 4:37 | 4:48 |
| 4:24 | 4:33 | 4:37 | 4:51 | 4:59 | 5:07 | 5:18 |

# Saturday

Effective Jun 23 2019

# 204

## Northbound (Approximate Times)

| ATHENS | LOS ANGELES | | | KOREA TOWN | | HOLLYWOOD |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Vermont & 120th | Vermont & Manchester | Vermont & Slauson | Expo/Vermont Station | Wilshire/Vermont Station | Vermont & Beverly Station | Vermont & Hollywood |
| 4:41A | 4:51A | 5:00A | 5:09A | 5:24A | 5:29A | 5:41A |
| 5:05 | 5:15 | 5:24 | 5:33 | 5:48 | 5:53 | 6:05 |
| 5:27 | 5:37 | 5:46 | 5:55 | 6:10 | 6:15 | 6:27 |
| 5:47 | 5:57 | 6:07 | 6:16 | 6:31 | 6:36 | 6:48 |
| 6:05 | 6:16 | 6:26 | 6:36 | 6:51 | 6:56 | 7:08 |
| 6:24 | 6:35 | 6:46 | 6:56 | 7:12 | 7:17 | 7:29 |
| 6:42 | 6:54 | 7:05 | 7:15 | 7:31 | 7:36 | 7:48 |
| 7:01 | 7:13 | 7:24 | 7:34 | 7:51 | 7:56 | 8:08 |
| 7:18 | 7:30 | 7:42 | 7:53 | 8:11 | 8:17 | 8:30 |
| 7:37 | 7:49 | 8:01 | 8:12 | 8:30 | 8:36 | 8:51 |
| 7:56 | 8:08 | 8:20 | 8:31 | 8:50 | 8:56 | 9:11 |
| 8:13 | 8:25 | 8:38 | 8:49 | 9:09 | 9:15 | 9:30 |
| 8:31 | 8:43 | 8:56 | 9:07 | 9:27 | 9:33 | 9:48 |
| 8:50 | 9:02 | 9:15 | 9:26 | 9:46 | 9:52 | 10:07 |
| 9:09 | 9:22 | 9:35 | 9:46 | 10:06 | 10:13 | 10:28 |
| 9:29 | 9:42 | 9:55 | 10:06 | 10:27 | 10:34 | 10:49 |
| 9:47 | 10:00 | 10:14 | 10:26 | 10:47 | 10:54 | 11:09 |
| 10:07 | 10:20 | 10:34 | 10:46 | 11:07 | 11:14 | 11:29 |
| 10:27 | 10:40 | 10:54 | 11:06 | 11:27 | 11:35 | 11:50 |
| 10:47 | 11:00 | 11:14 | 11:26 | 11:48 | 11:56 | 12:11P |
| 11:07 | 11:20 | 11:34 | 11:46 | 12:08P | 12:15P | 12:30 |
| 11:27 | 11:40 | 11:54 | 12:06P | 12:29 | 12:36 | 12:51 |
| 11:46 | 11:59 | 12:13P | 12:26 | 12:49 | 12:56 | 1:11 |
| 12:06P | 12:19P | 12:33 | 12:46 | 1:09 | 1:16 | 1:31 |
| 12:26 | 12:39 | 12:53 | 1:06 | 1:29 | 1:36 | 1:51 |
| 12:46 | 12:59 | 1:13 | 1:26 | 1:49 | 1:56 | 2:11 |
| 1:04 | 1:17 | 1:31 | 1:44 | 2:07 | 2:14 | 2:29 |
| 1:22 | 1:35 | 1:49 | 2:02 | 2:25 | 2:32 | 2:47 |
| 1:39 | 1:52 | 2:06 | 2:19 | 2:42 | 2:49 | 3:04 |
| 1:56 | 2:09 | 2:23 | 2:36 | 2:59 | 3:06 | 3:21 |
| 2:12 | 2:25 | 2:39 | 2:52 | 3:14 | 3:20 | 3:35 |
| 2:28 | 2:41 | 2:55 | 3:08 | 3:30 | 3:36 | 3:51 |
| 2:42 | 2:55 | 3:09 | 3:22 | 3:44 | 3:50 | 4:05 |
| 2:57 | 3:10 | 3:23 | 3:36 | 3:58 | 4:04 | 4:19 |
| 3:11 | 3:24 | 3:37 | 3:50 | 4:12 | 4:18 | 4:33 |
| 3:25 | 3:38 | 3:51 | 4:04 | 4:26 | 4:32 | 4:47 |
| 3:41 | 3:54 | 4:07 | 4:19 | 4:41 | 4:47 | 5:02 |
| 3:57 | 4:09 | 4:22 | 4:34 | 4:56 | 5:02 | 5:17 |
| 4:13 | 4:25 | 4:38 | 4:50 | 5:11 | 5:17 | 5:32 |
| 4:28 | 4:40 | 4:53 | 5:05 | 5:26 | 5:32 | 5:47 |
| 4:49 | 5:01 | 5:13 | 5:25 | 5:46 | 5:52 | 6:07 |
| 5:08 | 5:21 | 5:33 | 5:45 | 6:06 | 6:12 | 6:27 |
| 5:28 | 5:41 | 5:53 | 6:05 | 6:26 | 6:32 | 6:46 |
| 5:48 | 6:01 | 6:13 | 6:25 | 6:45 | 6:51 | 7:05 |
| 6:09 | 6:22 | 6:34 | 6:45 | 7:05 | 7:11 | 7:25 |
| 6:31 | 6:44 | 6:56 | 7:07 | 7:27 | 7:33 | 7:47 |
| 6:53 | 7:06 | 7:18 | 7:29 | 7:48 | 7:54 | 8:08 |
| 7:16 | 7:29 | 7:41 | 7:52 | 8:10 | 8:16 | 8:29 |
| 7:37 | 7:50 | 8:02 | 8:12 | 8:30 | 8:36 | 8:49 |
| 7:59 | 8:12 | 8:23 | 8:33 | 8:51 | 8:57 | 9:10 |
| 8:19 | 8:32 | 8:43 | 8:53 | 9:11 | 9:17 | 9:30 |
| 8:41 | 8:53 | 9:04 | 9:14 | 9:31 | 9:36 | 9:49 |
| 9:02 | 9:14 | 9:25 | 9:35 | 9:51 | 9:56 | 10:09 |
| 9:24 | 9:35 | 9:45 | 9:55 | 10:11 | 10:16 | 10:29 |
| 9:44 | 9:55 | 10:05 | 10:15 | 10:31 | 10:36 | 10:49 |
| 10:11 | 10:22 | 10:32 | 10:41 | 10:56 | 11:01 | 11:14 |
| 10:38 | 10:48 | 10:57 | 11:06 | 11:21 | 11:26 | 11:39 |
| 11:05 | 11:15 | 11:24 | 11:33 | 11:48 | 11:53 | 12:06A |
| 11:38 | 11:48 | 11:57 | 12:05A | 12:18A | 12:23A | 12:35 |
| 12:10A | 12:19A | 12:27A | 12:35 | 12:48 | 12:53 | 1:05 |
| 12:40 | 12:49 | 12:57 | 1:05 | 1:18 | 1:23 | 1:35 |
| 1:10 | 1:19 | 1:27 | 1:35 | 1:48 | 1:53 | 2:05 |
| 1:40 | 1:49 | 1:57 | 2:05 | 2:18 | 2:23 | 2:35 |
| 2:10 | 2:19 | 2:27 | 2:35 | 2:48 | 2:53 | 3:05 |
| 2:40 | 2:49 | 2:57 | 3:05 | 3:18 | 3:23 | 3:35 |
| 3:10 | 3:19 | 3:27 | 3:35 | 3:48 | 3:53 | 4:05 |
| 3:40 | 3:49 | 3:57 | 4:05 | 4:18 | 4:23 | 4:35 |
| 4:09 | 4:18 | 4:26 | 4:34 | 4:48 | 4:53 | 5:05 |

## Southbound (Approximate Times)

| HOLLYWOOD | | KOREA TOWN | LOS ANGELES | | | ATHENS |
|---|---|---|---|---|---|---|
| 7 | 6 | 5 | 4 | 3 | 2 | 1 |
| Vermont & Hollywood | Vermont & Beverly Station | Wilshire/Vermont Station | Expo/Vermont Station | Vermont & Slauson | Vermont & Manchester | Vermont & 120th |
| 4:57A | 5:05A | 5:11A | 5:26A | 5:34A | 5:43A | 5:55A |
| 5:29 | 5:37 | 5:43 | 5:58 | 6:06 | 6:16 | 6:28 |
| 5:54 | 6:02 | 6:08 | 6:24 | 6:32 | 6:42 | 6:54 |
| 6:16 | 6:25 | 6:31 | 6:47 | 6:55 | 7:05 | 7:17 |
| 6:39 | 6:48 | 6:54 | 7:10 | 7:18 | 7:28 | 7:41 |
| 7:01 | 7:10 | 7:16 | 7:32 | 7:41 | 7:53 | 8:06 |
| 7:22 | 7:31 | 7:38 | 7:54 | 8:03 | 8:15 | 8:28 |
| 7:43 | 7:53 | 8:00 | 8:17 | 8:26 | 8:38 | 8:51 |
| 8:05 | 8:15 | 8:22 | 8:39 | 8:48 | 9:00 | 9:13 |
| 8:23 | 8:33 | 8:41 | 8:59 | 9:09 | 9:21 | 9:36 |
| 8:46 | 8:57 | 9:05 | 9:24 | 9:34 | 9:47 | 10:02 |
| 9:08 | 9:20 | 9:28 | 9:48 | 9:59 | 10:12 | 10:27 |
| 9:27 | 9:39 | 9:48 | 10:08 | 10:19 | 10:32 | 10:47 |
| 9:47 | 9:59 | 10:08 | 10:28 | 10:39 | 10:52 | 11:07 |
| 10:07 | 10:19 | 10:28 | 10:48 | 10:59 | 11:13 | 11:28 |
| 10:27 | 10:39 | 10:48 | 11:08 | 11:19 | 11:33 | 11:48 |
| 10:48 | 11:00 | 11:09 | 11:30 | 11:41 | 11:55 | 12:10P |
| 11:10 | 11:22 | 11:31 | 11:52 | 12:03P | 12:17P | 12:32 |
| 11:31 | 11:43 | 11:52 | 12:14P | 12:25 | 12:39 | 12:54 |
| 11:50 | 12:02P | 12:11P | 12:34 | 12:45 | 12:59 | 1:14 |
| 12:10P | 12:22 | 12:31 | 12:54 | 1:05 | 1:19 | 1:34 |
| 12:30 | 12:42 | 12:51 | 1:14 | 1:25 | 1:39 | 1:54 |
| 12:49 | 1:01 | 1:10 | 1:33 | 1:44 | 1:58 | 2:13 |
| 1:08 | 1:20 | 1:29 | 1:52 | 2:03 | 2:17 | 2:32 |
| 1:26 | 1:38 | 1:47 | 2:10 | 2:21 | 2:35 | 2:49 |
| 1:42 | 1:54 | 2:03 | 2:26 | 2:37 | 2:51 | 3:05 |
| 1:58 | 2:10 | 2:19 | 2:42 | 2:53 | 3:07 | 3:21 |
| 2:14 | 2:26 | 2:34 | 2:57 | 3:08 | 3:22 | 3:36 |
| 2:28 | 2:41 | 2:49 | 3:12 | 3:23 | 3:37 | 3:51 |
| 2:43 | 2:56 | 3:04 | 3:27 | 3:38 | 3:52 | 4:06 |
| 2:57 | 3:10 | 3:18 | 3:41 | 3:52 | 4:06 | 4:20 |
| 3:11 | 3:24 | 3:32 | 3:55 | 4:06 | 4:20 | 4:34 |
| 3:26 | 3:39 | 3:47 | 4:10 | 4:21 | 4:35 | 4:49 |
| 3:39 | 3:52 | 4:00 | 4:22 | 4:33 | 4:47 | 5:01 |
| 3:51 | 4:04 | 4:12 | 4:34 | 4:45 | 4:59 | 5:13 |
| 4:03 | 4:16 | 4:24 | 4:46 | 4:57 | 5:11 | 5:25 |
| 4:15 | 4:28 | 4:36 | 4:58 | 5:09 | 5:23 | 5:37 |
| 4:27 | 4:40 | 4:48 | 5:10 | 5:21 | 5:35 | 5:49 |
| 4:39 | 4:52 | 5:00 | 5:22 | 5:33 | 5:47 | 6:01 |
| 4:51 | 5:04 | 5:12 | 5:34 | 5:45 | 5:59 | 6:13 |
| 5:07 | 5:19 | 5:27 | 5:49 | 6:00 | 6:13 | 6:27 |
| 5:22 | 5:34 | 5:42 | 6:03 | 6:14 | 6:27 | 6:41 |
| 5:37 | 5:49 | 5:57 | 6:18 | 6:29 | 6:41 | 6:55 |
| 5:52 | 6:04 | 6:12 | 6:33 | 6:44 | 6:56 | 7:10 |
| 6:08 | 6:20 | 6:28 | 6:48 | 6:59 | 7:11 | 7:25 |
| 6:28 | 6:39 | 6:47 | 7:07 | 7:18 | 7:30 | 7:44 |
| 6:47 | 6:58 | 7:06 | 7:26 | 7:37 | 7:49 | 8:03 |
| 7:06 | 7:17 | 7:25 | 7:45 | 7:56 | 8:08 | 8:22 |
| 7:26 | 7:37 | 7:45 | 8:05 | 8:15 | 8:27 | 8:41 |
| 7:47 | 7:58 | 8:06 | 8:25 | 8:35 | 8:47 | 9:01 |
| 8:07 | 8:18 | 8:26 | 8:45 | 8:55 | 9:06 | 9:18 |
| 8:27 | 8:38 | 8:46 | 9:04 | 9:13 | 9:24 | 9:36 |
| 8:50 | 9:01 | 9:08 | 9:26 | 9:35 | 9:46 | 9:58 |
| 9:15 | 9:26 | 9:33 | 9:51 | 10:00 | 10:10 | 10:22 |
| 9:40 | 9:51 | 9:58 | 10:15 | 10:24 | 10:34 | 10:46 |
| 10:01 | 10:12 | 10:18 | 10:35 | 10:44 | 10:54 | 11:06 |
| 10:28 | 10:37 | 10:44 | 11:01 | 11:10 | 11:19 | 11:31 |
| 10:53 | 11:02 | 11:09 | 11:24 | 11:33 | 11:42 | 11:54 |
| 11:21 | 11:30 | 11:37 | 11:52 | 12:01A | 12:09A | 12:20A |
| 11:51 | 11:59 | 12:07A | 12:21A | 12:31 | 12:39 | 12:50 |
| 12:21A | 12:30A | 12:37 | 12:51 | 1:01 | 1:09 | 1:20 |
| 12:51 | 1:00 | 1:07 | 1:21 | 1:31 | 1:39 | 1:50 |
| 1:21 | 1:30 | 1:37 | 1:51 | 2:01 | 2:09 | 2:20 |
| 1:51 | 2:00 | 2:07 | 2:21 | 2:31 | 2:39 | 2:50 |
| 2:21 | 2:30 | 2:37 | 2:51 | 3:01 | 3:09 | 3:20 |
| 2:51 | 3:00 | 3:07 | 3:21 | 3:31 | 3:39 | 3:50 |
| 3:21 | 3:30 | 3:37 | 3:51 | 4:01 | 4:09 | 4:20 |
| 3:51 | 4:00 | 4:07 | 4:21 | 4:31 | 4:39 | 4:50 |
| 4:21 | 4:30 | 4:37 | 4:51 | 5:01 | 5:09 | 5:20 |

# Sunday and Holidays

# 204

## Northbound (Approximate Times)

| ATHENS | LOS ANGELES | | | KOREA TOWN | | HOLLYWOOD |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Vermont & 120th | Vermont & Manchester | Vermont & Slauson | Expo/Vermont Station | Wilshire/Vermont Station | Vermont & Beverly Station | Vermont & Hollywood |
| 4:47A | 4:58A | 5:08A | 5:15A | 5:30A | 5:35A | 5:46A |
| 5:09 | 5:20 | 5:31 | 5:38 | 5:53 | 5:58 | 6:09 |
| 5:31 | 5:42 | 5:53 | 6:00 | 6:15 | 6:20 | 6:31 |
| 5:53 | 6:04 | 6:15 | 6:22 | 6:37 | 6:42 | 6:53 |
| 6:15 | 6:26 | 6:37 | 6:44 | 6:59 | 7:04 | 7:16 |
| 6:36 | 6:47 | 6:58 | 7:06 | 7:21 | 7:26 | 7:38 |
| 6:55 | 7:07 | 7:20 | 7:28 | 7:43 | 7:48 | 8:00 |
| 7:16 | 7:28 | 7:41 | 7:49 | 8:05 | 8:11 | 8:23 |
| 7:37 | 7:49 | 8:02 | 8:10 | 8:27 | 8:34 | 8:48 |
| 7:57 | 8:09 | 8:23 | 8:31 | 8:48 | 8:55 | 9:09 |
| 8:15 | 8:27 | 8:43 | 8:51 | 9:08 | 9:15 | 9:29 |
| 8:35 | 8:47 | 9:03 | 9:11 | 9:28 | 9:35 | 9:49 |
| 8:55 | 9:07 | 9:23 | 9:31 | 9:49 | 9:56 | 10:10 |
| 9:12 | 9:24 | 9:40 | 9:49 | 10:07 | 10:14 | 10:28 |
| 9:33 | 9:46 | 10:02 | 10:11 | 10:29 | 10:36 | 10:50 |
| 9:53 | 10:06 | 10:22 | 10:31 | 10:49 | 10:56 | 11:10 |
| 10:14 | 10:27 | 10:43 | 10:52 | 11:10 | 11:17 | 11:31 |
| 10:37 | 10:50 | 11:06 | 11:15 | 11:33 | 11:40 | 11:54 |
| 10:58 | 11:11 | 11:27 | 11:36 | 11:54 | 12:01P | 12:15P |
| 11:20 | 11:33 | 11:49 | 11:58 | 12:17P | 12:24 | 12:38 |
| 11:40 | 11:53 | 12:08P | 12:18P | 12:37 | 12:44 | 12:58 |
| 11:59 | 12:13P | 12:28 | 12:38 | 12:57 | 1:04 | 1:18 |
| 12:18P | 12:31 | 12:46 | 12:56 | 1:15 | 1:22 | 1:36 |
| 12:34 | 12:47 | 1:02 | 1:12 | 1:31 | 1:38 | 1:52 |
| 12:49 | 1:02 | 1:17 | 1:27 | 1:46 | 1:53 | 2:07 |
| 1:04 | 1:17 | 1:32 | 1:42 | 2:01 | 2:08 | 2:22 |
| 1:19 | 1:32 | 1:47 | 1:57 | 2:16 | 2:23 | 2:37 |
| 1:34 | 1:47 | 2:02 | 2:12 | 2:31 | 2:38 | 2:52 |
| 1:49 | 2:02 | 2:17 | 2:27 | 2:46 | 2:53 | 3:07 |
| 2:04 | 2:17 | 2:32 | 2:42 | 3:01 | 3:08 | 3:22 |
| 2:19 | 2:32 | 2:47 | 2:57 | 3:16 | 3:23 | 3:37 |
| 2:34 | 2:47 | 3:02 | 3:12 | 3:31 | 3:38 | 3:52 |
| 2:49 | 3:02 | 3:17 | 3:27 | 3:46 | 3:53 | 4:07 |
| 3:04 | 3:17 | 3:32 | 3:42 | 4:01 | 4:08 | 4:22 |
| 3:21 | 3:34 | 3:49 | 3:59 | 4:18 | 4:25 | 4:39 |
| 3:38 | 3:51 | 4:06 | 4:16 | 4:35 | 4:42 | 4:56 |
| 3:56 | 4:09 | 4:24 | 4:34 | 4:53 | 5:00 | 5:14 |
| 4:16 | 4:29 | 4:44 | 4:54 | 5:12 | 5:19 | 5:33 |
| 4:36 | 4:49 | 5:04 | 5:14 | 5:32 | 5:39 | 5:53 |
| 4:56 | 5:09 | 5:24 | 5:34 | 5:52 | 5:59 | 6:13 |
| 5:17 | 5:30 | 5:45 | 5:54 | 6:12 | 6:19 | 6:33 |
| 5:39 | 5:51 | 6:06 | 6:15 | 6:33 | 6:40 | 6:54 |
| 5:57 | 6:09 | 6:24 | 6:33 | 6:51 | 6:58 | 7:12 |
| 6:17 | 6:29 | 6:44 | 6:53 | 7:10 | 7:17 | 7:31 |
| 6:37 | 6:49 | 7:04 | 7:13 | 7:30 | 7:37 | 7:51 |
| 6:53 | 7:05 | 7:19 | 7:28 | 7:45 | 7:52 | 8:06 |
| 7:13 | 7:25 | 7:39 | 7:48 | 8:05 | 8:12 | 8:26 |
| 7:35 | 7:47 | 8:01 | 8:10 | 8:27 | 8:33 | 8:47 |
| 7:58 | 8:10 | 8:24 | 8:33 | 8:49 | 8:55 | 9:09 |
| 8:20 | 8:32 | 8:46 | 8:54 | 9:10 | 9:16 | 9:30 |
| 8:42 | 8:54 | 9:07 | 9:15 | 9:31 | 9:37 | 9:51 |
| 9:04 | 9:15 | 9:27 | 9:35 | 9:51 | 9:57 | 10:11 |
| 9:24 | 9:35 | 9:47 | 9:55 | 10:11 | 10:17 | 10:31 |
| 9:44 | 9:55 | 10:07 | 10:15 | 10:31 | 10:37 | 10:50 |
| 10:11 | 10:22 | 10:34 | 10:41 | 10:56 | 11:02 | 11:15 |
| 10:37 | 10:48 | 10:59 | 11:06 | 11:21 | 11:26 | 11:39 |
| 11:06 | 11:16 | 11:26 | 11:33 | 11:48 | 11:53 | 12:06A |
| 11:39 | 11:49 | 11:59 | 12:05A | 12:18A | 12:23A | 12:35 |
| 12:11A | 12:20A | 12:29A | 12:35 | 12:48 | 12:53 | 1:05 |
| 12:41 | 12:50 | 12:59 | 1:05 | 1:18 | 1:23 | 1:35 |
| 1:11 | 1:20 | 1:29 | 1:35 | 1:48 | 1:53 | 2:05 |
| 1:41 | 1:50 | 1:59 | 2:05 | 2:18 | 2:23 | 2:35 |
| 2:11 | 2:20 | 2:29 | 2:35 | 2:48 | 2:53 | 3:05 |
| 2:41 | 2:50 | 2:59 | 3:05 | 3:18 | 3:23 | 3:35 |
| 3:11 | 3:20 | 3:29 | 3:35 | 3:48 | 3:53 | 4:05 |
| 3:41 | 3:50 | 3:59 | 4:05 | 4:18 | 4:23 | 4:35 |
| 4:10 | 4:19 | 4:28 | 4:34 | 4:48 | 4:52 | 5:04 |

## Southbound (Approximate Times)

| HOLLYWOOD | | KOREA TOWN | LOS ANGELES | | | ATHENS |
|---|---|---|---|---|---|---|
| 7 | 6 | 5 | 4 | 3 | 2 | 1 |
| Vermont & Hollywood | Vermont & Beverly Station | Wilshire/Vermont Station | Expo/Vermont Station | Vermont & Slauson | Vermont & Manchester | Vermont & 120th |
| 4:55A | 5:04A | 5:10A | 5:24A | 5:32A | 5:41A | 5:53A |
| 5:31 | 5:40 | 5:46 | 6:00 | 6:08 | 6:17 | 6:29 |
| 6:03 | 6:12 | 6:18 | 6:32 | 6:40 | 6:49 | 7:01 |
| 6:36 | 6:45 | 6:51 | 7:06 | 7:14 | 7:24 | 7:36 |
| 7:00 | 7:10 | 7:16 | 7:31 | 7:39 | 7:49 | 8:01 |
| 7:27 | 7:37 | 7:43 | 7:58 | 8:06 | 8:17 | 8:31 |
| 7:47 | 7:57 | 8:03 | 8:19 | 8:27 | 8:38 | 8:52 |
| 8:05 | 8:16 | 8:23 | 8:39 | 8:48 | 8:59 | 9:13 |
| 8:22 | 8:33 | 8:40 | 8:57 | 9:07 | 9:19 | 9:33 |
| 8:43 | 8:54 | 9:01 | 9:19 | 9:29 | 9:41 | 9:55 |
| 9:05 | 9:16 | 9:23 | 9:41 | 9:51 | 10:03 | 10:17 |
| 9:25 | 9:36 | 9:43 | 10:01 | 10:11 | 10:24 | 10:38 |
| 9:45 | 9:56 | 10:03 | 10:22 | 10:32 | 10:45 | 11:00 |
| 10:04 | 10:16 | 10:23 | 10:42 | 10:52 | 11:05 | 11:20 |
| 10:24 | 10:36 | 10:43 | 11:02 | 11:12 | 11:25 | 11:40 |
| 10:40 | 10:52 | 10:59 | 11:20 | 11:30 | 11:43 | 11:58 |
| 11:03 | 11:16 | 11:23 | 11:44 | 11:54 | 12:07P | 12:22P |
| 11:23 | 11:36 | 11:43 | 12:04P | 12:14P | 12:27 | 12:42 |
| 11:43 | 11:56 | 12:03P | 12:24 | 12:34 | 12:47 | 1:02 |
| 12:03P | 12:16P | 12:23 | 12:44 | 12:54 | 1:07 | 1:22 |
| 12:23 | 12:36 | 12:43 | 1:04 | 1:14 | 1:27 | 1:42 |
| 12:43 | 12:56 | 1:03 | 1:24 | 1:34 | 1:47 | 2:02 |
| 1:03 | 1:16 | 1:23 | 1:44 | 1:54 | 2:07 | 2:22 |
| 1:23 | 1:36 | 1:43 | 2:04 | 2:14 | 2:27 | 2:42 |
| 1:43 | 1:56 | 2:03 | 2:23 | 2:33 | 2:46 | 3:01 |
| 2:00 | 2:13 | 2:21 | 2:41 | 2:51 | 3:04 | 3:18 |
| 2:18 | 2:31 | 2:39 | 2:59 | 3:09 | 3:22 | 3:36 |
| 2:36 | 2:49 | 2:57 | 3:17 | 3:27 | 3:40 | 3:54 |
| 2:52 | 3:05 | 3:13 | 3:33 | 3:43 | 3:56 | 4:10 |
| 3:07 | 3:20 | 3:28 | 3:48 | 3:58 | 4:11 | 4:25 |
| 3:21 | 3:34 | 3:42 | 4:02 | 4:12 | 4:25 | 4:39 |
| 3:37 | 3:50 | 3:58 | 4:18 | 4:28 | 4:41 | 4:55 |
| 3:52 | 4:05 | 4:13 | 4:33 | 4:43 | 4:56 | 5:10 |
| 4:07 | 4:20 | 4:28 | 4:48 | 4:58 | 5:11 | 5:25 |
| 4:22 | 4:35 | 4:43 | 5:02 | 5:12 | 5:25 | 5:39 |
| 4:37 | 4:49 | 4:58 | 5:17 | 5:27 | 5:40 | 5:54 |
| 4:52 | 5:04 | 5:13 | 5:32 | 5:42 | 5:55 | 6:09 |
| 5:07 | 5:19 | 5:28 | 5:47 | 5:57 | 6:10 | 6:24 |
| 5:22 | 5:34 | 5:43 | 6:02 | 6:12 | 6:25 | 6:39 |
| 5:40 | 5:52 | 6:01 | 6:20 | 6:30 | 6:43 | 6:57 |
| 5:59 | 6:11 | 6:20 | 6:39 | 6:49 | 7:02 | 7:16 |
| 6:18 | 6:30 | 6:39 | 6:58 | 7:08 | 7:21 | 7:35 |
| 6:37 | 6:49 | 6:58 | 7:17 | 7:27 | 7:40 | 7:54 |
| 6:57 | 7:09 | 7:18 | 7:37 | 7:47 | 8:00 | 8:14 |
| 7:17 | 7:29 | 7:38 | 7:57 | 8:07 | 8:20 | 8:34 |
| 7:35 | 7:47 | 7:56 | 8:15 | 8:25 | 8:38 | 8:52 |
| 7:57 | 8:09 | 8:18 | 8:37 | 8:47 | 9:00 | 9:12 |
| 8:18 | 8:30 | 8:39 | 8:58 | 9:08 | 9:18 | 9:30 |
| 8:38 | 8:50 | 8:59 | 9:17 | 9:27 | 9:37 | 9:49 |
| 9:00 | 9:12 | 9:19 | 9:36 | 9:45 | 9:55 | 10:07 |
| 9:20 | 9:32 | 9:39 | 9:56 | 10:05 | 10:15 | 10:27 |
| 9:41 | 9:52 | 9:59 | 10:15 | 10:24 | 10:34 | 10:46 |
| 10:03 | 10:13 | 10:19 | 10:35 | 10:44 | 10:54 | 11:06 |
| 10:29 | 10:38 | 10:44 | 11:00 | 11:09 | 11:18 | 11:30 |
| 10:54 | 11:03 | 11:09 | 11:24 | 11:33 | 11:42 | 11:54 |
| 11:22 | 11:31 | 11:37 | 11:52 | 12:01A | 12:09A | 12:20A |
| 11:54 | 12:03A | 12:07A | 12:21A | 12:29 | 12:37 | 12:48 |
| 12:24A | 12:33 | 12:37 | 12:51 | 12:59 | 1:07 | 1:18 |
| 12:54 | 1:03 | 1:07 | 1:21 | 1:29 | 1:37 | 1:48 |
| 1:24 | 1:33 | 1:37 | 1:51 | 1:59 | 2:07 | 2:18 |
| 1:54 | 2:03 | 2:07 | 2:21 | 2:29 | 2:37 | 2:48 |
| 2:24 | 2:33 | 2:37 | 2:51 | 2:59 | 3:07 | 3:18 |
| 2:54 | 3:03 | 3:07 | 3:21 | 3:29 | 3:37 | 3:48 |
| 3:24 | 3:33 | 3:37 | 3:51 | 3:59 | 4:07 | 4:18 |
| 3:54 | 4:03 | 4:07 | 4:21 | 4:29 | 4:37 | 4:48 |
| 4:24 | 4:33 | 4:37 | 4:51 | 4:59 | 5:07 | 5:18 |

## Special Notes

**A** Trip originates at Vermont & 42nd St (Manual Arts High School) 5 to 10 minutes before time shown and operates on early dismissal School Days only.

**B** Trip originates at Vermont & 42nd St (Manual Arts High School) 5 to 10 minutes before time shown and operates on School Days only.

Phone Metro Information for exact days of operation.

## *Avisos especiales*

**A** *Viaje comienza en Vermont y 42nd St (Manual Arts High School) 5 to 10 minutos antes de la hora mostrada y opera en Salida temprana Día Escolar solamente.*

**B** *Viaje comienza en Vermont y 42nd St (Manual Arts High School) 5 to 10 minutos antes de que se muestre el horario y funciona solamente en días escolares.*

*Favor de llamar al Centro de Servicio al Cliente Metro para dias exactos de operacion.*

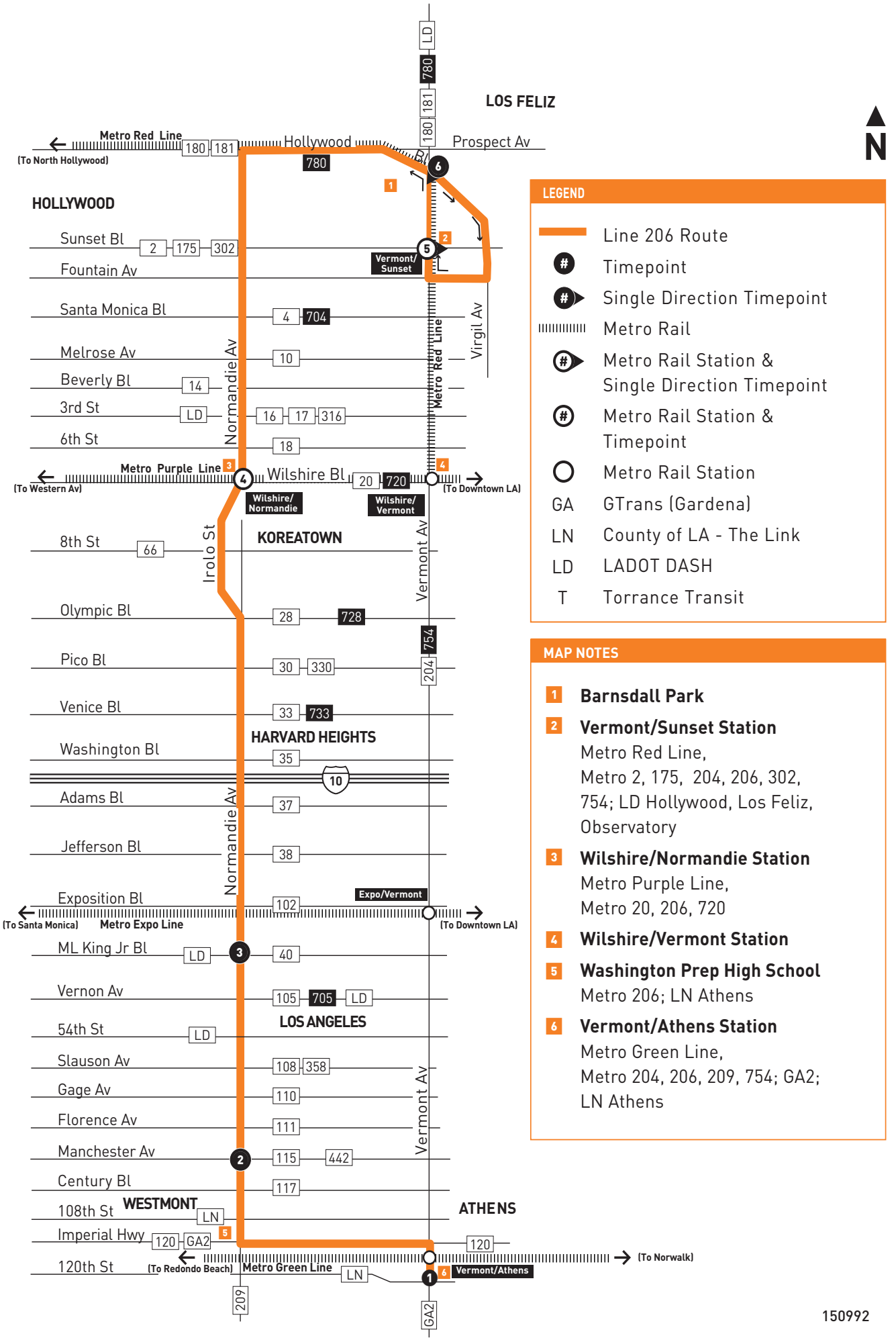
## Sunday and Holiday Schedules

Sunday & Holiday schedule will operate on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

## *Horarios de domingos y días feriados*

*Se usara horario del Domingos y dias feriados para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.*

## ROUTE MAP




## LEGEND

- Line 206 Route
- # Timepoint
- # Single Direction Timepoint
- Metro Rail
- # Metro Rail Station & Single Direction Timepoint
- # Metro Rail Station & Timepoint
- Metro Rail Station
- GA GTrans (Gardena)
- LN County of LA - The Link
- LD LADOT DASH
- T Torrance Transit

## MAP NOTES

1. **Barnsdall Park**
2. **Vermont/Sunset Station**
   Metro Red Line,
   Metro 2, 175, 204, 206, 302, 754; LD Hollywood, Los Feliz, Observatory
3. **Wilshire/Normandie Station**
   Metro Purple Line,
   Metro 20, 206, 720
4. **Wilshire/Vermont Station**
5. **Washington Prep High School**
   Metro 206; LN Athens
6. **Vermont/Athens Station**
   Metro Green Line,
   Metro 204, 206, 209, 754; GA2; LN Athens

150992

# Monday through Friday

Effective Jun 23 2019

# 206

## Northbound (Approximate Times)

| ATHENS | LOS ANGELES | | KOREATOWN | HOLLYWOOD |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 6 |
| Vermont/Athens Station | Normandie & Manchester | Normandie & King | Wilshire/Normandie Station | Vermont &Hollywood |
| 4:44A | 4:55A | 5:08A | 5:24A | 5:42A |
| 5:04 | 5:15 | 5:28 | 5:45 | 6:04 |
| 5:21 | 5:32 | 5:45 | 6:02 | 6:22 |
| 5:32 | 5:43 | 5:57 | 6:16 | 6:37 |
| 5:44 | 5:55 | 6:09 | 6:28 | 6:50 |
| 5:53 | 6:05 | 6:19 | 6:39 | 7:01 |
| 6:03 | 6:15 | 6:29 | 6:51 | 7:14 |
| 6:12 | 6:24 | 6:40 | 7:02 | 7:26 |
| 6:21 | 6:33 | 6:50 | 7:14 | 7:38 |
| 6:31 | 6:43 | 7:00 | 7:28 | 7:53 |
| 6:41 | 6:53 | 7:10 | 7:38 | 8:03 |
| 6:51 | 7:03 | 7:20 | 7:48 | 8:13 |
| 7:02 | 7:15 | 7:32 | 8:00 | 8:25 |
| 7:14 | 7:27 | 7:45 | 8:13 | 8:38 |
| 7:25 | 7:39 | 7:57 | 8:25 | 8:49 |
| 7:38 | 7:52 | 8:09 | 8:37 | 9:01 |
| 7:56 | 8:10 | 8:27 | 8:52 | 9:16 |
| 8:17 | 8:31 | 8:47 | 9:11 | 9:35 |
| 8:37 | 8:51 | 9:07 | 9:31 | 9:55 |
| 8:58 | 9:11 | 9:27 | 9:50 | 10:14 |
| 9:18 | 9:31 | 9:47 | 10:10 | 10:34 |
| 9:38 | 9:51 | 10:07 | 10:29 | 10:53 |
| 9:58 | 10:11 | 10:27 | 10:49 | 11:13 |
| 10:18 | 10:31 | 10:47 | 11:09 | 11:33 |
| 10:38 | 10:51 | 11:07 | 11:29 | 11:53 |
| 10:58 | 11:11 | 11:27 | 11:49 | 12:13P |
| 11:18 | 11:31 | 11:47 | 12:09P | 12:33 |
| 11:38 | 11:51 | 12:07P | 12:29 | 12:53 |
| 11:58 | 12:11P | 12:27 | 12:49 | 1:13 |
| 12:18P | 12:31 | 12:47 | 1:09 | 1:33 |
| 12:38 | 12:51 | 1:07 | 1:29 | 1:53 |
| 12:58 | 1:11 | 1:27 | 1:49 | 2:13 |
| 1:18 | 1:31 | 1:47 | 2:09 | 2:33 |
| 1:38 | 1:51 | 2:07 | 2:29 | 2:53 |
| 1:54 | 2:07 | 2:23 | 2:45 | 3:11 |
| 2:09 | 2:22 | 2:38 | 3:00 | 3:26 |
| 2:24 | 2:37 | 2:53 | 3:15 | 3:41 |
| 2:36 | 2:49 | 3:05 | 3:27 | 3:53 |
| 2:47 | 3:01 | 3:17 | 3:40 | 4:06 |
| 2:59 | 3:13 | 3:29 | 3:52 | 4:18 |
| 3:11 | 3:25 | 3:41 | 4:04 | 4:29 |
| 3:22 | 3:37 | 3:53 | 4:16 | 4:40 |
| 3:34 | 3:49 | 4:05 | 4:28 | 4:52 |
| 3:46 | 4:01 | 4:17 | 4:40 | 5:04 |
| 3:58 | 4:13 | 4:29 | 4:53 | 5:17 |
| 4:10 | 4:25 | 4:41 | 5:06 | 5:30 |
| 4:22 | 4:37 | 4:53 | 5:19 | 5:43 |
| 4:34 | 4:49 | 5:05 | 5:31 | 5:55 |
| 4:47 | 5:02 | 5:19 | 5:45 | 6:09 |
| 5:02 | 5:17 | 5:34 | 6:01 | 6:26 |
| 5:23 | 5:37 | 5:54 | 6:20 | 6:45 |
| 5:43 | 5:57 | 6:14 | 6:39 | 7:05 |
| 6:03 | 6:17 | 6:34 | 6:59 | 7:24 |
| 6:28 | 6:41 | 6:57 | 7:20 | 7:45 |
| 6:53 | 7:06 | 7:22 | 7:44 | 8:09 |
| 7:23 | 7:36 | 7:51 | 8:11 | 8:34 |
| 7:48 | 8:01 | 8:15 | 8:34 | 8:56 |
| 8:29 | 8:42 | 8:56 | 9:14 | 9:36 |
| 9:25 | 9:36 | 9:49 | 10:05 | 10:24 |
| 10:29 | 10:40 | 10:53 | 11:08 | 11:26 |
| 11:39 | 11:49 | 11:59 | 12:15A | 12:33A |

## Southbound (Approximate Times)

| HOLLYWOOD | KOREATOWN | LOS ANGELES | | ATHENS |
|---|---|---|---|---|
| 5 | 4 | 3 | 2 | 1 |
| Vermont & Sunset Station | Wilshire/Normandie Station | Normandie & King | Normandie & Manchester | Vermont/Athens Station |
| — | — | 4:15A | 4:27A | 4:34A |
| — | — | 4:53 | 5:05 | 5:12 |
| — | — | 5:13 | 5:25 | 5:34 |
| 5:00A | 5:18A | 5:33 | 5:45 | 5:54 |
| 5:20 | 5:38 | 5:53 | 6:06 | 6:17 |
| 5:37 | 5:56 | 6:12 | 6:25 | 6:37 |
| 5:54 | 6:14 | 6:31 | 6:46 | 6:58 |
| 6:12 | 6:32 | 6:50 | 7:06 | 7:18 |
| 6:26 | 6:47 | 7:06 | 7:22 | 7:34 |
| 6:37 | 6:58 | 7:17 | 7:33 | 7:46 |
| 6:47 | 7:09 | 7:28 | 7:44 | 7:57 |
| 6:56 | 7:19 | 7:38 | 7:54 | 8:06 |
| 7:05 | 7:28 | 7:48 | 8:04 | 8:16 |
| 7:15 | 7:38 | 7:58 | 8:13 | 8:25 |
| 7:25 | 7:49 | 8:08 | 8:23 | 8:35 |
| 7:36 | 8:00 | 8:18 | 8:33 | 8:44 |
| 7:48 | 8:12 | 8:30 | 8:45 | 8:56 |
| 8:00 | 8:24 | 8:42 | 8:57 | 9:09 |
| 8:15 | 8:39 | 8:57 | 9:12 | 9:24 |
| 8:33 | 8:57 | 9:15 | 9:30 | 9:42 |
| 8:52 | 9:16 | 9:35 | 9:50 | 10:02 |
| 9:12 | 9:36 | 9:55 | 10:10 | 10:22 |
| 9:32 | 9:56 | 10:15 | 10:30 | 10:42 |
| 9:52 | 10:16 | 10:35 | 10:50 | 11:02 |
| 10:12 | 10:36 | 10:55 | 11:11 | 11:23 |
| 10:32 | 10:56 | 11:16 | 11:32 | 11:44 |
| 10:50 | 11:15 | 11:35 | 11:51 | 12:03P |
| 11:10 | 11:35 | 11:55 | 12:11P | 12:22 |
| 11:28 | 11:53 | 12:15P | 12:31 | 12:44 |
| 11:48 | 12:13P | 12:35 | 12:51 | 1:04 |
| 12:07P | 12:32 | 12:55 | 1:11 | 1:25 |
| 12:26 | 12:52 | 1:15 | 1:31 | 1:44 |
| 12:46 | 1:12 | 1:35 | 1:51 | 2:04 |
| 1:06 | 1:32 | 1:55 | 2:12 | 2:26 |
| 1:26 | 1:52 | 2:15 | 2:32 | 2:46 |
| 1:46 | 2:12 | 2:35 | 2:52 | 3:06 |
| 2:03 | 2:30 | 2:53 | 3:10 | 3:23 |
| 2:16 | 2:43 | 3:07 | 3:24 | 3:38 |
| 2:28 | 2:55 | 3:19 | 3:36 | 3:50 |
| 2:40 | 3:07 | 3:31 | 3:49 | 4:03 |
| 2:49 | 3:16 | 3:41 | 3:59 | 4:13 |
| 3:00 | 3:27 | 3:53 | 4:11 | 4:25 |
| 3:10 | 3:37 | 4:03 | 4:21 | 4:35 |
| 3:21 | 3:48 | 4:15 | 4:33 | 4:47 |
| 3:31 | 3:58 | 4:25 | 4:43 | 4:57 |
| 3:43 | 4:10 | 4:37 | 4:55 | 5:10 |
| 3:54 | 4:22 | 4:50 | 5:08 | 5:23 |
| 4:06 | 4:34 | 5:03 | 5:21 | 5:35 |
| 4:16 | 4:44 | 5:15 | 5:33 | 5:46 |
| 4:28 | 4:56 | 5:27 | 5:44 | — |
| 4:39 | 5:07 | 5:38 | 5:55 | 6:08 |
| 4:51 | 5:19 | 5:50 | 6:07 | 6:20 |
| 5:03 | 5:31 | 6:02 | 6:19 | 6:32 |
| 5:16 | 5:44 | 6:13 | 6:30 | — |
| 5:27 | 5:55 | 6:24 | 6:41 | 6:54 |
| 5:40 | 6:08 | 6:36 | 6:52 | 7:05 |
| 5:54 | 6:21 | 6:47 | 7:03 | — |
| 6:06 | 6:33 | 6:59 | 7:14 | 7:27 |
| 6:22 | 6:48 | 7:11 | 7:26 | 7:38 |
| 6:39 | 7:05 | 7:26 | 7:41 | 7:52 |
| 6:57 | 7:22 | 7:43 | 7:58 | 8:09 |
| 7:18 | 7:43 | 8:03 | 8:18 | 8:29 |
| 7:42 | 8:06 | 8:23 | 8:37 | 8:48 |
| 8:08 | 8:31 | 8:48 | 9:02 | 9:13 |
| 8:39 | 9:01 | 9:18 | 9:32 | 9:43 |
| 9:09 | 9:31 | 9:48 | 10:02 | 10:12 |
| 9:46 | 10:07 | 10:23 | 10:37 | 10:47 |
| 10:33 | 10:52 | 11:07 | 11:19 | 11:27 |
| 11:38 | 11:56 | 12:11A | 12:22A | 12:30A |
| 12:43A | 1:01A | 1:16 | 1:27 | 1:34 |

# Saturday

# 206

## Northbound (Approximate Times)

| ATHENS | LOS ANGELES | | KOREATOWN | HOLLYWOOD |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 6 |
| Vermont/ Athens Station | Normandie & Manchester | Normandie & King | Wilshire/Normandie Station | Vermont & Hollywood |
| — | — | A5:03A | 5:19A | 5:37A |
| 5:07A | 5:17A | 5:29 | 5:45 | 6:03 |
| 5:32 | 5:44 | 5:57 | 6:14 | 6:33 |
| 6:00 | 6:11 | 6:25 | 6:42 | 7:01 |
| 6:20 | 6:31 | 6:45 | 7:02 | 7:20 |
| 6:39 | 6:51 | 7:05 | 7:24 | 7:42 |
| 7:00 | 7:13 | 7:28 | 7:47 | 8:07 |
| 7:22 | 7:35 | 7:50 | 8:10 | 8:32 |
| 7:44 | 7:57 | 8:13 | 8:33 | 8:55 |
| 8:08 | 8:20 | 8:36 | 8:56 | 9:18 |
| 8:30 | 8:42 | 8:58 | 9:18 | 9:40 |
| 8:52 | 9:04 | 9:20 | 9:40 | 10:03 |
| 9:12 | 9:24 | 9:41 | 10:02 | 10:25 |
| 9:32 | 9:46 | 10:03 | 10:24 | 10:47 |
| 9:54 | 10:08 | 10:25 | 10:46 | 11:10 |
| 10:15 | 10:29 | 10:46 | 11:08 | 11:32 |
| 10:36 | 10:50 | 11:06 | 11:29 | 11:54 |
| 10:59 | 11:13 | 11:29 | 11:51 | 12:16P |
| 11:19 | 11:33 | 11:50 | 12:12P | 12:37 |
| 11:42 | 11:56 | 12:13P | 12:35 | 1:00 |
| 12:05P | 12:19P | 12:36 | 12:58 | 1:24 |
| 12:26 | 12:40 | 12:57 | 1:20 | 1:46 |
| 12:49 | 1:03 | 1:20 | 1:43 | 2:09 |
| 1:11 | 1:25 | 1:42 | 2:05 | 2:31 |
| 1:33 | 1:47 | 2:04 | 2:27 | 2:53 |
| 1:55 | 2:09 | 2:26 | 2:49 | 3:15 |
| 2:16 | 2:30 | 2:47 | 3:10 | 3:36 |
| 2:37 | 2:51 | 3:08 | 3:31 | 3:57 |
| 2:57 | 3:11 | 3:28 | 3:51 | 4:17 |
| 3:17 | 3:31 | 3:48 | 4:11 | 4:36 |
| 3:37 | 3:51 | 4:08 | 4:31 | 4:55 |
| 3:58 | 4:12 | 4:29 | 4:51 | 5:16 |
| 4:19 | 4:33 | 4:48 | 5:11 | 5:36 |
| 4:37 | 4:51 | 5:07 | 5:30 | 5:55 |
| 4:57 | 5:10 | 5:27 | 5:50 | 6:15 |
| 5:17 | 5:30 | 5:47 | 6:10 | 6:35 |
| 5:43 | 5:56 | 6:13 | 6:35 | 6:59 |
| 6:06 | 6:19 | 6:35 | 6:55 | 7:18 |
| 6:31 | 6:44 | 7:00 | 7:20 | 7:43 |
| 7:01 | 7:14 | 7:30 | 7:50 | 8:13 |
| 7:43 | 7:56 | 8:12 | 8:31 | 8:51 |
| 8:34 | 8:46 | 9:01 | 9:19 | 9:40 |
| 9:25 | 9:36 | 9:48 | 10:05 | 10:25 |
| 10:28 | 10:39 | 10:51 | 11:07 | 11:25 |
| 11:42 | 11:51 | 12:01A | 12:14A | 12:31A |

## Southbound (Approximate Times)

| HOLLYWOOD | KOREATOWN | LOS ANGELES | | ATHENS |
|---|---|---|---|---|
| 5 | 4 | 3 | 2 | 1 |
| Vermont & Sunset Station | Wilshire/Normandie Station | Normandie & King | Normandie & Manchester | Vermont/Athens Station |
| — | — | 5:27A | 5:38A | 5:48A |
| 5:48A | 6:06A | 6:21 | 6:33 | 6:42 |
| 6:16 | 6:34 | 6:49 | 7:01 | 7:10 |
| 6:36 | 6:54 | 7:10 | 7:22 | 7:31 |
| 6:55 | 7:14 | 7:31 | 7:45 | 7:56 |
| 7:14 | 7:34 | 7:51 | 8:05 | 8:16 |
| 7:32 | 7:54 | 8:11 | 8:25 | 8:35 |
| 7:52 | 8:14 | 8:31 | 8:45 | 8:55 |
| 8:11 | 8:33 | 8:51 | 9:06 | 9:18 |
| 8:29 | 8:52 | 9:11 | 9:26 | 9:37 |
| 8:51 | 9:14 | 9:33 | 9:49 | 10:00 |
| 9:11 | 9:34 | 9:54 | 10:10 | 10:21 |
| 9:31 | 9:55 | 10:15 | 10:31 | 10:42 |
| 9:53 | 10:17 | 10:37 | 10:53 | 11:04 |
| 10:15 | 10:39 | 10:59 | 11:15 | 11:26 |
| 10:37 | 11:01 | 11:21 | 11:37 | 11:50 |
| 10:59 | 11:23 | 11:43 | 11:59 | 12:13P |
| 11:21 | 11:45 | 12:07P | 12:24P | 12:37 |
| 11:41 | 12:06P | 12:28 | 12:45 | 12:58 |
| 12:02P | 12:28 | 12:50 | 1:07 | 1:20 |
| 12:24 | 12:50 | 1:12 | 1:29 | 1:42 |
| 12:45 | 1:11 | 1:33 | 1:50 | 2:03 |
| 1:05 | 1:31 | 1:54 | 2:11 | 2:24 |
| 1:25 | 1:51 | 2:14 | 2:31 | 2:44 |
| 1:45 | 2:11 | 2:34 | 2:51 | 3:04 |
| 2:05 | 2:31 | 2:54 | 3:11 | 3:24 |
| 2:26 | 2:52 | 3:15 | 3:32 | 3:45 |
| 2:46 | 3:12 | 3:35 | 3:52 | 4:05 |
| 3:06 | 3:32 | 3:55 | 4:12 | 4:25 |
| 3:25 | 3:51 | 4:14 | 4:31 | 4:44 |
| 3:45 | 4:11 | 4:34 | 4:51 | 5:04 |
| 4:06 | 4:32 | 4:55 | 5:12 | 5:25 |
| 4:26 | 4:52 | 5:15 | 5:32 | 5:45 |
| 4:47 | 5:13 | 5:36 | 5:53 | 6:06 |
| 5:08 | 5:34 | 5:57 | 6:13 | 6:25 |
| 5:29 | 5:55 | 6:17 | 6:33 | 6:45 |
| 5:49 | 6:15 | 6:37 | 6:53 | 7:05 |
| 6:09 | 6:35 | 6:57 | 7:13 | 7:25 |
| 6:34 | 7:00 | 7:20 | 7:36 | 7:47 |
| 7:00 | 7:25 | 7:45 | 8:00 | 8:11 |
| 7:31 | 7:55 | 8:13 | 8:28 | 8:39 |
| 8:04 | 8:25 | 8:43 | 8:58 | 9:08 |
| 8:34 | 8:55 | 9:13 | 9:27 | 9:37 |
| 9:12 | 9:31 | 9:49 | 10:02 | 10:11 |
| 9:53 | 10:11 | 10:27 | 10:38 | 10:47 |
| 10:35 | 10:53 | 11:09 | 11:20 | 11:29 |
| 11:37 | 11:55 | 12:11A | 12:22A | 12:31A |
| 12:42A | 1:00A | 1:16 | 1:27 | 1:36 |

# Sunday and Holidays

Effective Jun 23 2019

# 206

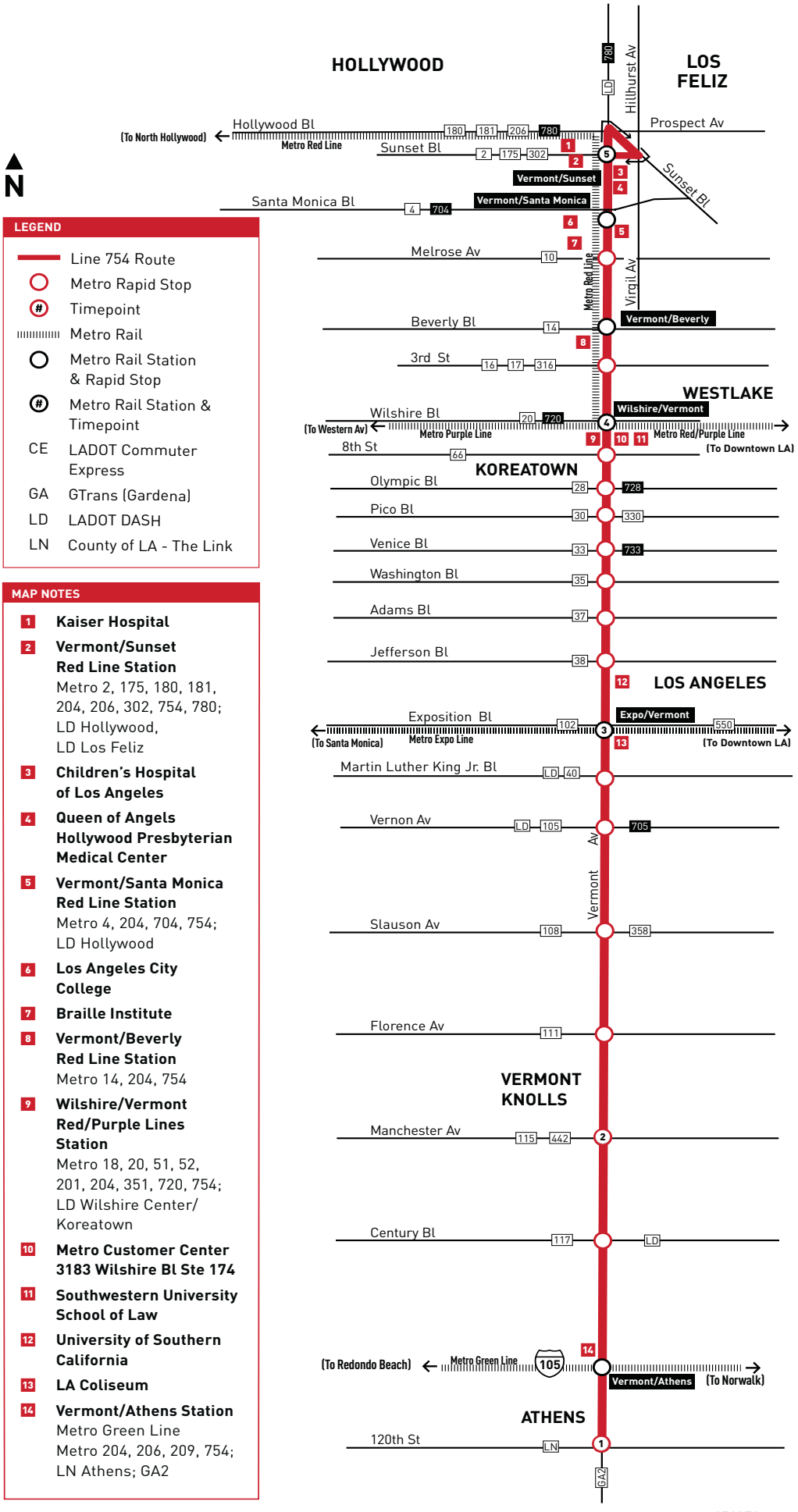
## Northbound (Approximate Times)

| ATHENS | LOS ANGELES | | KOREATOWN | HOLLYWOOD |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 6 |
| Vermont/Athens Station | Normandie & Manchester | Normandie & King | Wilshire/Normandie Station | Vermont & Hollywood |
| — | — | A6:17A | 6:33A | 6:52A |
| 6:21A | 6:31A | 6:44 | 7:00 | 7:20 |
| 6:46 | 6:56 | 7:09 | 7:27 | 7:47 |
| 7:11 | 7:22 | 7:35 | 7:53 | 8:13 |
| 7:31 | 7:42 | 7:55 | 8:13 | 8:33 |
| 7:51 | 8:02 | 8:15 | 8:33 | 8:54 |
| 8:10 | 8:21 | 8:34 | 8:53 | 9:14 |
| 8:27 | 8:39 | 8:54 | 9:13 | 9:34 |
| 8:47 | 8:59 | 9:14 | 9:33 | 9:54 |
| 9:07 | 9:19 | 9:34 | 9:53 | 10:14 |
| 9:27 | 9:39 | 9:54 | 10:13 | 10:35 |
| 9:46 | 9:58 | 10:13 | 10:33 | 10:55 |
| 10:08 | 10:20 | 10:35 | 10:55 | 11:17 |
| 10:30 | 10:42 | 10:57 | 11:17 | 11:39 |
| 10:52 | 11:04 | 11:19 | 11:39 | 12:01P |
| 11:14 | 11:26 | 11:41 | 12:01P | 12:25 |
| 11:35 | 11:47 | 12:02P | 12:23 | 12:47 |
| 11:56 | 12:08P | 12:24 | 12:45 | 1:09 |
| 12:17P | 12:29 | 12:45 | 1:07 | 1:31 |
| 12:39 | 12:51 | 1:07 | 1:29 | 1:53 |
| 1:01 | 1:13 | 1:29 | 1:51 | 2:15 |
| 1:23 | 1:35 | 1:51 | 2:13 | 2:37 |
| 1:46 | 1:58 | 2:14 | 2:35 | 2:58 |
| 2:08 | 2:20 | 2:36 | 2:57 | 3:20 |
| 2:31 | 2:43 | 2:58 | 3:19 | 3:42 |
| 2:53 | 3:05 | 3:20 | 3:41 | 4:04 |
| 3:15 | 3:27 | 3:42 | 4:03 | 4:26 |
| 3:37 | 3:49 | 4:04 | 4:25 | 4:48 |
| 3:58 | 4:10 | 4:25 | 4:47 | 5:10 |
| 4:22 | 4:34 | 4:49 | 5:11 | 5:34 |
| 4:49 | 5:01 | 5:16 | 5:37 | 5:59 |
| 5:16 | 5:28 | 5:43 | 6:03 | 6:25 |
| 5:44 | 5:56 | 6:11 | 6:31 | 6:53 |
| 6:15 | 6:27 | 6:42 | 7:02 | 7:24 |
| 6:46 | 6:58 | 7:13 | 7:33 | 7:54 |
| 7:18 | 7:30 | 7:44 | 8:03 | 8:24 |
| 7:53 | 8:05 | 8:19 | 8:38 | 8:59 |
| 8:34 | 8:46 | 9:00 | 9:18 | 9:39 |
| 9:25 | 9:36 | 9:49 | 10:05 | 10:24 |
| 10:28 | 10:39 | 10:52 | 11:07 | 11:26 |
| 11:39 | 11:49 | 11:59 | 12:14A | 12:33A |

## Southbound (Approximate Times)

| HOLLYWOOD | KOREATOWN | LOS ANGELES | | ATHENS |
|---|---|---|---|---|
| 5 | 4 | 3 | 2 | 1 |
| Vermont & Sunset Station | Wilshire/Normandie Station | Normandie & King | Normandie & Manchester | Vermont/Athens Station |
| 6:05A | 6:23A | 6:39A | 6:51A | 7:00A |
| 6:37 | 6:55 | 7:11 | 7:23 | 7:32 |
| 7:06 | 7:24 | 7:40 | 7:53 | 8:04 |
| 7:29 | 7:48 | 8:04 | 8:17 | 8:28 |
| 7:49 | 8:08 | 8:24 | 8:38 | 8:49 |
| 8:09 | 8:28 | 8:46 | 9:00 | 9:13 |
| 8:28 | 8:48 | 9:06 | 9:21 | 9:34 |
| 8:48 | 9:08 | 9:27 | 9:42 | 9:55 |
| 9:06 | 9:28 | 9:47 | 10:02 | 10:15 |
| 9:26 | 9:48 | 10:07 | 10:22 | 10:35 |
| 9:46 | 10:08 | 10:27 | 10:42 | 10:55 |
| 10:08 | 10:30 | 10:49 | 11:04 | 11:17 |
| 10:30 | 10:52 | 11:11 | 11:26 | 11:39 |
| 10:52 | 11:14 | 11:33 | 11:48 | 12:01P |
| 11:13 | 11:36 | 11:56 | 12:12P | 12:25 |
| 11:35 | 11:58 | 12:18P | 12:35 | 12:48 |
| 11:56 | 12:20P | 12:40 | 12:57 | 1:10 |
| 12:18P | 12:42 | 1:02 | 1:19 | 1:32 |
| 12:40 | 1:04 | 1:24 | 1:41 | 1:54 |
| 1:02 | 1:26 | 1:46 | 2:03 | 2:16 |
| 1:24 | 1:48 | 2:08 | 2:25 | 2:38 |
| 1:46 | 2:10 | 2:30 | 2:47 | 3:00 |
| 2:08 | 2:32 | 2:52 | 3:09 | 3:22 |
| 2:30 | 2:54 | 3:14 | 3:31 | 3:44 |
| 2:52 | 3:16 | 3:36 | 3:53 | 4:06 |
| 3:14 | 3:38 | 3:58 | 4:15 | 4:28 |
| 3:36 | 4:00 | 4:20 | 4:37 | 4:50 |
| 3:58 | 4:22 | 4:42 | 4:59 | 5:12 |
| 4:19 | 4:44 | 5:03 | 5:20 | 5:33 |
| 4:41 | 5:05 | 5:24 | 5:40 | 5:53 |
| 5:02 | 5:26 | 5:45 | 6:01 | 6:14 |
| 5:23 | 5:47 | 6:06 | 6:22 | 6:35 |
| 5:49 | 6:13 | 6:32 | 6:47 | 6:59 |
| 6:16 | 6:39 | 6:58 | 7:13 | 7:24 |
| 6:43 | 7:06 | 7:25 | 7:40 | 7:51 |
| 7:11 | 7:33 | 7:52 | 8:07 | 8:17 |
| 7:38 | 8:00 | 8:18 | 8:33 | 8:43 |
| 8:07 | 8:27 | 8:45 | 9:00 | 9:10 |
| 8:34 | 8:54 | 9:12 | 9:26 | 9:36 |
| 9:12 | 9:31 | 9:49 | 10:02 | 10:11 |
| 9:53 | 10:11 | 10:27 | 10:38 | 10:47 |
| 10:35 | 10:53 | 11:09 | 11:20 | 11:29 |
| 11:37 | 11:55 | 12:11A | 12:22A | 12:31A |
| 12:42A | 1:00A | 1:16 | 1:27 | 1:36 |

## ROUTE MAP




### LEGEND

- Line 754 Route
- Metro Rapid Stop
- (#) Timepoint
- Metro Rail
- Metro Rail Station & Rapid Stop
- (#) Metro Rail Station & Timepoint
- CE LADOT Commuter Express
- GA GTrans (Gardena)
- LD LADOT DASH
- LN County of LA - The Link

### MAP NOTES

1. **Kaiser Hospital**
2. **Vermont/Sunset Red Line Station**
   Metro 2, 175, 180, 181, 204, 206, 302, 754, 780; LD Hollywood, LD Los Feliz
3. **Children's Hospital of Los Angeles**
4. **Queen of Angels Hollywood Presbyterian Medical Center**
5. **Vermont/Santa Monica Red Line Station**
   Metro 4, 204, 704, 754; LD Hollywood
6. **Los Angeles City College**
7. **Braille Institute**
8. **Vermont/Beverly Red Line Station**
   Metro 14, 204, 754
9. **Wilshire/Vermont Red/Purple Lines Station**
   Metro 18, 20, 51, 52, 201, 204, 351, 720, 754; LD Wilshire Center/ Koreatown
10. **Metro Customer Center 3183 Wilshire Bl Ste 174**
11. **Southwestern University School of Law**
12. **University of Southern California**
13. **LA Coliseum**
14. **Vermont/Athens Station**
    Metro Green Line
    Metro 204, 206, 209, 754; LN Athens; GA2

151071

# Monday through Friday

Effective Dec 16 2018

# 754

## Northbound *(Approximate Times)*

| ATHENS | VERMONT KNOLLS | LOS ANGELES | WESTLAKE | HOLLYWOOD |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Vermont & 120th | Vermont & Manchester | Expo/Vermont Station | Wilshire/ Vermont Station | Vermont & Sunset Station |
| 4:53A | 5:01A | 5:14A | 5:28A | 5:38A |
| 5:13 | 5:21 | 5:34 | 5:48 | 5:58 |
| 5:26 | 5:34 | 5:47 | 6:01 | 6:12 |
| 5:36 | 5:44 | 5:57 | 6:12 | 6:23 |
| 5:42 | 5:51 | 6:05 | 6:20 | 6:31 |
| 5:48 | 5:57 | 6:12 | 6:27 | 6:38 |
| 5:54 | 6:03 | 6:19 | 6:34 | 6:45 |
| 6:01 | 6:10 | 6:26 | 6:42 | 6:53 |
| 6:07 | 6:16 | 6:33 | 6:49 | 7:00 |
| 6:12 | 6:21 | 6:39 | 6:56 | 7:08 |
| 6:20 | 6:29 | 6:47 | 7:04 | 7:16 |
| 6:26 | 6:36 | 6:55 | 7:13 | 7:25 |
| 6:34 | 6:44 | 7:03 | 7:22 | 7:34 |
| 6:40 | 6:50 | 7:10 | 7:29 | 7:42 |
| 6:46 | 6:56 | 7:17 | 7:36 | 7:49 |
| 6:51 | 7:01 | 7:23 | 7:43 | 7:56 |
| 6:58 | 7:08 | 7:30 | 7:50 | 8:03 |
| 7:05 | 7:15 | 7:37 | 7:57 | 8:10 |
| 7:11 | 7:21 | 7:44 | 8:04 | 8:17 |
| 7:17 | 7:27 | 7:51 | 8:11 | 8:24 |
| 7:24 | 7:34 | 7:58 | 8:18 | 8:31 |
| 7:31 | 7:41 | 8:05 | 8:25 | 8:38 |
| 7:39 | 7:49 | 8:12 | 8:32 | 8:45 |
| 7:46 | 7:56 | 8:19 | 8:39 | 8:52 |
| 7:53 | 8:03 | 8:25 | 8:45 | 8:58 |
| 7:59 | 8:09 | 8:31 | 8:51 | 9:04 |
| 8:07 | 8:17 | 8:38 | 8:58 | 9:11 |
| 8:19 | 8:29 | 8:48 | 9:08 | 9:21 |
| 8:29 | 8:39 | 8:58 | 9:18 | 9:31 |
| 8:40 | 8:50 | 9:08 | 9:28 | 9:41 |
| 8:52 | 9:02 | 9:20 | 9:40 | 9:53 |
| 9:05 | 9:15 | 9:33 | 9:53 | 10:06 |
| 9:19 | 9:29 | 9:47 | 10:07 | 10:20 |
| 9:34 | 9:44 | 10:02 | 10:22 | 10:35 |
| 9:49 | 9:59 | 10:17 | 10:37 | 10:50 |
| 10:04 | 10:14 | 10:32 | 10:52 | 11:05 |
| 10:19 | 10:29 | 10:47 | 11:07 | 11:20 |
| 10:34 | 10:44 | 11:02 | 11:22 | 11:35 |
| 10:49 | 10:59 | 11:17 | 11:37 | 11:50 |
| 11:04 | 11:14 | 11:32 | 11:52 | 12:05P |
| 11:19 | 11:29 | 11:47 | 12:07P | 12:20 |
| 11:34 | 11:44 | 12:02P | 12:22 | 12:35 |
| 11:49 | 11:59 | 12:17 | 12:37 | 12:50 |
| 12:04P | 12:14P | 12:32 | 12:52 | 1:05 |
| 12:19 | 12:29 | 12:47 | 1:07 | 1:20 |
| 12:34 | 12:44 | 1:02 | 1:22 | 1:35 |
| 12:49 | 12:59 | 1:17 | 1:37 | 1:50 |
| 1:04 | 1:14 | 1:32 | 1:52 | 2:05 |
| 1:19 | 1:29 | 1:47 | 2:07 | 2:20 |
| 1:33 | 1:43 | 2:01 | 2:21 | 2:34 |
| 1:47 | 1:57 | 2:15 | 2:35 | 2:48 |
| 2:01 | 2:11 | 2:29 | 2:49 | 3:02 |
| 2:11 | 2:21 | 2:39 | 2:59 | 3:12 |
| 2:19 | 2:29 | 2:47 | 3:07 | 3:20 |
| 2:27 | 2:37 | 2:55 | 3:15 | 3:28 |
| 2:34 | 2:44 | 3:02 | 3:22 | 3:35 |
| 2:41 | 2:51 | 3:09 | 3:29 | 3:42 |
| 2:47 | 2:57 | 3:16 | 3:36 | 3:49 |
| 2:54 | 3:04 | 3:23 | 3:43 | 3:56 |
| 3:01 | 3:11 | 3:30 | 3:50 | 4:03 |
| 3:08 | 3:18 | 3:37 | 3:57 | 4:10 |
| 3:15 | 3:25 | 3:44 | 4:04 | 4:17 |
| 3:22 | 3:32 | 3:51 | 4:12 | 4:25 |
| 3:29 | 3:39 | 3:58 | 4:19 | 4:32 |
| 3:36 | 3:46 | 4:05 | 4:26 | 4:40 |
| 3:43 | 3:53 | 4:12 | 4:33 | 4:47 |
| 3:50 | 4:00 | 4:19 | 4:40 | 4:54 |
| 3:57 | 4:07 | 4:26 | 4:47 | 5:01 |
| 4:04 | 4:14 | 4:33 | 4:54 | 5:08 |
| 4:11 | 4:21 | 4:40 | 5:01 | 5:15 |
| 4:18 | 4:28 | 4:47 | 5:08 | 5:22 |
| 4:25 | 4:35 | 4:54 | 5:16 | 5:30 |
| 4:32 | 4:42 | 5:01 | 5:24 | 5:38 |
| 4:42 | 4:52 | 5:11 | 5:35 | 5:49 |
| 4:52 | 5:02 | 5:21 | 5:47 | 6:01 |
| 5:02 | 5:12 | 5:31 | 5:56 | 6:10 |
| 5:14 | 5:24 | 5:43 | 6:08 | 6:22 |
| 5:26 | 5:36 | 5:55 | 6:20 | 6:34 |
| 5:38 | 5:48 | 6:07 | 6:31 | 6:45 |
| 5:51 | 6:01 | 6:19 | 6:42 | 6:55 |
| 6:05 | 6:15 | 6:33 | 6:55 | 7:08 |
| 6:21 | 6:31 | 6:48 | 7:09 | 7:22 |
| 6:36 | 6:46 | 7:03 | 7:23 | 7:36 |
| 6:53 | 7:03 | 7:19 | 7:38 | 7:50 |
| 7:11 | 7:20 | 7:35 | 7:52 | 8:04 |
| 7:31 | 7:40 | 7:55 | 8:11 | 8:23 |
| 7:51 | 8:00 | 8:15 | 8:31 | 8:43 |
| 8:11 | 8:20 | 8:35 | 8:50 | 9:02 |
| 8:35 | 8:44 | 8:59 | 9:14 | 9:25 |

## Southbound *(Approximate Times)*

| HOLLYWOOD | WESTLAKE | LOS ANGELES | VERMONT KNOLLS | ATHENS |
|---|---|---|---|---|
| 5 | 4 | 3 | 2 | 1 |
| Vermont & Sunset Station | Wilshire/ Vermont Station | Expo/Vermont Station | Vermont & Manchester | Vermont & 120th |
| 5:10A | 5:22A | 5:35A | 5:49A | 6:00A |
| 5:27 | 5:39 | 5:52 | 6:06 | 6:17 |
| 5:42 | 5:54 | 6:07 | 6:21 | 6:32 |
| 5:54 | 6:07 | 6:20 | 6:34 | 6:45 |
| 6:04 | 6:17 | 6:30 | 6:45 | 6:56 |
| 6:14 | 6:27 | 6:41 | 6:56 | 7:07 |
| 6:23 | 6:37 | 6:51 | 7:06 | 7:18 |
| 6:31 | 6:45 | 6:59 | 7:14 | 7:26 |
| 6:38 | 6:52 | 7:06 | 7:21 | 7:33 |
| 6:44 | 6:58 | 7:12 | 7:27 | 7:39 |
| 6:51 | 7:05 | 7:19 | 7:35 | 7:47 |
| 6:57 | 7:11 | 7:26 | 7:43 | 7:55 |
| 7:04 | 7:18 | 7:33 | 7:50 | 8:02 |
| 7:10 | 7:24 | 7:39 | 7:56 | — |
| 7:17 | 7:31 | 7:46 | 8:03 | 8:15 |
| 7:22 | 7:37 | 7:52 | 8:09 | — |
| 7:29 | 7:44 | 7:59 | 8:15 | 8:27 |
| 7:35 | 7:50 | 8:05 | 8:21 | 8:33 |
| 7:42 | 7:57 | 8:12 | 8:28 | 8:40 |
| 7:49 | 8:04 | 8:19 | 8:35 | 8:47 |
| 7:57 | 8:12 | 8:27 | 8:43 | 8:55 |
| 8:05 | 8:20 | 8:35 | 8:51 | 9:03 |
| 8:13 | 8:28 | 8:43 | 8:59 | 9:11 |
| 8:21 | 8:36 | 8:51 | 9:07 | 9:19 |
| 8:29 | 8:44 | 8:59 | 9:15 | 9:27 |
| 8:39 | 8:54 | 9:10 | 9:26 | 9:38 |
| 8:49 | 9:04 | 9:20 | 9:36 | 9:48 |
| 9:01 | 9:16 | 9:32 | 9:48 | 10:00 |
| 9:15 | 9:30 | 9:46 | 10:02 | 10:14 |
| 9:29 | 9:44 | 10:00 | 10:16 | 10:28 |
| 9:43 | 9:58 | 10:14 | 10:30 | 10:42 |
| 9:57 | 10:13 | 10:29 | 10:45 | 10:57 |
| 10:12 | 10:28 | 10:44 | 11:00 | 11:12 |
| 10:27 | 10:43 | 10:59 | 11:16 | 11:28 |
| 10:42 | 10:58 | 11:15 | 11:32 | 11:44 |
| 10:57 | 11:13 | 11:30 | 11:47 | 11:59 |
| 11:12 | 11:28 | 11:45 | 12:02P | 12:14P |
| 11:27 | 11:43 | 11:59 | 12:17 | 12:29 |
| 11:42 | 11:58 | 12:16P | 12:33 | 12:45 |
| 11:56 | 12:13P | 12:31 | 12:48 | 1:00 |
| 12:11P | 12:28 | 12:46 | 1:03 | 1:15 |
| 12:26 | 12:43 | 1:01 | 1:19 | 1:31 |
| 12:41 | 12:58 | 1:16 | 1:34 | 1:46 |
| 12:56 | 1:13 | 1:31 | 1:49 | 2:01 |
| 1:11 | 1:28 | 1:46 | 2:04 | 2:16 |
| 1:26 | 1:43 | 2:01 | 2:19 | 2:31 |
| 1:41 | 1:58 | 2:17 | 2:35 | 2:47 |
| 1:56 | 2:13 | 2:32 | 2:50 | 3:02 |
| 2:11 | 2:28 | 2:47 | 3:05 | 3:17 |
| 2:25 | 2:43 | 3:03 | 3:22 | 3:34 |
| 2:40 | 2:58 | 3:20 | 3:39 | 3:51 |
| 2:48 | 3:06 | 3:28 | 3:47 | 3:59 |
| 2:55 | 3:13 | 3:35 | 3:54 | 4:06 |
| 3:01 | 3:19 | 3:41 | 4:00 | 4:12 |
| 3:08 | 3:26 | 3:48 | 4:07 | 4:19 |
| 3:14 | 3:32 | 3:54 | 4:13 | 4:25 |
| 3:21 | 3:39 | 4:01 | 4:21 | 4:33 |
| 3:27 | 3:45 | 4:08 | 4:28 | 4:40 |
| 3:34 | 3:52 | 4:15 | 4:35 | 4:47 |
| 3:40 | 3:58 | 4:22 | 4:42 | 4:54 |
| 3:47 | 4:05 | 4:29 | 4:49 | 5:01 |
| 3:53 | 4:11 | 4:36 | 4:56 | 5:08 |
| 4:00 | 4:18 | 4:43 | 5:03 | — |
| 4:06 | 4:24 | 4:50 | 5:10 | 5:22 |
| 4:13 | 4:31 | 4:57 | 5:17 | — |
| 4:19 | 4:37 | 5:03 | 5:23 | 5:35 |
| 4:26 | 4:44 | 5:11 | 5:31 | — |
| 4:32 | 4:50 | 5:17 | 5:37 | 5:49 |
| 4:39 | 4:57 | 5:25 | 5:45 | — |
| 4:45 | 5:03 | 5:31 | 5:51 | 6:03 |
| 4:52 | 5:10 | 5:38 | 5:58 | 6:10 |
| 4:58 | 5:16 | 5:44 | 6:04 | 6:16 |
| 5:05 | 5:23 | 5:50 | 6:10 | 6:22 |
| 5:12 | 5:30 | 5:57 | 6:17 | 6:29 |
| 5:19 | 5:37 | 6:04 | 6:24 | 6:36 |
| 5:27 | 5:45 | 6:11 | 6:31 | 6:42 |
| 5:36 | 5:54 | 6:19 | 6:39 | 6:50 |
| 5:46 | 6:04 | 6:29 | 6:48 | 6:59 |
| 5:57 | 6:14 | 6:39 | 6:58 | 7:09 |
| 6:07 | 6:24 | 6:47 | 7:06 | 7:17 |
| 6:19 | 6:36 | 6:57 | 7:15 | 7:26 |
| 6:31 | 6:48 | 7:07 | 7:24 | 7:35 |
| 6:46 | 7:03 | 7:22 | 7:38 | 7:49 |
| 7:02 | 7:18 | 7:36 | 7:52 | 8:03 |
| 7:23 | 7:38 | 7:54 | 8:10 | 8:21 |
| 7:43 | 7:58 | 8:13 | 8:28 | 8:39 |
| 8:04 | 8:18 | 8:33 | 8:47 | 8:58 |
| 8:24 | 8:38 | 8:53 | 9:07 | 9:18 |

# Saturday

Effective Dec 16 2018

# 754

## Northbound *(Approximate Times)*

| ATHENS | VERMONT KNOLLS | LOS ANGELES | WESTLAKE | HOLLYWOOD |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Vermont & 120th | Vermont & Manchester | Expo/Vermont Station | Wilshire/ Vermont Station | Vermont & Sunset Station |
| 5:50A | 5:58A | 6:12A | 6:26A | 6:37A |
| 6:05 | 6:13 | 6:27 | 6:41 | 6:52 |
| 6:19 | 6:28 | 6:42 | 6:56 | 7:07 |
| 6:33 | 6:42 | 6:56 | 7:11 | 7:22 |
| 6:48 | 6:57 | 7:12 | 7:27 | 7:39 |
| 7:02 | 7:11 | 7:26 | 7:41 | 7:53 |
| 7:16 | 7:25 | 7:40 | 7:55 | 8:07 |
| 7:29 | 7:38 | 7:53 | 8:09 | 8:21 |
| 7:41 | 7:50 | 8:06 | 8:22 | 8:34 |
| 7:54 | 8:03 | 8:19 | 8:35 | 8:47 |
| 8:07 | 8:16 | 8:32 | 8:48 | 9:00 |
| 8:20 | 8:29 | 8:45 | 9:01 | 9:13 |
| 8:33 | 8:42 | 8:58 | 9:14 | 9:26 |
| 8:46 | 8:55 | 9:12 | 9:28 | 9:40 |
| 8:58 | 9:07 | 9:25 | 9:42 | 9:54 |
| 9:10 | 9:19 | 9:37 | 9:54 | 10:06 |
| 9:22 | 9:31 | 9:49 | 10:06 | 10:19 |
| 9:34 | 9:43 | 10:01 | 10:19 | 10:32 |
| 9:47 | 9:56 | 10:14 | 10:32 | 10:45 |
| 9:59 | 10:09 | 10:27 | 10:45 | 10:58 |
| 10:12 | 10:22 | 10:40 | 10:58 | 11:11 |
| 10:24 | 10:34 | 10:52 | 11:11 | 11:24 |
| 10:37 | 10:47 | 11:05 | 11:24 | 11:37 |
| 10:50 | 11:00 | 11:18 | 11:37 | 11:50 |
| 11:03 | 11:13 | 11:31 | 11:50 | 12:03P |
| 11:16 | 11:26 | 11:44 | 12:03P | 12:16 |
| 11:28 | 11:38 | 11:56 | 12:16 | 12:29 |
| 11:40 | 11:50 | 12:08P | 12:28 | 12:41 |
| 11:51 | 12:01P | 12:19 | 12:39 | 12:52 |
| 12:02P | 12:12 | 12:30 | 12:50 | 1:03 |
| 12:15 | 12:25 | 12:43 | 1:03 | 1:16 |
| 12:28 | 12:38 | 12:56 | 1:16 | 1:29 |
| 12:41 | 12:51 | 1:09 | 1:29 | 1:42 |
| 12:54 | 1:04 | 1:22 | 1:42 | 1:55 |
| 1:07 | 1:17 | 1:35 | 1:55 | 2:08 |
| 1:20 | 1:30 | 1:48 | 2:08 | 2:21 |
| 1:33 | 1:43 | 2:01 | 2:21 | 2:34 |
| 1:46 | 1:56 | 2:14 | 2:34 | 2:47 |
| 1:59 | 2:09 | 2:27 | 2:47 | 3:00 |
| 2:12 | 2:22 | 2:40 | 3:00 | 3:13 |
| 2:25 | 2:35 | 2:53 | 3:13 | 3:26 |
| 2:38 | 2:48 | 3:06 | 3:26 | 3:39 |
| 2:51 | 3:01 | 3:19 | 3:39 | 3:52 |
| 3:04 | 3:14 | 3:32 | 3:52 | 4:05 |
| 3:17 | 3:27 | 3:45 | 4:05 | 4:18 |
| 3:30 | 3:40 | 3:58 | 4:18 | 4:31 |
| 3:43 | 3:53 | 4:11 | 4:31 | 4:44 |
| 3:56 | 4:06 | 4:24 | 4:44 | 4:57 |
| 4:09 | 4:19 | 4:37 | 4:57 | 5:10 |
| 4:22 | 4:32 | 4:50 | 5:10 | 5:23 |
| 4:35 | 4:45 | 5:03 | 5:23 | 5:36 |
| 4:51 | 5:01 | 5:19 | 5:38 | 5:51 |
| 5:10 | 5:20 | 5:37 | 5:56 | 6:08 |
| 5:27 | 5:37 | 5:54 | 6:13 | 6:25 |
| 5:43 | 5:53 | 6:10 | 6:28 | 6:40 |
| 5:58 | 6:08 | 6:25 | 6:43 | 6:55 |
| 6:13 | 6:23 | 6:40 | 6:58 | 7:10 |
| 6:28 | 6:38 | 6:55 | 7:13 | 7:25 |
| 6:44 | 6:54 | 7:11 | 7:29 | 7:41 |
| 7:04 | 7:14 | 7:31 | 7:48 | 8:00 |
| 7:25 | 7:35 | 7:52 | 8:08 | 8:20 |
| 7:45 | 7:55 | 8:12 | 8:28 | 8:40 |
| 8:06 | 8:15 | 8:32 | 8:48 | 9:00 |

## Southbound *(Approximate Times)*

| HOLLYWOOD | WESTLAKE | LOS ANGELES | VERMONT KNOLLS | ATHENS |
|---|---|---|---|---|
| 5 | 4 | 3 | 2 | 1 |
| Vermont & Sunset Station | Wilshire/ Vermont Station | Expo/Vermont Station | Vermont & Manchester | Vermont & 120th |
| 6:05A | 6:17A | 6:31A | 6:45A | 6:55A |
| 6:21 | 6:33 | 6:47 | 7:01 | 7:11 |
| 6:37 | 6:49 | 7:03 | 7:17 | 7:27 |
| 6:53 | 7:05 | 7:20 | 7:34 | 7:44 |
| 7:08 | 7:21 | 7:36 | 7:50 | 8:00 |
| 7:23 | 7:37 | 7:52 | 8:07 | 8:17 |
| 7:37 | 7:51 | 8:06 | 8:22 | 8:32 |
| 7:51 | 8:05 | 8:20 | 8:36 | 8:46 |
| 8:05 | 8:19 | 8:34 | 8:50 | 9:00 |
| 8:19 | 8:33 | 8:48 | 9:04 | 9:14 |
| 8:33 | 8:47 | 9:02 | 9:18 | 9:28 |
| 8:47 | 9:01 | 9:16 | 9:32 | 9:42 |
| 9:00 | 9:15 | 9:30 | 9:46 | 9:56 |
| 9:13 | 9:28 | 9:44 | 10:00 | 10:11 |
| 9:25 | 9:41 | 9:57 | 10:14 | 10:25 |
| 9:40 | 9:56 | 10:12 | 10:29 | 10:40 |
| 9:56 | 10:12 | 10:28 | 10:46 | 10:57 |
| 10:10 | 10:26 | 10:43 | 11:01 | 11:12 |
| 10:24 | 10:40 | 10:57 | 11:15 | 11:26 |
| 10:38 | 10:54 | 11:12 | 11:30 | 11:41 |
| 10:50 | 11:06 | 11:24 | 11:42 | 11:53 |
| 11:02 | 11:19 | 11:37 | 11:56 | 12:07P |
| 11:15 | 11:32 | 11:50 | 12:09P | 12:20 |
| 11:28 | 11:45 | 12:03P | 12:22 | 12:33 |
| 11:40 | 11:57 | 12:16 | 12:35 | 12:46 |
| 11:52 | 12:09P | 12:28 | 12:47 | 12:58 |
| 12:04P | 12:21 | 12:40 | 12:59 | 1:10 |
| 12:16 | 12:33 | 12:52 | 1:11 | 1:22 |
| 12:28 | 12:45 | 1:04 | 1:23 | 1:34 |
| 12:40 | 12:57 | 1:16 | 1:35 | 1:46 |
| 12:52 | 1:09 | 1:28 | 1:47 | 1:58 |
| 1:04 | 1:21 | 1:40 | 1:59 | 2:10 |
| 1:17 | 1:34 | 1:53 | 2:12 | 2:23 |
| 1:29 | 1:46 | 2:05 | 2:24 | 2:35 |
| 1:41 | 1:58 | 2:17 | 2:36 | 2:47 |
| 1:53 | 2:10 | 2:29 | 2:48 | 2:59 |
| 2:05 | 2:22 | 2:41 | 3:00 | 3:11 |
| 2:18 | 2:35 | 2:54 | 3:13 | 3:24 |
| 2:31 | 2:48 | 3:07 | 3:26 | 3:37 |
| 2:44 | 3:01 | 3:20 | 3:39 | 3:50 |
| 2:57 | 3:14 | 3:33 | 3:52 | 4:03 |
| 3:10 | 3:27 | 3:46 | 4:05 | 4:16 |
| 3:23 | 3:40 | 3:59 | 4:18 | 4:29 |
| 3:36 | 3:53 | 4:12 | 4:31 | 4:42 |
| 3:48 | 4:05 | 4:24 | 4:43 | 4:54 |
| 4:02 | 4:19 | 4:38 | 4:57 | 5:07 |
| 4:15 | 4:32 | 4:51 | 5:10 | 5:20 |
| 4:28 | 4:45 | 5:04 | 5:23 | 5:33 |
| 4:38 | 4:55 | 5:14 | 5:33 | 5:43 |
| 4:54 | 5:11 | 5:30 | 5:48 | 5:58 |
| 5:07 | 5:24 | 5:42 | 6:00 | 6:10 |
| 5:21 | 5:37 | 5:55 | 6:13 | 6:23 |
| 5:34 | 5:50 | 6:08 | 6:26 | 6:36 |
| 5:47 | 6:03 | 6:21 | 6:39 | 6:49 |
| 6:00 | 6:16 | 6:34 | 6:51 | 7:01 |
| 6:13 | 6:29 | 6:46 | 7:03 | 7:13 |
| 6:27 | 6:43 | 7:00 | 7:17 | 7:27 |
| 6:42 | 6:58 | 7:15 | 7:32 | 7:42 |
| 6:58 | 7:13 | 7:30 | 7:46 | 7:56 |
| 7:18 | 7:33 | 7:50 | 8:05 | 8:15 |
| 7:38 | 7:53 | 8:10 | 8:25 | 8:35 |
| 7:59 | 8:14 | 8:30 | 8:45 | 8:55 |
| 8:19 | 8:34 | 8:50 | 9:05 | 9:15 |

# Sunday and Holidays

# 754

## Northbound *(Approximate Times)*

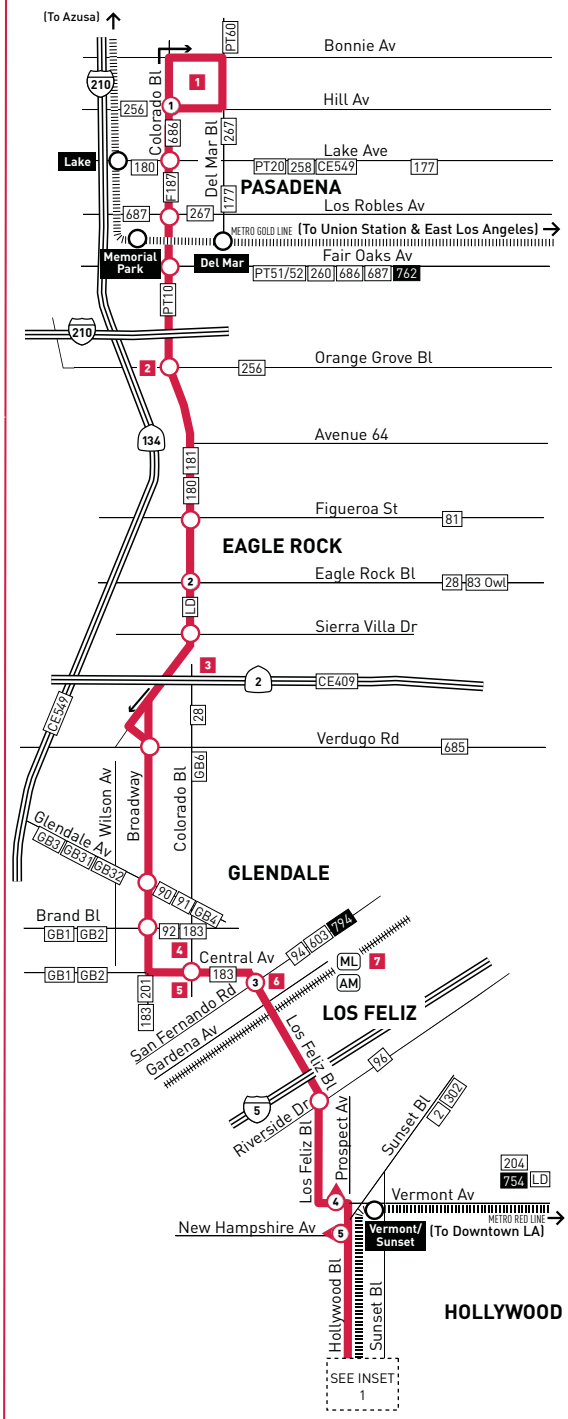
| ATHENS | VERMONT KNOLLS | LOS ANGELES | WESTLAKE | HOLLYWOOD |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Vermont & 120th | Vermont & Manchester | Expo/Vermont Station | Wilshire/ Vermont Station | Vermont & Sunset Station |
| 6:01A | 6:09A | 6:23A | 6:37A | 6:49A |
| 6:37 | 6:45 | 6:59 | 7:13 | 7:25 |
| 7:05 | 7:14 | 7:28 | 7:43 | 7:55 |
| 7:24 | 7:33 | 7:48 | 8:03 | 8:15 |
| 7:44 | 7:53 | 8:08 | 8:23 | 8:35 |
| 8:03 | 8:12 | 8:27 | 8:43 | 8:55 |
| 8:21 | 8:30 | 8:46 | 9:02 | 9:15 |
| 8:39 | 8:49 | 9:05 | 9:21 | 9:34 |
| 8:57 | 9:07 | 9:24 | 9:41 | 9:54 |
| 9:16 | 9:26 | 9:43 | 10:00 | 10:13 |
| 9:35 | 9:45 | 10:02 | 10:19 | 10:32 |
| 9:53 | 10:03 | 10:21 | 10:38 | 10:52 |
| 10:12 | 10:22 | 10:40 | 10:57 | 11:11 |
| 10:30 | 10:40 | 10:58 | 11:15 | 11:29 |
| 10:46 | 10:56 | 11:14 | 11:31 | 11:45 |
| 11:02 | 11:12 | 11:30 | 11:47 | 12:01P |
| 11:18 | 11:28 | 11:46 | 12:03P | 12:17 |
| 11:33 | 11:43 | 12:01P | 12:18 | 12:32 |
| 11:48 | 11:58 | 12:16 | 12:33 | 12:47 |
| 12:02P | 12:12P | 12:30 | 12:48 | 1:02 |
| 12:17 | 12:27 | 12:45 | 1:03 | 1:17 |
| 12:32 | 12:42 | 1:00 | 1:18 | 1:32 |
| 12:47 | 12:57 | 1:15 | 1:33 | 1:47 |
| 1:02 | 1:12 | 1:30 | 1:48 | 2:02 |
| 1:17 | 1:27 | 1:45 | 2:03 | 2:17 |
| 1:32 | 1:42 | 2:00 | 2:18 | 2:32 |
| 1:47 | 1:57 | 2:15 | 2:33 | 2:47 |
| 2:02 | 2:12 | 2:30 | 2:48 | 3:02 |
| 2:17 | 2:27 | 2:45 | 3:03 | 3:17 |
| 2:33 | 2:43 | 3:01 | 3:19 | 3:33 |
| 2:49 | 2:59 | 3:17 | 3:35 | 3:49 |
| 3:06 | 3:16 | 3:34 | 3:52 | 4:06 |
| 3:25 | 3:35 | 3:53 | 4:10 | 4:24 |
| 3:45 | 3:55 | 4:12 | 4:29 | 4:42 |
| 4:04 | 4:14 | 4:31 | 4:48 | 5:01 |
| 4:23 | 4:33 | 4:50 | 5:07 | 5:20 |
| 4:44 | 4:53 | 5:10 | 5:27 | 5:40 |
| 5:04 | 5:13 | 5:30 | 5:47 | 6:00 |
| 5:24 | 5:33 | 5:50 | 6:07 | 6:20 |
| 5:49 | 5:58 | 6:14 | 6:31 | 6:44 |
| 6:16 | 6:25 | 6:41 | 6:57 | 7:10 |
| 6:44 | 6:53 | 7:09 | 7:25 | 7:38 |
| 7:15 | 7:24 | 7:39 | 7:55 | 8:08 |
| 7:45 | 7:54 | 8:09 | 8:25 | 8:38 |

## Southbound *(Approximate Times)*

| HOLLYWOOD | WESTLAKE | LOS ANGELES | VERMONT KNOLLS | ATHENS |
|---|---|---|---|---|
| 5 | 4 | 3 | 2 | 1 |
| Vermont & Sunset Station | Wilshire/ Vermont Station | Expo/Vermont Station | Vermont & Manchester | Vermont & 120th |
| 6:03A | 6:15A | 6:28A | 6:42A | 6:52A |
| 6:36 | 6:48 | 7:01 | 7:15 | 7:25 |
| 7:08 | 7:20 | 7:33 | 7:48 | 7:58 |
| 7:31 | 7:43 | 7:56 | 8:11 | 8:21 |
| 7:53 | 8:05 | 8:18 | 8:33 | 8:43 |
| 8:15 | 8:27 | 8:41 | 8:56 | 9:06 |
| 8:37 | 8:49 | 9:04 | 9:20 | 9:30 |
| 8:58 | 9:10 | 9:25 | 9:41 | 9:51 |
| 9:17 | 9:30 | 9:45 | 10:01 | 10:12 |
| 9:37 | 9:50 | 10:05 | 10:22 | 10:33 |
| 9:56 | 10:10 | 10:26 | 10:43 | 10:54 |
| 10:16 | 10:30 | 10:46 | 11:03 | 11:14 |
| 10:35 | 10:50 | 11:06 | 11:23 | 11:34 |
| 10:55 | 11:10 | 11:26 | 11:43 | 11:54 |
| 11:15 | 11:30 | 11:46 | 12:03P | 12:14P |
| 11:34 | 11:50 | 12:06P | 12:23 | 12:34 |
| 11:54 | 12:10P | 12:27 | 12:44 | 12:55 |
| 12:12P | 12:28 | 12:45 | 1:02 | 1:13 |
| 12:27 | 12:43 | 1:00 | 1:17 | 1:28 |
| 12:42 | 12:58 | 1:16 | 1:33 | 1:44 |
| 12:57 | 1:13 | 1:31 | 1:48 | 1:59 |
| 1:12 | 1:28 | 1:46 | 2:03 | 2:14 |
| 1:27 | 1:43 | 2:01 | 2:18 | 2:29 |
| 1:42 | 1:58 | 2:16 | 2:33 | 2:44 |
| 1:57 | 2:13 | 2:31 | 2:48 | 2:59 |
| 2:12 | 2:28 | 2:46 | 3:03 | 3:14 |
| 2:27 | 2:43 | 3:01 | 3:18 | 3:29 |
| 2:42 | 2:58 | 3:15 | 3:32 | 3:43 |
| 2:57 | 3:13 | 3:30 | 3:47 | 3:58 |
| 3:12 | 3:28 | 3:45 | 4:02 | 4:13 |
| 3:27 | 3:43 | 4:00 | 4:17 | 4:28 |
| 3:42 | 3:58 | 4:15 | 4:32 | 4:43 |
| 3:57 | 4:13 | 4:30 | 4:47 | 4:58 |
| 4:11 | 4:27 | 4:44 | 5:01 | 5:12 |
| 4:27 | 4:43 | 5:00 | 5:17 | 5:28 |
| 4:45 | 5:01 | 5:17 | 5:34 | 5:45 |
| 5:03 | 5:19 | 5:35 | 5:52 | 6:03 |
| 5:25 | 5:41 | 5:57 | 6:14 | 6:25 |
| 5:46 | 6:02 | 6:18 | 6:34 | 6:45 |
| 6:06 | 6:21 | 6:37 | 6:52 | 7:03 |
| 6:33 | 6:48 | 7:04 | 7:19 | 7:29 |
| 7:03 | 7:18 | 7:33 | 7:48 | 7:58 |
| 7:32 | 7:47 | 8:02 | 8:17 | 8:27 |

Effective Jun 23 2019

## ROUTE MAP



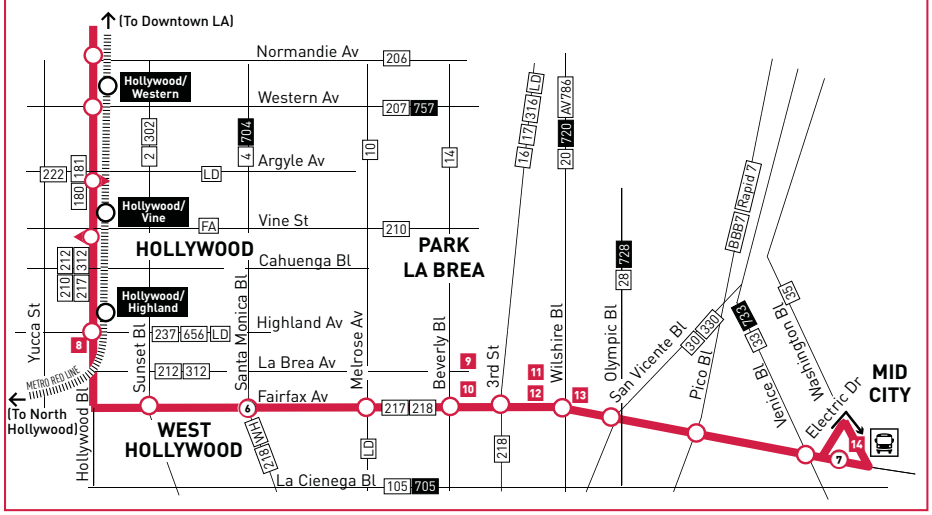

### LEGEND

- Line 780 Route
- Metro Rail
- Rapid Stop Timepoint
- Rapid Stop Timepoint Single Direction Only
- Rapid Stop
- Rapid Stop Single Direction Only
- Metro Rail/Busway Station
- Transit Center
- Map Notes
- Connecting Line
- Rapid Connecting Line
- Amtrak
- Metrolink
- LAX FlyAway
- AV Antelope Valley Transit Authority
- C Culver CityBus
- F Foothill Transit
- GB Glendale Beeline
- CE LADOT Commuter Express
- LD LADOT DASH
- PT Pasadena Transit
- BBB Santa Monica Big Blue Bus
- WH West Hollywood City Line

### MAP NOTES

1. **Pasadena City College**
2. **Norton Simon Museum**
3. **Eagle Rock Plaza**
4. **The Americana at Brand**
5. **Glendale Galleria**
6. **Glendale Transportation Center**
   Metro 183;
   GB1, GB2, GB11, GB12,
7. **Glendale Station**
   Metrolink Ventura County Line, Antelope Valley Line; Amtrak;
8. **Hollywood & Highland Center**
9. **The Grove**
10. **Farmer's Market**
11. **La Brea Tar Pits**
12. **LA County Museum of Art**
13. **Petersen Automotive Museum**
14. **Washington/Fairfax Transit Hub**
    Metro 35, 37, 38, 105, 217, 705, 780; C1, C4; CE437

## INSET 1 - HOLLYWOOD - WASHINGTON/FAIRFAX TRANSIT HUB



# Monday through Friday

Effective Jun 23 2019

# 780

## Eastbound (Approximate Times)

| LOS ANGELES | WEST HOLLYWOOD | HOLLYWOOD | GLENDALE | EAGLE ROCK | PASADENA |
|---|---|---|---|---|---|
| 7 | 6 | 4 | 3 | 2 | 1 |
| Washington/Fairfax Transit Hub | Fairfax & Santa Monica | Vermont & Prospect | Los Feliz & San Fernando | Colorado & Eagle Rock | Colorado & Hill |
| — | — | B5:50A | 5:58A | 6:13A | 6:32A |
| 5:31A | 5:46A | 6:06 | 6:15 | 6:30 | 6:50 |
| 5:47 | 6:02 | 6:22 | 6:31 | 6:48 | 7:09 |
| 5:59 | 6:16 | 6:38 | 6:48 | 7:06 | 7:28 |
| 6:14 | 6:31 | 6:53 | 7:03 | 7:22 | 7:44 |
| 6:27 | 6:45 | 7:07 | 7:18 | 7:37 | 7:59 |
| 6:39 | 6:57 | 7:20 | 7:31 | 7:50 | 8:12 |
| 6:50 | 7:09 | 7:33 | 7:47 | 8:06 | 8:28 |
| 7:03 | 7:22 | 7:46 | 8:00 | 8:19 | 8:41 |
| 7:16 | 7:35 | 8:00 | 8:14 | 8:33 | 8:55 |
| 7:28 | 7:50 | 8:15 | 8:29 | 8:48 | 9:10 |
| 7:44 | 8:06 | 8:31 | 8:45 | 9:04 | 9:26 |
| 8:00 | 8:22 | 8:47 | 9:01 | 9:21 | 9:43 |
| 8:17 | 8:40 | 9:05 | 9:19 | 9:39 | 10:01 |
| 8:39 | 9:02 | 9:27 | 9:40 | 10:00 | 10:22 |
| 9:01 | 9:26 | 9:51 | 10:04 | 10:24 | 10:46 |
| 9:26 | 9:51 | 10:16 | 10:29 | 10:49 | 11:11 |
| 9:51 | 10:16 | 10:41 | 10:54 | 11:14 | 11:36 |
| 10:15 | 10:40 | 11:06 | 11:20 | 11:41 | 12:03P |
| 10:39 | 11:04 | 11:31 | 11:45 | 12:07P | 12:29 |
| 11:04 | 11:30 | 11:57 | 12:12P | 12:34 | 12:56 |
| 11:29 | 11:55 | 12:23P | 12:38 | 1:00 | 1:22 |
| 11:54 | 12:20P | 12:49 | 1:04 | 1:26 | 1:48 |
| 12:20P | 12:46 | 1:15 | 1:31 | 1:53 | 2:15 |
| 12:44 | 1:12 | 1:41 | 1:57 | 2:19 | 2:41 |
| 1:09 | 1:37 | 2:07 | 2:24 | 2:47 | 3:10 |
| 1:34 | 2:02 | 2:32 | 2:49 | 3:12 | 3:35 |
| 1:52 | 2:21 | 2:52 | 3:09 | 3:32 | 3:55 |
| 2:08 | 2:39 | 3:12 | 3:29 | 3:52 | 4:15 |
| 2:27 | 2:59 | 3:32 | 3:52 | 4:15 | 4:38 |
| 2:45 | 3:17 | 3:50 | 4:10 | 4:33 | 4:56 |
| 3:01 | 3:33 | 4:08 | 4:28 | 4:52 | 5:15 |
| 3:18 | 3:51 | 4:26 | 4:46 | 5:10 | 5:33 |
| 3:36 | 4:09 | 4:44 | 5:04 | 5:28 | 5:51 |
| 3:54 | 4:27 | 5:02 | 5:23 | 5:47 | 6:10 |
| 4:11 | 4:44 | 5:19 | 5:40 | 6:03 | 6:25 |
| 4:29 | 5:01 | 5:36 | 5:57 | 6:20 | 6:42 |
| 4:46 | 5:18 | 5:53 | 6:13 | 6:35 | 6:57 |
| 5:05 | 5:36 | 6:10 | 6:29 | 6:50 | 7:12 |
| 5:22 | 5:53 | 6:27 | 6:44 | 7:05 | 7:26 |
| 5:40 | 6:11 | 6:45 | 7:02 | 7:22 | 7:43 |
| 6:00 | 6:29 | 7:03 | 7:20 | 7:40 | 8:01 |
| 6:20 | 6:49 | 7:21 | 7:37 | 7:57 | 8:17 |
| 6:40 | 7:08 | 7:39 | 7:54 | 8:13 | 8:33 |
| 7:01 | 7:29 | 8:00 | 8:12 | 8:30 | 8:50 |

## Westbound (Approximate Times)

| PASADENA | EAGLE ROCK | GLENDALE | HOLLYWOOD | WEST HOLLYWOOD | LOS ANGELES |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 5 | 6 | 7 |
| Colorado & Hill | Colorado & Eagle Rock | Los Feliz & San Fernando | Hollywood & New Hampshire | Fairfax & Santa Monica | Washington/Fairfax Transit Hub |
| 5:09A | 5:28A | 5:43A | 5:53A | 6:12A | 6:33A |
| 5:25 | 5:45 | 6:00 | 6:10 | 6:31 | 6:52 |
| 5:39 | 6:00 | 6:17 | 6:29 | 6:51 | 7:16 |
| 5:51 | 6:13 | 6:30 | 6:42 | 7:06 | 7:31 |
| 6:04 | 6:26 | 6:43 | 6:55 | 7:21 | 7:46 |
| 6:15 | 6:37 | 6:55 | 7:08 | 7:36 | 8:02 |
| 6:26 | 6:48 | 7:07 | 7:21 | 7:52 | 8:18 |
| 6:39 | 7:01 | 7:20 | 7:35 | 8:08 | 8:35 |
| 6:52 | 7:17 | 7:37 | 7:52 | 8:25 | 8:52 |
| 7:11 | 7:36 | 7:57 | 8:12 | 8:45 | 9:12 |
| 7:32 | 7:59 | 8:20 | 8:35 | 9:07 | 9:34 |
| 7:54 | 8:22 | 8:44 | 8:59 | 9:30 | 9:57 |
| 8:20 | 8:48 | 9:10 | 9:24 | 9:55 | 10:22 |
| 8:46 | 9:14 | 9:36 | 9:50 | 10:20 | 10:46 |
| 9:10 | 9:38 | 10:01 | 10:15 | 10:45 | 11:11 |
| 9:35 | 10:03 | 10:26 | 10:40 | 11:10 | 11:36 |
| 9:59 | 10:28 | 10:51 | 11:05 | 11:35 | 12:01P |
| 10:22 | 10:51 | 11:14 | 11:28 | 11:58 | 12:26 |
| 10:45 | 11:14 | 11:38 | 11:53 | 12:23P | 12:51 |
| 11:09 | 11:38 | 12:03P | 12:18P | 12:48 | 1:16 |
| 11:33 | 12:03P | 12:28 | 12:43 | 1:13 | 1:41 |
| 11:57 | 12:28 | 12:53 | 1:08 | 1:38 | 2:06 |
| 12:22P | 12:53 | 1:18 | 1:33 | 2:03 | 2:32 |
| 12:46 | 1:17 | 1:42 | 1:57 | 2:27 | 2:56 |
| 1:06 | 1:37 | 2:02 | 2:17 | 2:47 | 3:16 |
| 1:25 | 1:56 | 2:21 | 2:36 | 3:07 | 3:36 |
| 1:44 | 2:15 | 2:40 | 2:55 | 3:27 | 3:56 |
| 2:04 | 2:35 | 3:00 | 3:15 | 3:47 | 4:16 |
| 2:24 | 2:55 | 3:20 | 3:35 | 4:07 | 4:36 |
| 2:44 | 3:15 | 3:40 | 3:55 | 4:27 | 4:57 |
| 3:02 | 3:33 | 3:58 | 4:14 | 4:46 | 5:16 |
| 3:19 | 3:50 | 4:15 | 4:31 | 5:04 | 5:34 |
| 3:36 | 4:07 | 4:32 | 4:48 | 5:22 | 5:52 |
| 3:53 | 4:25 | 4:50 | 5:06 | 5:40 | 6:10 |
| 4:12 | 4:44 | 5:09 | 5:25 | 5:59 | 6:28 |
| 4:32 | 5:04 | 5:29 | 5:45 | 6:19 | 6:47 |
| 4:57 | 5:29 | 5:54 | 6:10 | 6:44 | 7:11 |
| 5:33 | 6:04 | 6:27 | 6:43 | 7:15 | 7:42 |
| 6:12 | 6:41 | 7:03 | 7:18 | 7:49 | 8:14 |
| 6:54 | 7:22 | 7:41 | C7:54 | — | — |

For additional service, see Line 180/181 and Line 217 timetables.

## Saturday, Sunday and Holiday Schedules

No service on Saturday, Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

## *Horarios de sábado, domingo y dias feriados*

*No hay servicio en sábado, domingo, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.*

## Nextrip

Text "metro" and your intersection or stop number to 41411 (example: metro vignes&cesarechavez or metro 1563).
You can also visit m.metro.net or call 511 and say "Nextrip".

## *Nextrip*

*Envíe un mensaje de texto con "Metro" y la intersecćion de la calle o el número de su parada al 41411. Nextrip le enviará un mensaje de texto con la próxima llegada de cada autobús en esa parada. También puede visitar m.metro.net o llamar al 511 y decir "Nextrip".*

## Special Notes

- **B** Originates at Hollywood & Argyle approximately 8 minutes before time shown.
- **C** Terminates at Hollywood & Argyle approximately 11 minutes after time shown.

## *Avisos especiales*

- **B** *Se origina en Hollywood y Argyle aproximadamente 8 minutos antes de la hora mostrada.*
- **C** *Termina en Hollywood y Argyle aproximadamente 11 minutos después de la hora mostrada.*

# DASH HOLLYWOOD

EFFECTIVE APRIL 13, 2019
A PARTIR 13 DEL ABRIL, 2019

## CLOCKWISE ROUTE/EN EL SENTIDO DE LAS MANECILLAS DEL RELOJ

| | LEAVES/SALE FOUNTAIN & VINE (A) | FRANKLIN & LAS PALMAS (B) | FRANKLIN & WESTERN (C) | SANTA MONICA & VERMONT (D) | FOUNTAIN & WESTERN (E) | ARRIVES/LLEGA FOUNTAIN & VINE (A) |
|---|---|---|---|---|---|---|
| **MONDAY-FRIDAY**/LUNES-VIERNES | | | | | | |
| FIRST BUS / PRIMER AUTOBÚS | 6:00am | 6:08 | 6:18 | 6:28 | 6:38 | 6:50 |
| 30 | then every **30** minutes until /entonces cada **30** minutos hasta | | | | | |
| LAST BUS / ÚLTIMO AUTOBÚS | **7:00pm** | **7:08** | **7:18** | **7:28** | **7:38** | **7:50** |
| **SATURDAY & SUNDAY**/SÁBADO Y DOMINGO | | | | | | |
| FIRST BUS / PRIMER AUTOBÚS | 9:00AM | 9:08 | 9:18 | 9:28 | 9:38 | 9:50 |
| 30 | then every **30** minutes until /entonces cada **30** minutos hasta | | | | | |
| LAST BUS SAT/ ÚLTIMO AUTOBÚS SÁBADO | **6:30pm** | **6:38** | **6:48** | **6:58** | **7:08** | **7:20** |
| LAST BUS SUN/ ÚLTIMO AUTOBÚS DOMINGO | **6:00pm** | **6:08** | **6:18** | **6:28** | **6:38** | **6:50** |

## COUNTERCLOCKWISE ROUTE/EN EL SENTIDO OPUESTO DE LAS MANECILLAS DEL RELOJ

| | LEAVES/SALE FOUNTAIN & VINE (A) | FOUNTAIN & WESTERN (E) | SANTA MONICA & VERMONT (D) | FRANKLIN & WESTERN (C) | FRANKLIN & LAS PALMAS (B) | ARRIVES/LLEGA FOUNTAIN & VINE (A) |
|---|---|---|---|---|---|---|
| **MONDAY-FRIDAY**/LUNES-VIERNES | | | | | | |
| FIRST BUS / PRIMER AUTOBÚS | 6:00am | 6:08 | 6:18 | 6:28 | 6:38 | 6:50 |
| 30 | then every **30** minutes until /entonces cada **30** minutos hasta | | | | | |
| LAST BUS / ÚLTIMO AUTOBÚS | **7:00pm** | **7:08** | **7:18** | **7:28** | **7:38** | **7:50** |
| **SATURDAY & SUNDAY**/SÁBADO Y DOMINGO | | | | | | |
| FIRST BUS / PRIMER AUTOBÚS | 9:00am | 9:08 | 9:18 | 9:28 | 9:38 | 9:50 |
| 30 | then every **30** minutes until /entonces cada **30** minutos hasta | | | | | |
| LAST BUS SAT/ ÚLTIMO AUTOBÚS SÁBADO | **6:30pm** | **6:38** | **6:48** | **6:58** | **7:08** | **7:20** |
| LAST BUS SUN/ ÚLTIMO AUTOBÚS DOMINGO | **6:00pm** | **6:08** | **6:18** | **6:28** | **6:38** | **6:50** |

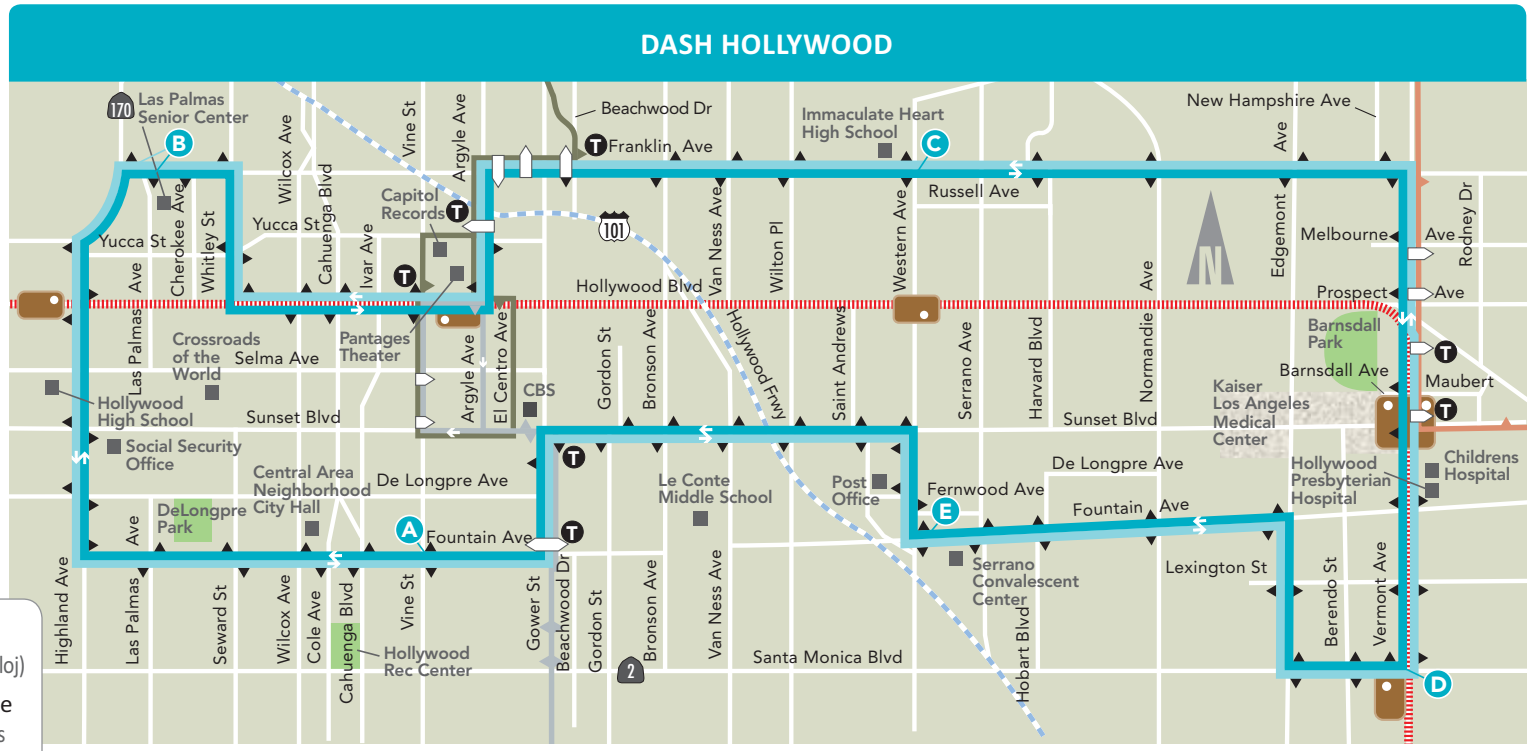
LADOT TRANSIT

City of Los Angeles
Department of Transportation

(213, 310, 323 or/o 818) 808-2273
www.ladottransit.com

# DASH HOLLYWOOD

**EFFECTIVE APRIL 13, 2019**
**A PARTIR 13 DEL ABRIL, 2019**

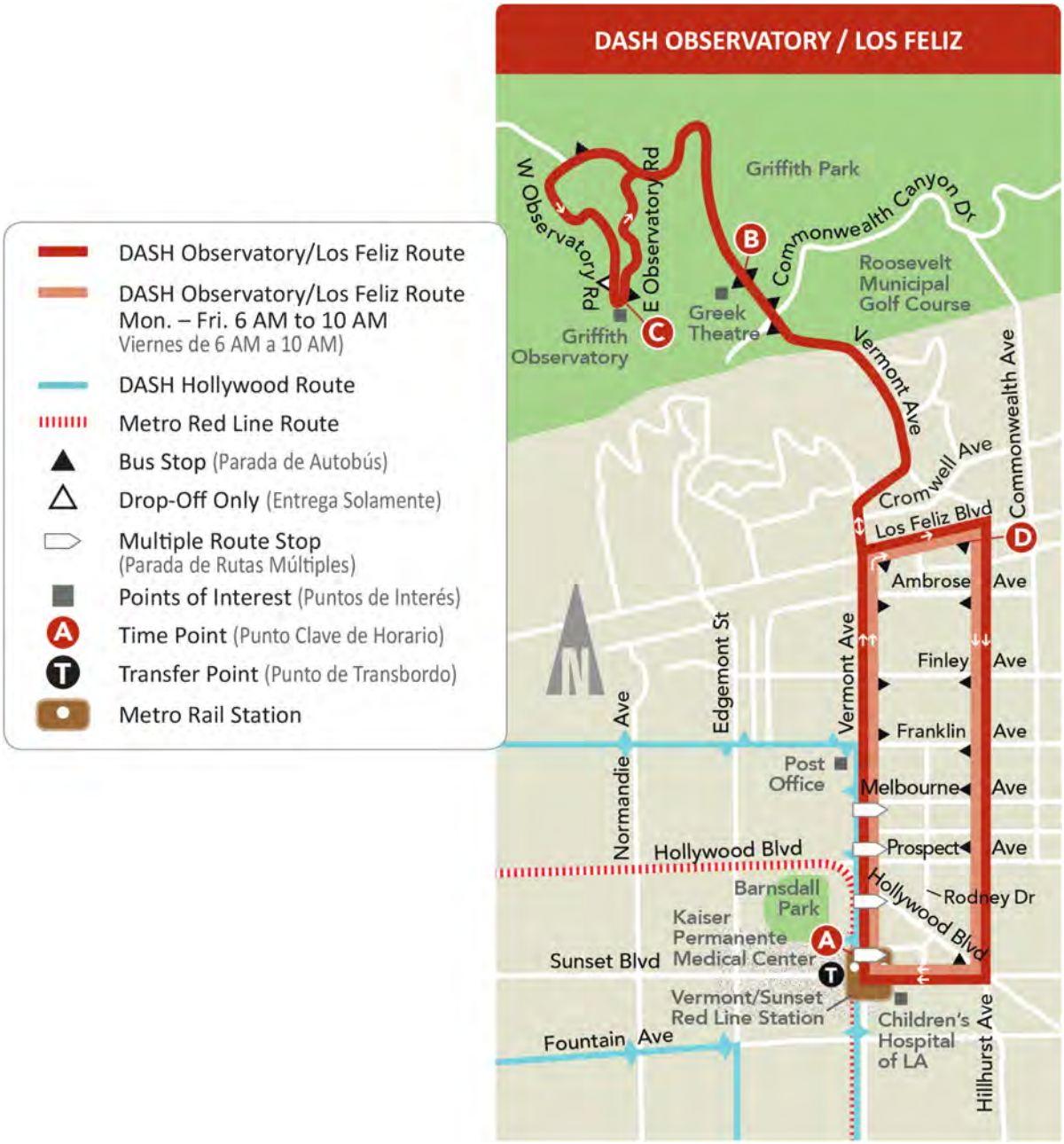



- DASH Hollywood - Clockwise Route (Ruta en el Sentido de las Manecillas del Reloj)
- DASH Hollywood - Counterclockwise Route (Ruta en el Sentido Opuesto de las Manecillas del Reloj)
- DASH Hollywood/Wilshire Route
- DASH Los Feliz/Observatory Route
- DASH Beachwood Canyon Route
- Commuter Express Routes 422 & 423
- Metro Rail Red Line
- Bus Stop (Parada de Autobús)
- Multiple Route Stop (Parada de Rutas Múltiples)
- Points of Interest (Puntos de Interés)
- Time Point (Punto Clave de Horario)
- Transfer Point (Punto de Transbordo)
- Metro Rail Station & Entrance (Estación y Entrada de Metro)


LADOT TRANSIT
City of Los Angeles
Department of Transportation

(213, 310, 323 or/o 818) 808-2273
www.ladottransit.com

## ROUTE MAP




## SCHEDULES

## NORTHBOUND WEEKDAY

| OBSERVATORY/LOS FELIZ NORTHBOUND – MONDAY - FRIDAY (Griffith Observatory Closed Mondays) | | | | |
|---|---|---|---|---|
| | A<br>Leaves Vermont/ Sunset Station | B<br>Greek Theatre | C<br>Griffith Observatory | D<br>Los Feliz/Hillhurst |
| A. M. | 6:00 | – | – | 6:05 |
| P.M. times are indicated in bold type | | | | |

| | A<br>Leaves Vermont/ Sunset Station | B<br>Greek Theatre | C<br>Griffith Observatory | D<br>Los Feliz/Hillhurst |
|---|---|---|---|---|
| A. M. | 6:20 | – | – | 6:25 |
| A. M. | 6:40 | – | – | 6:45 |
| A. M. | 7:00 | – | – | 7:05 |
| A. M. | 7:20 | – | – | 7:25 |
| A. M. | 7:40 | – | – | 7:45 |
| A. M. | 8:00 | – | – | 8:05 |
| A. M. | 8:20 | – | – | 8:25 |
| A. M. | 8:40 | – | – | 8:45 |
| A. M. | 9:00 | – | – | 9:05 |
| A. M. | 9:20 | – | – | 9:25 |
| A. M. | 9:40 | – | – | 9:45 |
| A. M. | 10:00 | 10:07 | 10:14 | – |
| A. M. | 10:15 | 10:22 | 10:29 | – |
| A. M. | 10:30 | 10:37 | 10:44 | – |
| A. M. | 10:45 | 10:52 | 10:59 | – |
| A. M. | 11:00 | 11:07 | 11:14 | – |
| A. M. | 11:15 | 11:22 | 11:29 | – |
| A. M. | 11:30 | 11:37 | 11:44 | – |
| A. M. | 11:45 | 11:52 | 11:59 | – |
| P. M. | – | – | – | – |
| P. M. | **12:00** | **12:07** | **12:14** | – |
| P. M. | **12:15** | **12:22** | **12:29** | – |
| P. M. | **12:30** | **12:37** | **12:44** | – |
| P. M. | **12:45** | **12:52** | **12:59** | – |
| P. M. | **1:00** | **1:07** | **1:14** | – |
| P. M. | **1:15** | **1:22** | **1:29** | – |
| P. M. | **1:30** | **1:37** | **1:44** | – |
| P. M. | **1:45** | **1:52** | **1:59** | – |
| P.M. times are indicated in bold type | | | | |

| | A<br>Leaves Vermont/ Sunset Station | B<br>Greek Theatre | C<br>Griffith Observatory | D<br>Los Feliz/Hillhurst |
|---|---|---|---|---|
| P. M. | 2:00 | 2:07 | 2:14 | – |
| P. M. | 2:15 | 2:22 | 2:29 | – |
| P. M. | 2:30 | 2:37 | 2:44 | – |
| P. M. | 2:45 | 2:52 | 2:59 | – |
| P. M. | 3:00 | 3:07 | 3:14 | – |
| P. M. | 3:15 | 3:22 | 3:29 | – |
| P. M. | 3:30 | 3:37 | 3:44 | – |
| P. M. | 3:45 | 3:52 | 3:59 | – |
| P. M. | 4:00 | 4:07 | 4:14 | – |
| P. M. | 4:15 | 4:22 | 4:29 | – |
| P. M. | 4:30 | 4:37 | 4:44 | – |
| P. M. | 4:45 | 4:52 | 4:59 | – |
| P. M. | 5:00 | 5:07 | 5:14 | – |
| P. M. | 5:15 | 5:22 | 5:29 | – |
| P. M. | 5:30 | 5:37 | 5:44 | – |
| P. M. | 5:45 | 5:52 | 5:59 | – |
| P. M. | 6:00 | 6:07 | 6:14 | – |
| P. M. | 6:15 | 6:22 | 6:29 | – |
| P. M. | 6:30 | 6:37 | 6:44 | – |
| P. M. | 6:45 | 6:52 | 6:59 | – |
| P. M. | 7:00 | 7:07 | 7:14 | – |
| P. M. | 7:15 | 7:22 | 7:29 | – |
| P. M. | 7:30 | 7:37 | 7:44 | – |
| P. M. | 7:45 | 7:52 | 7:59 | – |
| P. M. | 8:00 | 8:07 | 8:14 | – |
| P. M. | 8:15 | 8:22 | 8:29 | – |
| P. M. | 8:30 | 8:37 | 8:44 | – |
| P. M. | 8:45 | 8:52 | 8:59 | – |
| P.M. times are indicated in bold type | | | | |

| | A<br>Leaves Vermont/ Sunset Station | B<br>Greek Theatre | C<br>Griffith Observatory | D<br>Los Feliz/Hillhurst |
|---|---|---|---|---|
| P. M. | 9:00 | 9:07 | 9:14 | – |
| P. M. | 9:15 | 9:22 | 9:29 | – |
| P. M. | 9:30 | 9:37 | 9:44 | – |
| P. M. | 9:45 | 9:52 | 10:00 | – |
| P.M. times are indicated in bold type | | | | |

## SOUTHBOUND WEEKDAY

| OBSERVATORY/LOS FELIZ SOUTHBOUND – WEEKDAY<br>(Griffith Observatory Closed Mondays) | | | | |
|---|---|---|---|---|
| | C<br>Leaves Griffith Observatory | B<br>Greek Theatre | D<br>Los Feliz/Hillhurst | A<br>Arrives Vermont/Sunset Station |
| A. M. | – | – | 6:05 | 6:16 |
| A. M. | – | – | 6:25 | 6:36 |
| A. M. | – | – | 6:45 | 6:56 |
| A. M. | – | – | 7:05 | 7:16 |
| A. M. | – | – | 7:25 | 7:36 |
| A. M. | – | – | 7:45 | 7:56 |
| A. M. | – | – | 8:05 | 8:16 |
| A. M. | – | – | 8:25 | 8:36 |
| A. M. | – | – | 8:45 | 8:56 |
| A. M. | – | – | 9:05 | 9:16 |
| A. M. | – | – | 9:25 | 9:36 |
| A. M. | – | – | 9:45 | 9:56 |
| A. M. | 10:14 | 10:18 | 10:26 | 10:37 |
| A. M. | 10:29 | 10:33 | 10:41 | 10:52 |
| A. M. | 10:44 | 10:48 | 10:55 | 11:06 |
| A. M. | 10:59 | 11:03 | 11:10 | 11:21 |
| P.M. times are indicated in **bold type** | | | | |

| | C<br>Leaves Griffith Observatory | B<br>Greek Theatre | D<br>Los Feliz/Hillhurst | A<br>Arrives Vermont/Sunset Station |
|---|---|---|---|---|
| A. M. | 11:14 | 11:18 | 11:25 | 11:36 |
| A. M. | 11:29 | 11:33 | 11:40 | 11:51 |
| A. M. | 11:44 | 11:48 | 11:55 | – |
| A. M. | 11:59 | – | – | – |
| P. M. | – | – | – | **12:06** |
| P. M. | 11:59 | **12:03** | **12:10** | **12:21** |
| P. M. | **12:14** | **12:18** | **12:25** | **12:36** |
| P. M. | **12:29** | **12:33** | **12:40** | **12:51** |
| P. M. | **12:44** | **12:48** | **12:55** | **1:06** |
| P. M. | **12:59** | **1:03** | **1:10** | **1:21** |
| P. M. | **1:14** | **1:18** | **1:25** | **1:36** |
| P. M. | **1:29** | **1:33** | **1:40** | **1:51** |
| P. M. | **1:44** | **1:48** | **1:55** | **2:06** |
| P. M. | **1:59** | **2:03** | **2:10** | **2:21** |
| P. M. | **2:14** | **2:18** | **2:25** | **2:36** |
| P. M. | **2:29** | **2:33** | **2:40** | **2:51** |
| P. M. | **2:44** | **2:48** | **2:55** | **3:06** |
| P. M. | **2:59** | **3:03** | **3:10** | **3:21** |
| P. M. | **3:14** | **3:18** | **3:25** | **3:36** |
| P. M. | **3:29** | **3:33** | **3:40** | **3:51** |
| P. M. | **3:44** | **3:48** | **3:55** | **4:06** |
| P. M. | **3:59** | **4:03** | **4:10** | **4:21** |
| P. M. | **4:14** | **4:18** | **4:25** | **4:36** |
| P. M. | **4:29** | **4:33** | **4:40** | **4:51** |
| P. M. | **4:44** | **4:48** | **4:55** | **5:06** |
| P. M. | **4:59** | **5:03** | **5:10** | **5:21** |
| P. M. | **5:14** | **5:18** | **5:25** | **5:36** |

P.M. times are indicated in **bold type**

| | C<br>Leaves Griffith Observatory | B<br>Greek Theatre | D<br>Los Feliz/Hillhurst | A<br>Arrives Vermont/Sunset Station |
|---|---|---|---|---|
| P. M. | 5:29 | 5:33 | 5:40 | 5:51 |
| P. M. | 5:44 | 5:48 | 5:55 | 6:06 |
| P. M. | 5:59 | 6:03 | 6:10 | 6:21 |
| P. M. | 6:14 | 6:18 | 6:25 | 6:36 |
| P. M. | 6:29 | 6:33 | 6:40 | 6:51 |
| P. M. | 6:44 | 6:48 | 6:55 | 7:06 |
| P. M. | 6:59 | 7:03 | 7:10 | 7:21 |
| P. M. | 7:14 | 7:18 | 7:25 | 7:36 |
| P. M. | 7:29 | 7:33 | 7:40 | 7:51 |
| P. M. | 7:44 | 7:48 | 7:55 | 8:06 |
| P. M. | 7:59 | 8:03 | 8:10 | 8:21 |
| P. M. | 8:14 | 8:18 | 8:25 | 8:36 |
| P. M. | 8:29 | 8:33 | 8:40 | 8:51 |
| P. M. | 8:44 | 8:48 | 8:55 | 9:06 |
| P. M. | 8:59 | 9:03 | 9:10 | 9:21 |
| P. M. | 9:14 | 9:18 | 9:25 | 9:36 |
| P. M. | 9:29 | 9:33 | 9:40 | 9:51 |
| P. M. | 9:44 | 9:48 | 9:55 | 10:06 |
| P. M. | 10:00 | 10:04 | 10:10 | 11:21 |
| P.M. times are indicated in **bold type** | | | | |

## NORTHBOUND SAT, SUN, HOLIDAY

| OBSERVATORY/LOS FELIZ OBSERVATORY NORTHBOUND – SATURDAY, SUNDAY & HOLDAY | | | | |
|---|---|---|---|---|
| | A<br>Leaves Vermont/ Sunset Station | B<br>Greek Theatre | C<br>Griffith Observatory | D<br>Los Feliz/Hillhurst |
| A. M. | 10:00 | 10:07 | 10:14 | 10:26 |
| P.M. times are indicated in **bold type** | | | | |

| | A<br>Leaves Vermont/ Sunset Station | B<br>Greek Theatre | C<br>Griffith Observatory | D<br>Los Feliz/Hillhurst |
|---|---|---|---|---|
| A. M. | 10:15 | 10:22 | 10:29 | 10:41 |
| A. M. | 10:30 | 10:37 | 10:44 | 10:55 |
| A. M. | 10:45 | 10:52 | 10:59 | 11:10 |
| A. M. | 11:00 | 11:07 | 11:14 | 11:25 |
| A. M. | 11:15 | 11:22 | 11:29 | 11:40 |
| A. M. | 11:30 | 11:37 | 11:44 | 11:55 |
| A. M. | 11:45 | 11:52 | 11:59 | – |
| P. M. | – | – | – | **12:10** |
| P. M. | **12:00** | **12:07** | **12:14** | **12:25** |
| P. M. | **12:15** | **12:22** | **12:29** | **12:40** |
| P. M. | **12:30** | **12:37** | **12:44** | **12:55** |
| P. M. | **12:45** | **12:52** | **12:59** | **1:10** |
| P. M. | **1:00** | **1:07** | **1:14** | **1:25** |
| P. M. | **1:15** | **1:22** | **1:29** | **1:40** |
| P. M. | **1:30** | **1:37** | **1:44** | **1:55** |
| P. M. | **1:45** | **1:52** | **1:59** | **2:10** |
| P. M. | **2:00** | **2:07** | **2:14** | **2:25** |
| P. M. | **2:15** | **2:22** | **2:29** | **2:40** |
| P. M. | **2:30** | **2:37** | **2:44** | **2:55** |
| P. M. | **2:45** | **2:52** | **2:59** | **3:10** |
| P. M. | **3:00** | **3:07** | **3:14** | **3:25** |
| P. M. | **3:15** | **3:22** | **3:29** | **3:40** |
| P. M. | **3:30** | **3:37** | **3:44** | **3:55** |
| P. M. | **3:45** | **3:52** | **3:59** | **4:10** |
| P. M. | **4:00** | **4:07** | **4:14** | **4:25** |
| P. M. | **4:15** | **4:22** | **4:29** | **4:40** |
| P. M. | **4:30** | **4:37** | **4:44** | **4:55** |
| P. M. | **4:45** | **4:52** | **4:59** | **5:10** |

P.M. times are indicated in **bold type**

| | A<br>Leaves Vermont/ Sunset Station | B<br>Greek Theatre | C<br>Griffith Observatory | D<br>Los Feliz/Hillhurst |
|---|---|---|---|---|
| P. M. | 5:00 | 5:07 | 5:14 | 5:25 |
| P. M. | 5:15 | 5:22 | 5:29 | 5:40 |
| P. M. | 5:30 | 5:37 | 5:44 | 5:55 |
| P. M. | 5:45 | 5:52 | 5:59 | 6:10 |
| P. M. | 6:00 | 6:07 | 6:14 | 6:25 |
| P. M. | 6:15 | 6:22 | 6:29 | 6:40 |
| P. M. | 6:30 | 6:37 | 6:44 | 6:55 |
| P. M. | 6:45 | 6:52 | 6:59 | 7:10 |
| P. M. | 7:00 | 7:07 | 7:14 | 7:25 |
| P. M. | 7:15 | 7:22 | 7:29 | 7:40 |
| P. M. | 7:30 | 7:37 | 7:44 | 7:55 |
| P. M. | 7:45 | 7:52 | 7:59 | 8:10 |
| P. M. | 8:00 | 8:07 | 8:14 | 8:25 |
| P. M. | 8:15 | 8:22 | 8:29 | 8:40 |
| P. M. | 8:30 | 8:37 | 8:44 | 8:55 |
| P. M. | 8:45 | 8:52 | 8:59 | 9:10 |
| P. M. | 9:00 | 9:07 | 9:14 | 9:25 |
| P. M. | 9:15 | 9:22 | 9:29 | 9:40 |
| P. M. | 9:30 | 9:37 | 9:44 | 9:55 |
| P. M. | 9:45 | 9:52 | 10:00 | 10:10 |
| P.M. times are indicated in **bold type** | | | | |

## SOUTHBOUND SAT, SUN, HOLIDAY

| OBSERVATORY/LOS FELIZ OBSERVATORY SOUTHBOUND – SATURDAY, SUNDAY & HOLIDAY | | | | |
|---|---|---|---|---|
| | C<br>Leaves Griffith Observatory | B<br>Greek Theatre | D<br>Los Feliz/Hillhurst | A<br>Arrives Vermont/Sunset Station |
| P.M. times are indicated in **bold type** | | | | |

| | C<br>Leaves Griffith Observatory | B<br>Greek Theatre | D<br>Los Feliz/Hillhurst | A<br>Arrives Vermont/Sunset Station |
|---|---|---|---|---|
| A. M. | 10:14 | 10:18 | 10:26 | 10:37 |
| A. M. | 10:29 | 10:33 | 10:41 | 10:52 |
| A. M. | 10:44 | 10:48 | 10:55 | 11:06 |
| A. M. | 10:59 | 11:03 | 11:10 | 11:21 |
| A. M. | 11:14 | 11:18 | 11:25 | 11:36 |
| A. M. | 11:29 | 11:33 | 11:40 | 11:51 |
| A. M. | 11:44 | 11:48 | 11:55 | – |
| A. M. | 11:59 | – | – | – |
| P. M. | – | – | – | **12:06** |
| P. M. | 11:59 | **12:03** | **12:10** | **12:21** |
| P. M. | **12:14** | **12:18** | **12:25** | **12:36** |
| P. M. | **12:29** | **12:33** | **12:40** | **12:51** |
| P. M. | **12:44** | **12:48** | **12:55** | **1:06** |
| P. M. | **12:59** | **1:03** | **1:10** | **1:21** |
| P. M. | **1:14** | **1:18** | **1:25** | **1:36** |
| P. M. | **1:29** | **1:33** | **1:40** | **1:51** |
| P. M. | **1:44** | **1:48** | **1:55** | **2:06** |
| P. M. | **1:59** | **2:03** | **2:10** | **2:21** |
| P. M. | **2:14** | **2:18** | **2:25** | **2:36** |
| P. M. | **2:29** | **2:33** | **2:40** | **2:51** |
| P. M. | **2:44** | **2:48** | **2:55** | **3:06** |
| P. M. | **2:59** | **3:03** | **3:10** | **3:21** |
| P. M. | **3:14** | **3:18** | **3:25** | **3:36** |
| P. M. | **3:29** | **3:33** | **3:40** | **3:51** |
| P. M. | **3:44** | **3:48** | **3:55** | **4:06** |
| P. M. | **3:59** | **4:03** | **4:10** | **4:21** |
| P. M. | **4:14** | **4:18** | **4:25** | **4:36** |

P.M. times are indicated in **bold type**

| | C<br>Leaves Griffith Observatory | B<br>Greek Theatre | D<br>Los Feliz/Hillhurst | A<br>Arrives Vermont/Sunset Station |
|---|---|---|---|---|
| P. M. | 4:29 | 4:33 | 4:40 | 4:51 |
| P. M. | 4:44 | 4:48 | 4:55 | 5:06 |
| P. M. | 4:59 | 5:03 | 5:10 | 5:21 |
| P. M. | 5:14 | 5:18 | 5:25 | 5:36 |
| P. M. | 5:29 | 5:33 | 5:40 | 5:51 |
| P. M. | 5:44 | 5:48 | 5:55 | 6:06 |
| P. M. | 5:59 | 6:03 | 6:10 | 6:21 |
| P. M. | 6:14 | 6:18 | 6:25 | 6:36 |
| P. M. | 6:29 | 6:33 | 6:40 | 6:51 |
| P. M. | 6:44 | 6:48 | 6:55 | 7:06 |
| P. M. | 6:59 | 7:03 | 7:10 | 7:21 |
| P. M. | 7:14 | 7:18 | 7:25 | 7:36 |
| P. M. | 7:29 | 7:33 | 7:40 | 7:51 |
| P. M. | 7:44 | 7:48 | 7:55 | 8:06 |
| P. M. | 7:59 | 8:03 | 8:10 | 8:21 |
| P. M. | 8:14 | 8:18 | 8:25 | 8:36 |
| P. M. | 8:29 | 8:33 | 8:40 | 8:51 |
| P. M. | 8:44 | 8:48 | 8:55 | 9:06 |
| P. M. | 8:59 | 9:03 | 9:10 | 9:21 |
| P. M. | 9:14 | 9:18 | 9:25 | 9:36 |
| P. M. | 9:29 | 9:33 | 9:40 | 9:51 |
| P. M. | 9:44 | 9:48 | 9:55 | 10:06 |
| P. M. | 10:00 | 10:04 | 10:10 | 11:21 |
| P.M. times are indicated in **bold type** | | | | |

Times are approximate and may vary due to traffic and weather conditions. Please plan your trip accordingly.

## STOP NUMBERS

**Find out the next 3 DASH bus arrival times for your stop using your computer, phone or mobile device.** All you need to know is your stop number, which is available on the bus stop sign or on the stop lists below. Then either visit ladotbus.com, call 213-785-3858 or text ladot #### (#### is the actual stop number you need to enter, such as ladot 1234) to 41411.

### Northbound

| Stop Numbers – DASH Observatory Northbound | |
|---|---|
| STOP LOCATION | STOP NUMBER (Tap to open message) |
| Vermont Ave & Sunset Blvd | 2687 |
| Vermont Ave & Hollywood Blvd | 2688 |
| Vermont Ave & Prospect Ave | 2689 |
| Vermont Ave & Melbourne Ave | 2690 |
| Franklin Ave & Vermont Ave | 2013 |
| Vermont Ave & Finley Ave | 2014 |
| Vermont Ave & Ambrose Ave | 2015 |
| Vermont Ave & Commonwealth Canyon Dr | 2018 |
| Vermont Canyon Rd (Greek Theater) | 2029 |
| Mt Hollywood Dr & Western Caynon Rd | 2030 |
| "Griffith Observatory | 2033 |

### Southbound

| Stop Numbers – DASH Observatory Southbound | |
|---|---|
| STOP LOCATION | STOP NUMBER (Tap to open message) |
| Griffith Observatory | 2019 |
| Vermont Canyon Rd (Greek Theater) | 2031 |
| Vermont Ave & Commonwealth Canyon Dr | 2020 |
| Los Feliz Blvd & Vermont Ave | 2016 |

| STOP LOCATION | STOP NUMBER (Tap to open message) |
|---|---|
| Los Feliz Blvd & Hillhurst Ave | 2017 |
| Hillhurst Ave & Ambrose Ave | 2001 |
| Hillhurst Ave & Finley Ave | 2002 |
| Hillhurst Ave & Franklin Ave | 2003 |
| Hillhurst Ave & Melbourne Ave | 2004 |
| Hillhurst Ave & Prospect Ave | 2005 |
| Sunset Blvd & Hillhurst Ave | 2006 |

## FARE

### DASH FARES

| RIDER | CASH FARE | TAP FARE [5] | 7-DAY DASH PASS | 31-DAY DASH PASS | FREE WITH THESE PASSES |
|---|---|---|---|---|---|
| REGULAR | 50¢ | 35¢ | $5.00 | $18.00 | DASH TO CLASS PROGRAM[2]<br>U-PASS<br>31-DAY LADOT PASS<br>EZ TRANSIT PASS<br>METROLINK TICKET OR PASS<br>ACCESS SERVICES ID TAP CARD [7] |
| CHILDREN[1] | Free | — | — | — | |
| SENIOR/DISABLED /MEDICARE[3] | 25¢ | 15¢ | $2.50 [6] | $9.00 [6] | |
| CITYRIDE PARTICIPANT [4] | Free | — | — | — | |

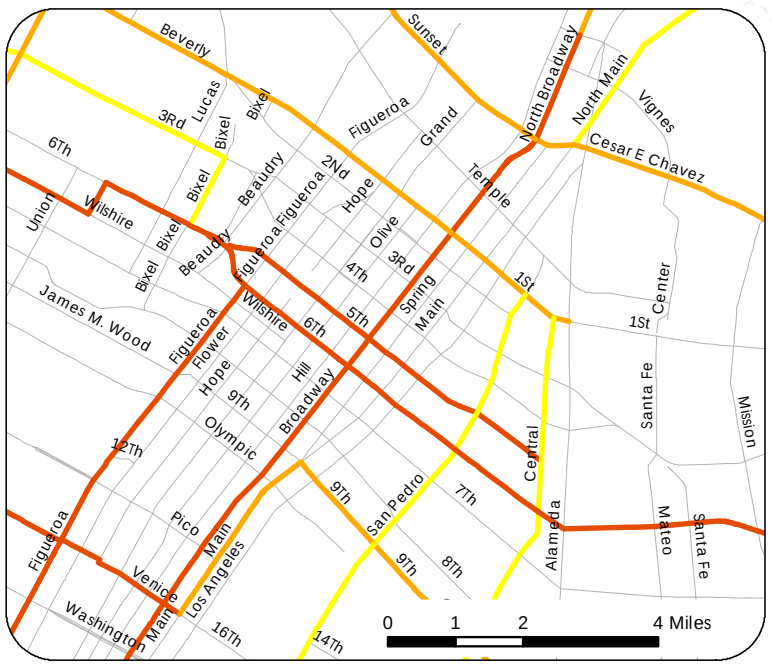
1. Children 4 years or younger (maximum of 2 with fare paying adult)
2. Available to K-12, college, and vocational students. Participants must use a Student or College/Vocational Reduced Fare TAP Card
3. CASH Fare (with government agency proof of age or disability and photo ID)
4. Cityride Card must be shown to driver when entering the bus to ride for free
5. Deducted from TAP stored value; must have LADOT or Metro issued TAP card with Stored Value on card
6. Sold on Metro-issued Reduced Fare TAP cards only
7. Free ride for cardholder only; PCA's must pay appropriate fare

# APPENDIX E

# MOBILITY NETWORK MAPS

N

DOWNTOWN LOS ANGELES




*TRANSIT ENHANCED NETWORK*

Map B

- Moderate Transit Enhanced Streets
- Moderate Plus Transit Enhanced Streets
- Comprehensive Transit Enhanced Streets
- Future Valley/ West Transit Study Corridor
- Existing & Planned Rail/Busway
- Transit Stations
- Arterials
- Freeways
- City of Los Angeles Boundary

0 3 6 9 Miles

Los Angeles Department of City Planning

August 2015

# VEHICLE ENHANCED NETWORK

Map E

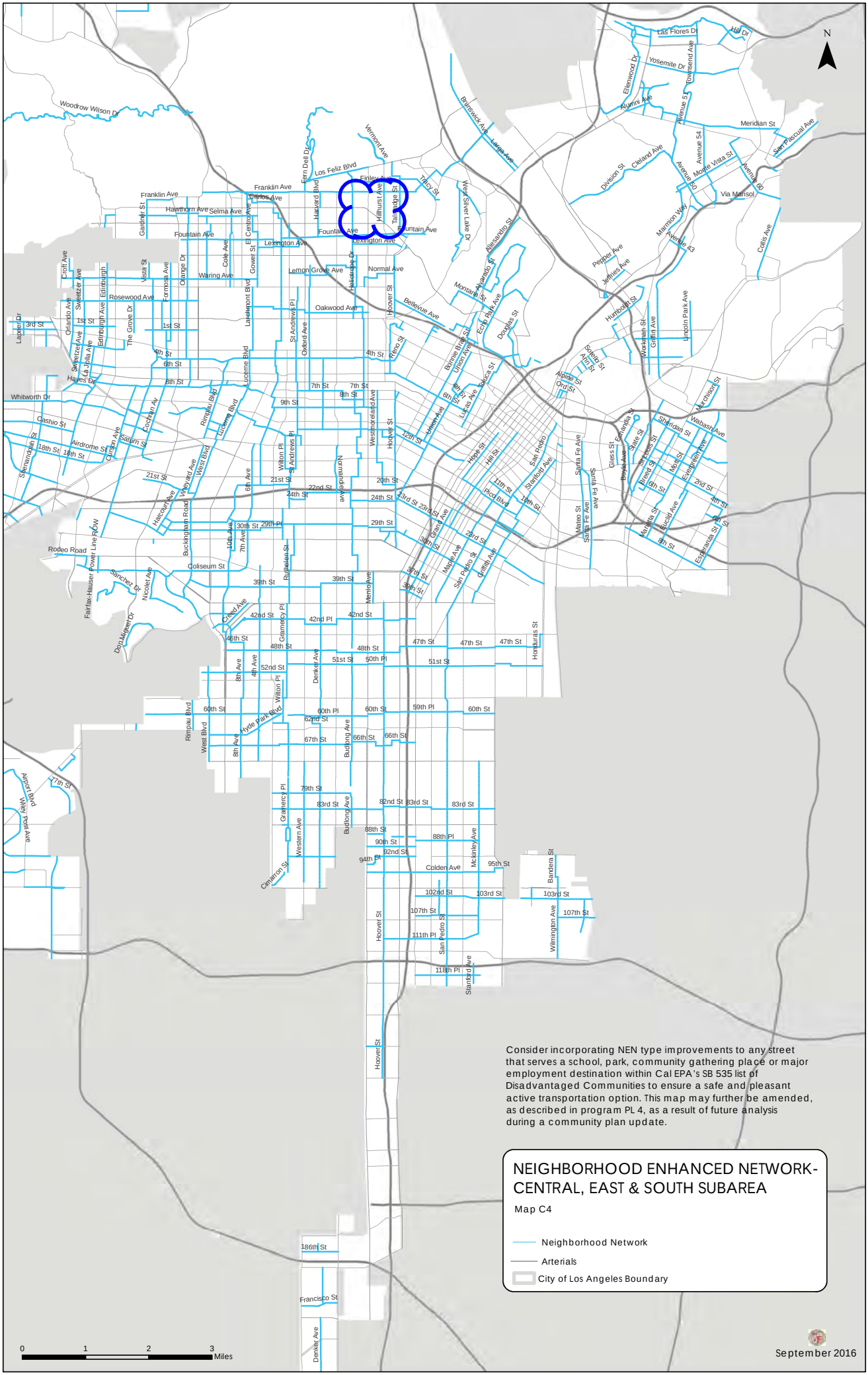
- Vehicle Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary

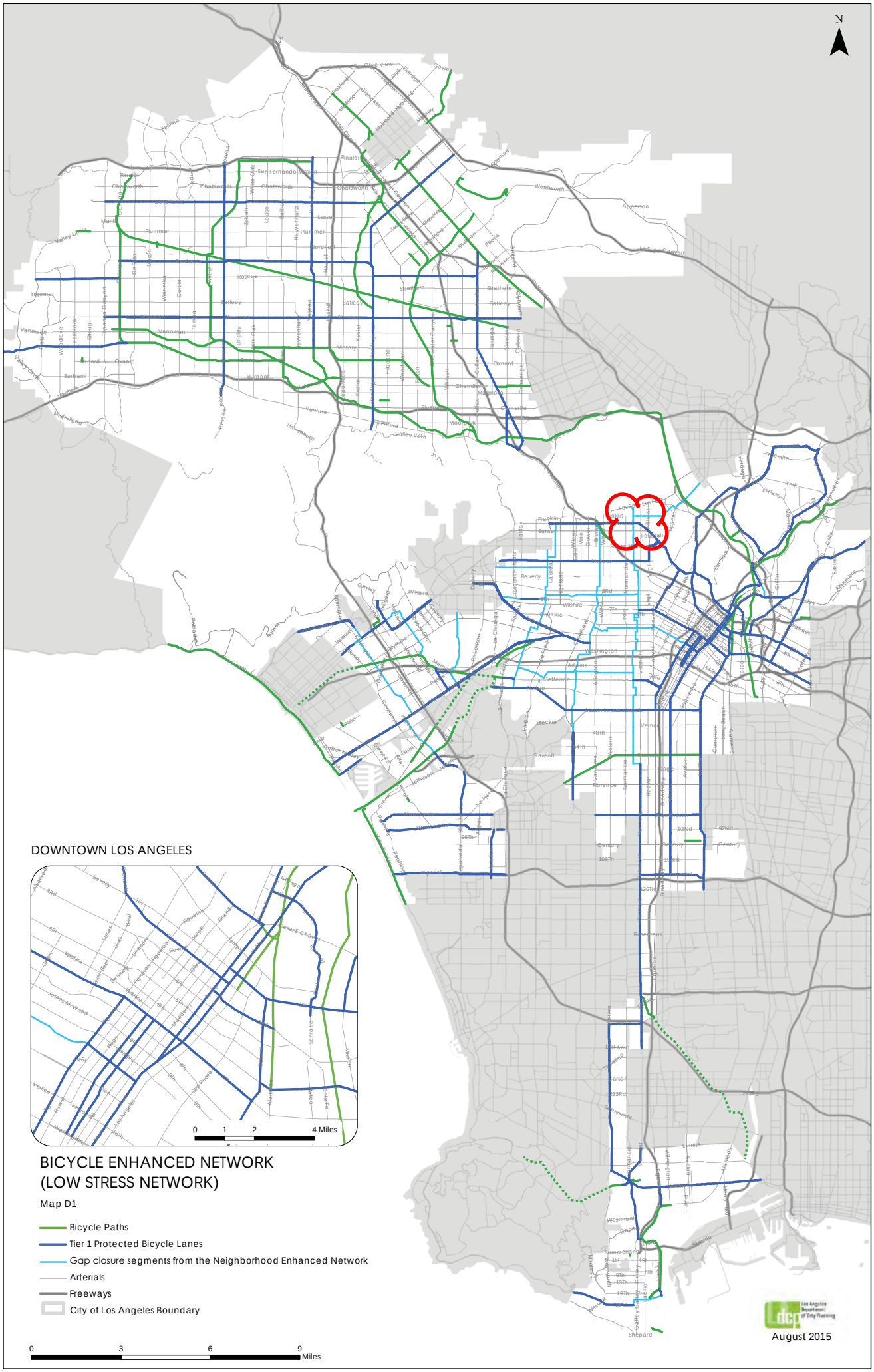
0 3 6 9 Miles

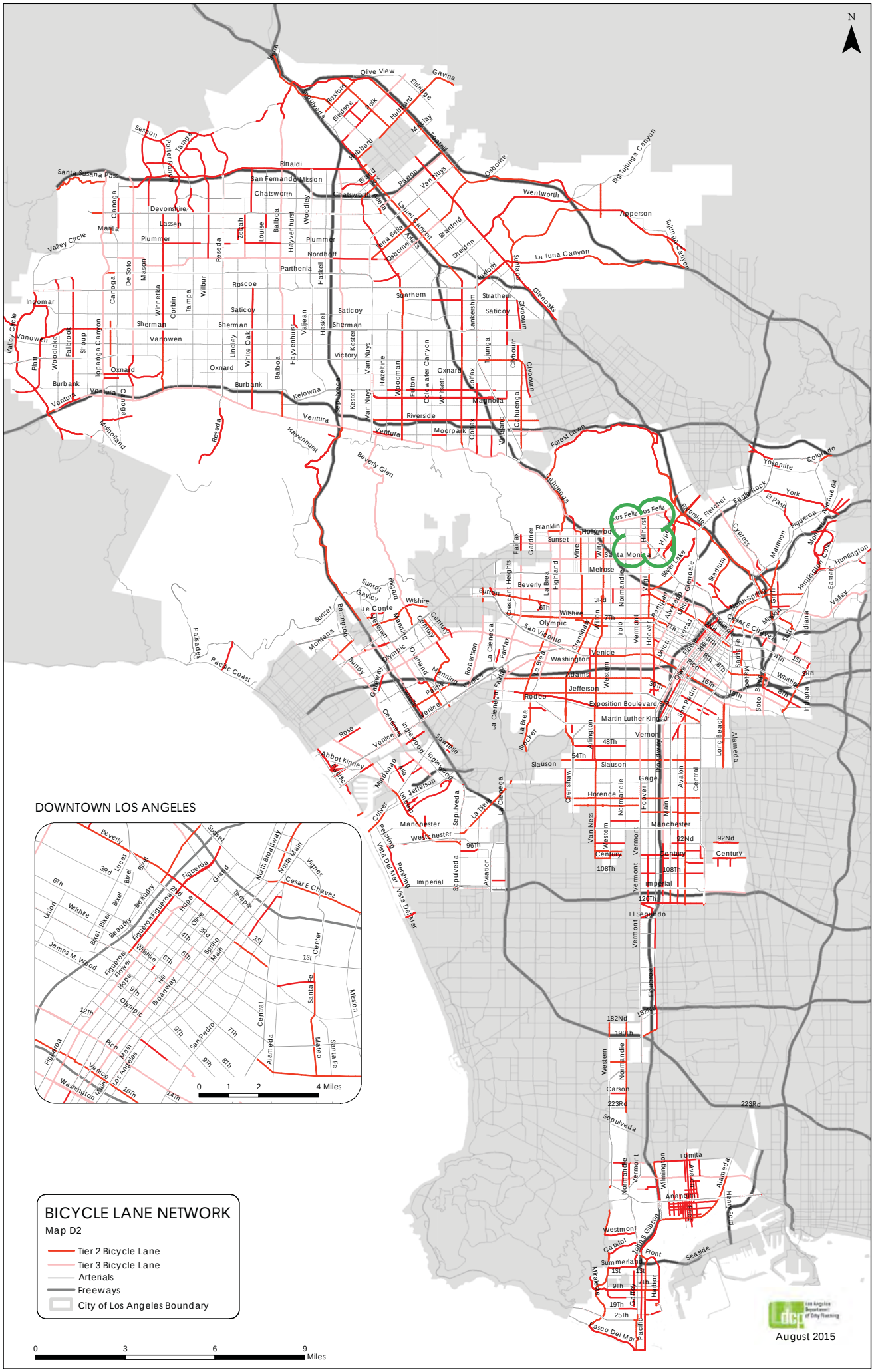
N

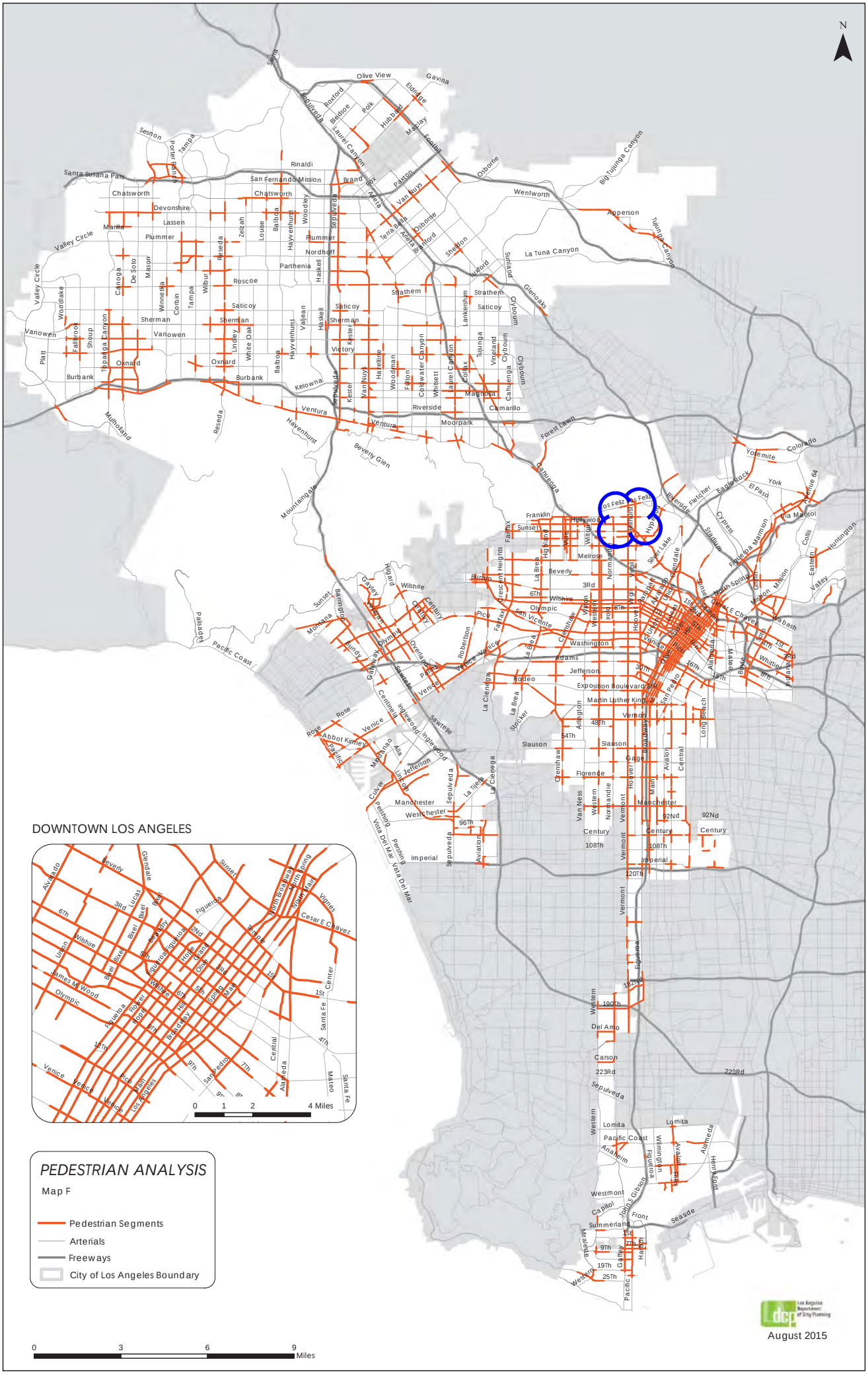
August 2015

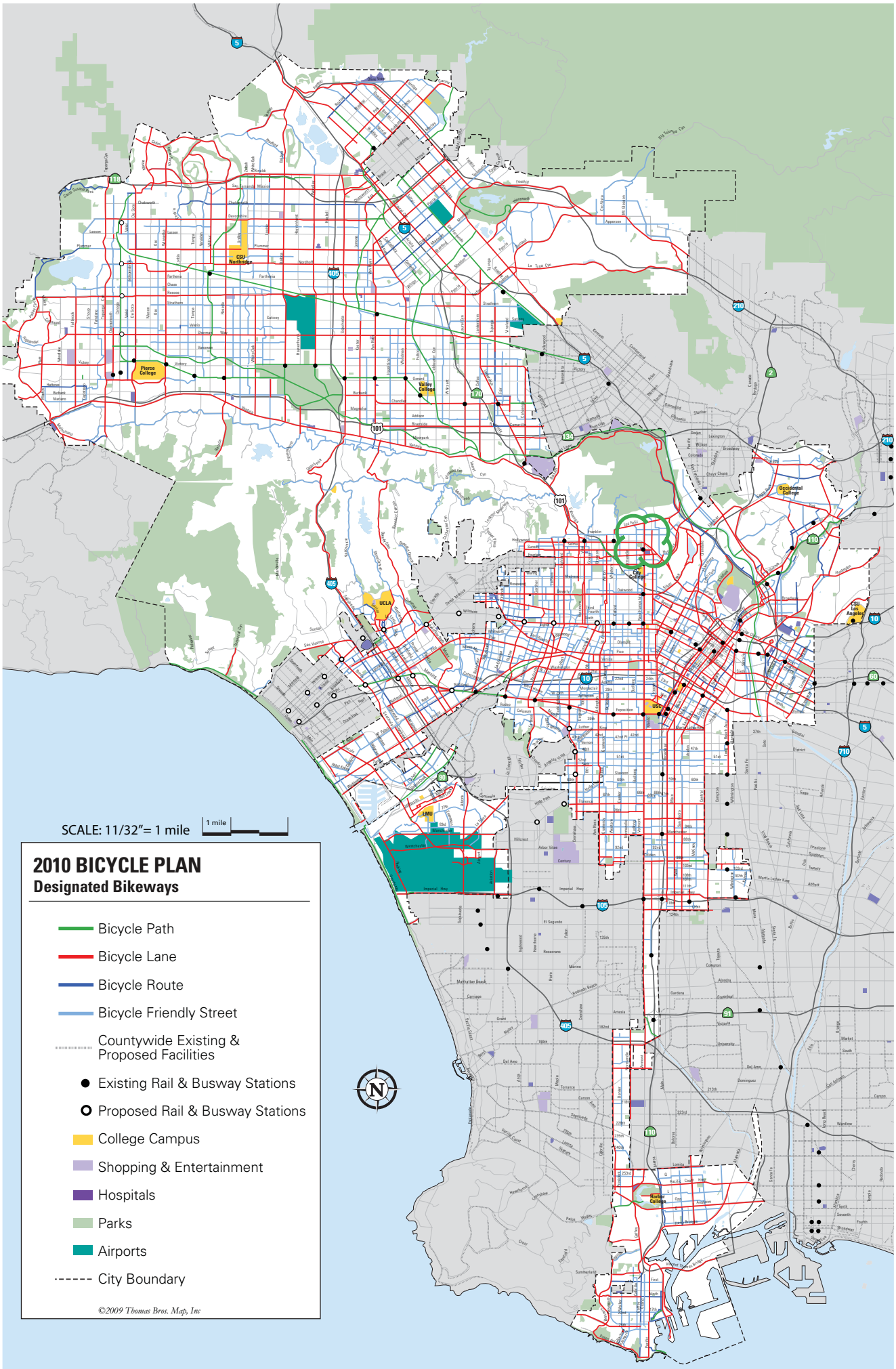
Los Angeles Department of City Planning


N
Consider incorporating NEN type improvements to any street that serves a school, park, community gathering place or major employment destination within Cal EPA's SB 535 list of Disadvantaged Communities to ensure a safe and pleasant active transportation option. This map may further be amended, as described in program PL 4, as a result of future analysis during a community plan update.
NEIGHBORHOOD ENHANCED NETWORK-CENTRAL, EAST & SOUTH SUBAREA
Map C4
Neighborhood Network
Arterials
City of Los Angeles Boundary
0 1 2 3 Miles
September 2016


N
DOWNTOWN LOS ANGELES
0 1 2 4 Miles
BICYCLE ENHANCED NETWORK
(LOW STRESS NETWORK)
Map D1
Bicycle Paths
Tier 1 Protected Bicycle Lanes
Gap closure segments from the Neighborhood Enhanced Network
Arterials
Freeways
City of Los Angeles Boundary
0 3 6 9 Miles
August 2015

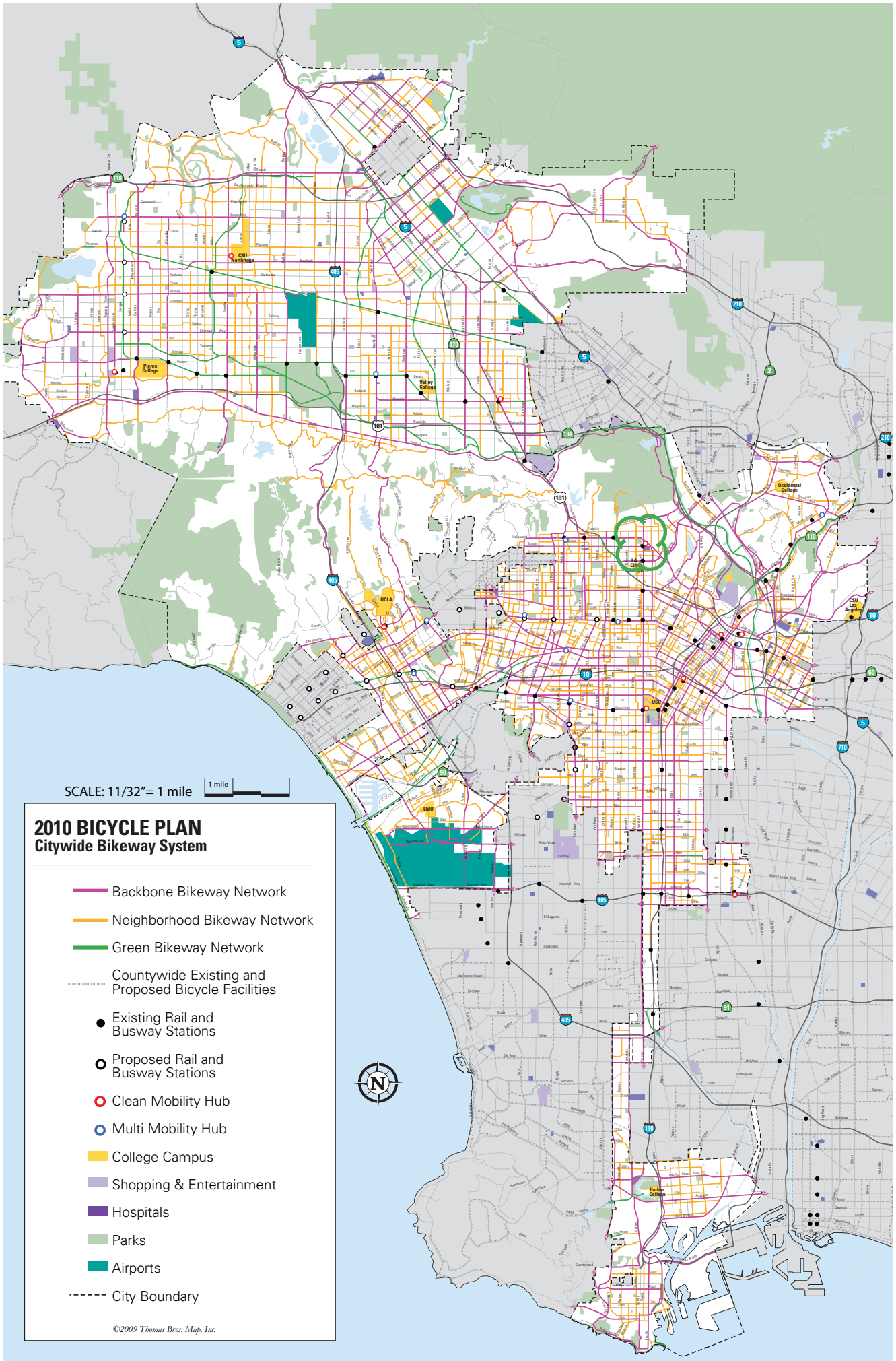

N
DOWNTOWN LOS ANGELES
0 1 2 4 Miles
BICYCLE LANE NETWORK
Map D2
Tier 2 Bicycle Lane
Tier 3 Bicycle Lane
Arterials
Freeways
City of Los Angeles Boundary
0 3 6 9 Miles
August 2015


N
DOWNTOWN LOS ANGELES
0 1 2 4 Miles
PEDESTRIAN ANALYSIS
Map F
Pedestrian Segments
Arterials
Freeways
City of Los Angeles Boundary
0 3 6 9 Miles
August 2015



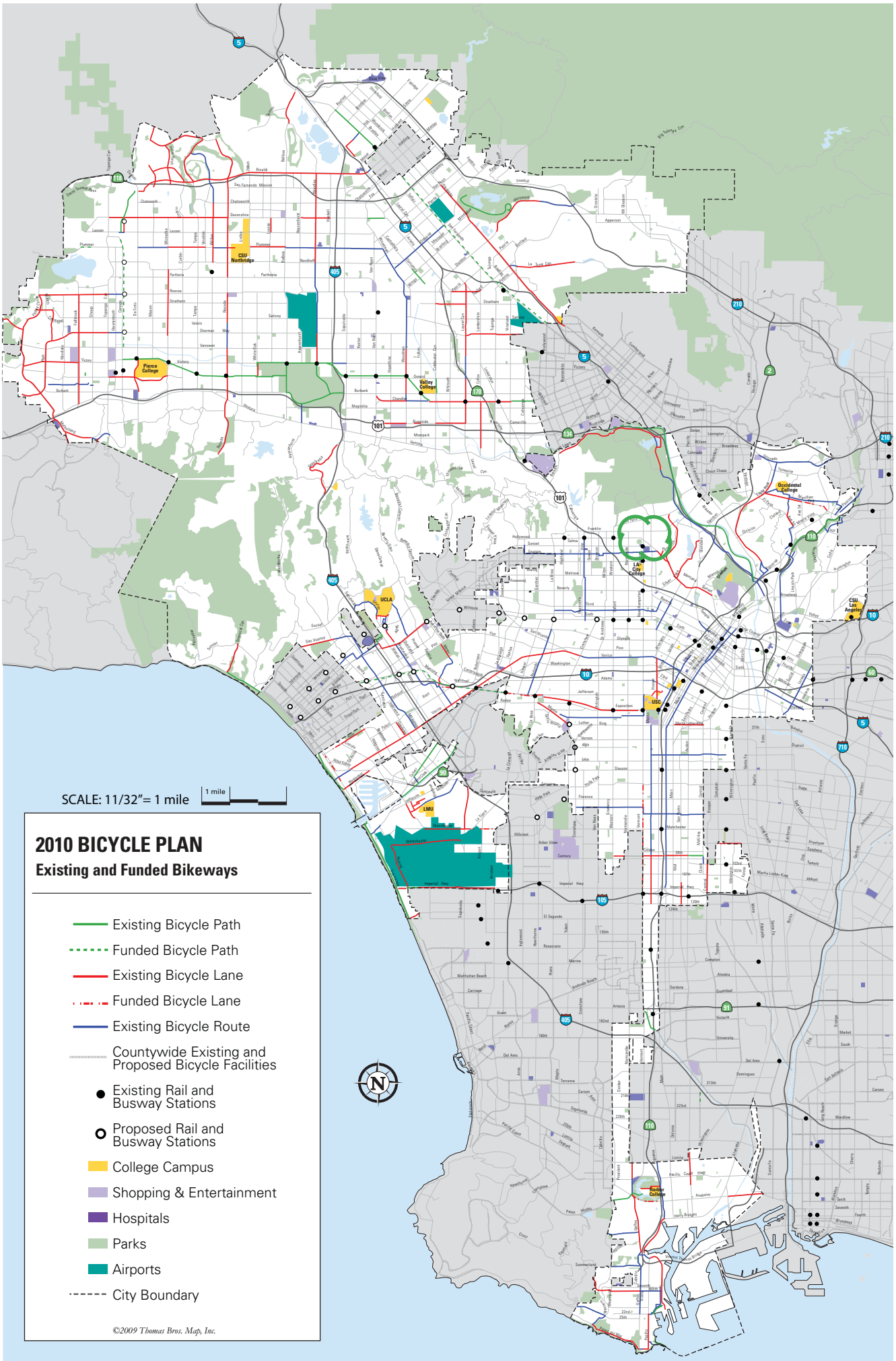

*Prepared by City of Los Angeles Planning Department • Graphics Section • March 2011*

039_map2:06.29.11




*Prepared by City of Los Angeles Planning Department • Graphics Section • March 2011*

039_map1:06.29.11




*Prepared by City of Los Angeles Planning Department • Graphics Section • March, 2011*

039_map3:07.07.11

# APPENDIX F

# VMT REPORTS

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

**Project:** Vermont Hollywood Mixed-Use

**Scenario:**

**Address:** 1666 N VERMONT AVE, 90027




**If the project is replacing an existing number of residential units with a smaller number of residential units, is the project located within one-half mile of a fixed-rail or fixed-guideway transit station?**

○ Yes ○ No

## Existing Land Use

| Land Use Type | Value | Unit |
|---|---|---|
| Retail \| High-Turnover Sit-Down Restaurant | 0.3 | ksf |
| (custom) Car Wash \| Daily | 156 | Trips |
| (custom) Car Wash \| HBW-Attraction Split | 6 | Percent |
| (custom) Car Wash \| HBO-Attraction Split | 50 | Percent |
| (custom) Car Wash \| NHB-Attraction Split | 22 | Percent |
| (custom) Car Wash \| HBW-Production Split | 0 | Percent |
| (custom) Car Wash \| HBO-Production Split | 0 | Percent |
| (custom) Car Wash \| NHB-Production Split | 22 | Percent |
| (custom) Car Wash \| Daily | 0 | Residents |
| (custom) Car Wash \| Daily | 10 | Employees |
| (custom) Car Wash \| Daily | Non-Retai | Retail/Non-R |

☑ Click here to add a single custom land use type (will be included in the above list)

## Proposed Project Land Use

| Land Use Type | Value | Unit |
|---|---|---|
| Retail \| Supermarket | 13.96 | ksf |
| Housing \| Multi-Family | 123 | DU |
| Retail \| Supermarket | 13.96 | ksf |
| Housing \| Affordable Housing - Family | 16 | DU |

☐ Click here to add a single custom land use type (will be included in the above list)

## Project Screening Summary

| Existing Land Use | Proposed Project |
|---|---|
| 131 Daily Vehicle Trips | 1,536 Daily Vehicle Trips |
| 862 Daily VMT | 9,984 Daily VMT |

### Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

### Tier 2 Screening Criteria

| | |
|---|---|
| The net increase in daily trips < 250 trips | 1,405 Net Daily Trips |
| The net increase in daily VMT ≤ 0 | 9,122 Net Daily VMT |
| The proposed project consists of only retail land uses ≤ 50,000 square feet total. | 13.960 ksf |

**The proposed project is required to perform VMT analysis.**

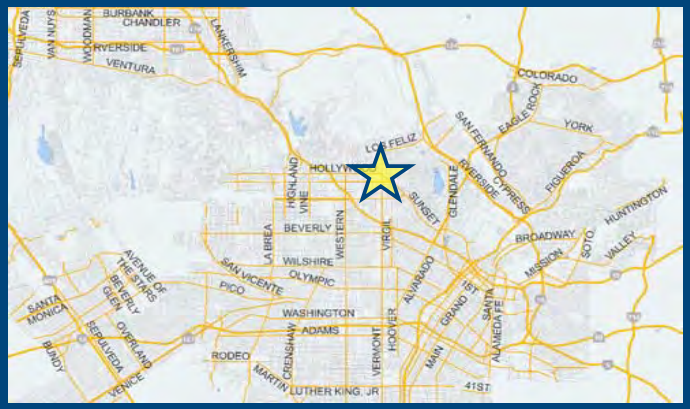
Measuring the Miles

4/17/2020

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

## Project Information

**Project:** Vermont Hollywood Mixed-Use
**Scenario:**
**Address:** 1666 N VERMONT AVE, 90027




| Proposed Project Land Use Type | Value | Unit |
|---|---|---|
| Housing \| Multi-Family | 123 | DU |
| Retail \| Supermarket | 13.96 | ksf |
| Housing \| Affordable Housing - Family | 16 | DU |

## TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

| | Proposed Project | With Mitigation |
|---|---|---|
| **Max Home Based TDM Achieved?** | **No** | **No** |
| **Max Work Based TDM Achieved?** | **No** | **No** |

### A Parking

**Reduce Parking Supply**
☑ Proposed Prj ☐ Mitigation
220 city code parking provision for the project site
128 actual parking provision for the project site

**Unbundle Parking**
☑ Proposed Prj ☐ Mitigation
150 monthly parking cost (dollar) for the project site

**Parking Cash-Out**
☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

**Price Workplace Parking**
☐ Proposed Prj ☐ Mitigation
6.00 daily parking charge (dollar)
25 percent of employees subject to priced parking

**Residential Area Parking Permits**
☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

### B Transit

### C Education & Encouragement

### D Commute Trip Reductions

### E Shared Mobility

### F Bicycle Infrastructure

### G Neighborhood Enhancement

## Analysis Results

| Proposed Project | With Mitigation |
|---|---|
| **1,271** Daily Vehicle Trips | **1,271** Daily Vehicle Trips |
| **8,258** Daily VMT | **8,258** Daily VMT |
| **5.9** Household VMT per Capita | **5.9** Household VMT per Capita |
| **N/A** Work VMT per Employee | **N/A** Work VMT per Employee |

### Significant VMT Impact?

| | |
|---|---|
| **Household: No** Threshold = 6.0 15% Below APC | **Household: No** Threshold = 6.0 15% Below APC |
| **Work: N/A** Threshold = 7.6 15% Below APC | **Work: N/A** Threshold = 7.6 15% Below APC |

Measuring the Miles

4/17/2020

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: April 17, 2020
Project Name: Vemont Hollywood Mixed-Use
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.2*

| Project Information | | | |
|---|---|---|---|
| **Land Use Type** | | **Value** | **Units** |
| **Housing** | *Single Family* | *0* | *DU* |
| | Multi Family | 123 | DU |
| | *Townhouse* | *0* | *DU* |
| | *Hotel* | *0* | *Rooms* |
| | *Motel* | *0* | *Rooms* |
| **Affordable Housing** | Family | 16 | DU |
| | *Senior* | *0* | *DU* |
| | *Special Needs* | *0* | *DU* |
| | *Permanent Supportive* | *0* | *DU* |
| **Retail** | *General Retail* | *0.000* | *ksf* |
| | *Furniture Store* | *0.000* | *ksf* |
| | *Pharmacy/Drugstore* | *0.000* | *ksf* |
| | Supermarket | 13.960 | ksf |
| | *Bank* | *0.000* | *ksf* |
| | *Health Club* | *0.000* | *ksf* |
| | *High-Turnover Sit-Down Restaurant* | *0.000* | *ksf* |
| | *Fast-Food Restaurant* | *0.000* | *ksf* |
| | *Quality Restaurant* | *0.000* | *ksf* |
| | *Auto Repair* | *0.000* | *ksf* |
| | *Home Improvement* | *0.000* | *ksf* |
| | *Free-Standing Discount* | *0.000* | *ksf* |
| | *Movie Theater* | *0* | *Seats* |
| *Office* | *General Office* | *0.000* | *ksf* |
| | *Medical Office* | *0.000* | *ksf* |
| *Industrial* | *Light Industrial* | *0.000* | *ksf* |
| | *Manufacturing* | *0.000* | *ksf* |
| | *Warehousing/Self-Storage* | *0.000* | *ksf* |
| *School* | *University* | *0* | *Students* |
| | *High School* | *0* | *Students* |
| | *Middle School* | *0* | *Students* |
| | *Elementary* | *0* | *Students* |
| | *Private School (K-12)* | *0* | *Students* |
| *Other* | | *0* | *Trips* |

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: April 17, 2020
Project Name: Vemont Hollywood Mixed-Use
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.2*

| Analysis Results | | | |
|---|---|---|---|
| Total Employees: 56<br>Total Population: 327 | | | |
| ***Proposed Project*** | | ***With Mitigation*** | |
| **1,271** | **Daily Vehicle Trips** | **1,271** | **Daily Vehicle Trips** |
| **8,258** | **Daily VMT** | **8,258** | **Daily VMT** |
| **5.9** | **Household VMT per Capita** | **5.9** | **Household VMT per Capita** |
| **N/A** | **Work VMT per Employee** | **N/A** | **Work VMT per Employee** |

| Significant VMT Impact? | | | |
|---|---|---|---|
| **APC: Central** | | | |
| Impact Threshold: 15% Below APC Average<br>Household = 6.0<br>Work = 7.6 | | | |
| ***Proposed Project*** | | ***With Mitigation*** | |
| **VMT Threshold** | **Impact** | **VMT Threshold** | **Impact** |
| Household > 6.0<br>Work > 7.6 | No<br>N/A | Household > 6.0<br>Work > 7.6 | No<br>N/A |

## TDM Strategy Inputs

| Strategy Type | | Description | Proposed Project | Mitigations |
|---|---|---|---|---|
| **Parking** | Reduce parking supply | City code parking provision (spaces) | 220 | 220 |
| | | Actual parking provision (spaces) | 128 | 128 |
| | Unbundle parking | Monthly cost for parking ($) | $150 | $150 |
| | *Parking cash-out* | *Employees eligible (%)* | *0%* | *0%* |
| | *Price workplace parking* | *Daily parking charge ($)* | *$0.00* | *$0.00* |
| | | *Employees subject to priced parking (%)* | *0%* | *0%* |
| | *Residential area parking permits* | *Cost of annual permit ($)* | *$0* | *$0* |

(cont. on following page)

## 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: April 17, 2020
Project Name: Vemont Hollywood Mixed-Use
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.2*

## TDM Adjustments by Trip Purpose & Strategy

**Place type: Compact Infill**

| | | *Home Based Work Production* | | *Home Based Work Attraction* | | *Home Based Other Production* | | *Home Based Other Attraction* | | *Non-Home Based Other Production* | | *Non-Home Based Other Attraction* | | *Source* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| **Parking** | Reduce parking supply | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | TDM Strategy Appendix, Parking sections 1 - 5 |
| | Unbundle parking | 18% | 18% | 0% | 0% | 18% | 18% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Parking cash-out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Price workplace parking | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Residential area parking permits | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| **Transit** | Reduce transit headways | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Transit sections 1 - 3 |
| | Implement neighborhood shuttle | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Transit subsidies | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| **Education & Encouragement** | Voluntary travel behavior change program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Education & Encouragement sections 1 - 2 |
| | Promotions and marketing | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| **Commute Trip Reductions** | Required commute trip reduction program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4 |
| | Alternative Work Schedules and Telecommute Program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Employer sponsored vanpool or shuttle | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Ride-share program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| **Shared Mobility** | Car-share | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | TDM Strategy Appendix, Shared Mobility sections 1 - 3 |
| | Bike share | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| | School carpool program | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |

## 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** | *29%* | *29%* | *13%* | *13%* | *29%* | *29%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* |
| **MAX. TDM EFFECT** | *29%* | *29%* | *13%* | *13%* | *29%* | *29%* | *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: April 17, 2020
Project Name: Vemont Hollywood Mixed-Use
Project Scenario:
Project Address: 1666 N VERMONT AVE, 90027

*Version 1.2*

### MXD Methodology - Project Without TDM

| | Unadjusted Trips | MXD Adjustment | MXD Trips | Average Trip Length | Unadjusted VMT | MXD VMT |
|---|---|---|---|---|---|---|
| Home Based Work Production | 187 | -35.3% | 121 | 8.8 | 1,646 | 1,065 |
| Home Based Other Production | 501 | -40.7% | 297 | 5.5 | 2,756 | 1,634 |
| Non-Home Based Other Production | 313 | -13.7% | 270 | 7.6 | 2,379 | 2,052 |
| Home-Based Work Attraction | 81 | -39.5% | 49 | 8.4 | 680 | 412 |
| Home-Based Other Attraction | 810 | -40.2% | 484 | 5.6 | 4,536 | 2,710 |
| Non-Home Based Other Attraction | 364 | -13.5% | 315 | 6.7 | 2,439 | 2,111 |

### MXD Methodology with TDM Measures

| | *Proposed Project* | | | *Project with Mitigation Measures* | | |
|---|---|---|---|---|---|---|
| | TDM Adjustment | Project Trips | Project VMT | TDM Adjustment | Mitigated Trips | Mitigated VMT |
| Home Based Work Production | -28.7% | 86 | 759 | -28.7% | 86 | 759 |
| Home Based Other Production | -28.7% | 212 | 1,165 | -28.7% | 212 | 1,165 |
| Non-Home Based Other Production | -13.0% | 235 | 1,784 | -13.0% | 235 | 1,784 |
| Home-Based Work Attraction | -13.0% | 43 | 358 | -13.0% | 43 | 358 |
| Home-Based Other Attraction | -13.0% | 421 | 2,356 | -13.0% | 421 | 2,356 |
| Non-Home Based Other Attraction | -13.0% | 274 | 1,836 | -13.0% | 274 | 1,836 |

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 327
Total Employees: 56
APC: Central

| | *Proposed Project* | *Project with Mitigation Measures* |
|---|---|---|
| *Total Home Based Production VMT* | **1,924** | **1,924** |
| *Total Home Based Work Attraction VMT* | **358** | **358** |
| *Total Home Based VMT Per Capita* | **5.9** | **5.9** |
| *Total Work Based VMT Per Employee* | **N/A** | **N/A** |

## VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

**VMT Calculator Application for the City of Los Angeles.** The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

**Limited License to Use.** This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

**Ownership.** You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

**Warranty Disclaimer.** In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

**Limitation of Liability.** It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

| | |
|---|---|
| You, the User | |
| By: | |
| Print Name: | LIZ FLEMING |
| Title: | V.P. |
| Company: | OVERLAND TRAFFIC |
| Address: | 952 MANHATTAN BCH BL #100 |
| Phone: | 310 545-1235 |
| Email Address: | LIZ@OVERLANDTRAFFIC.COM |
| Date: | 4-17-20 |

# APPENDIX G

# RELATED PROJECT INFORMATION

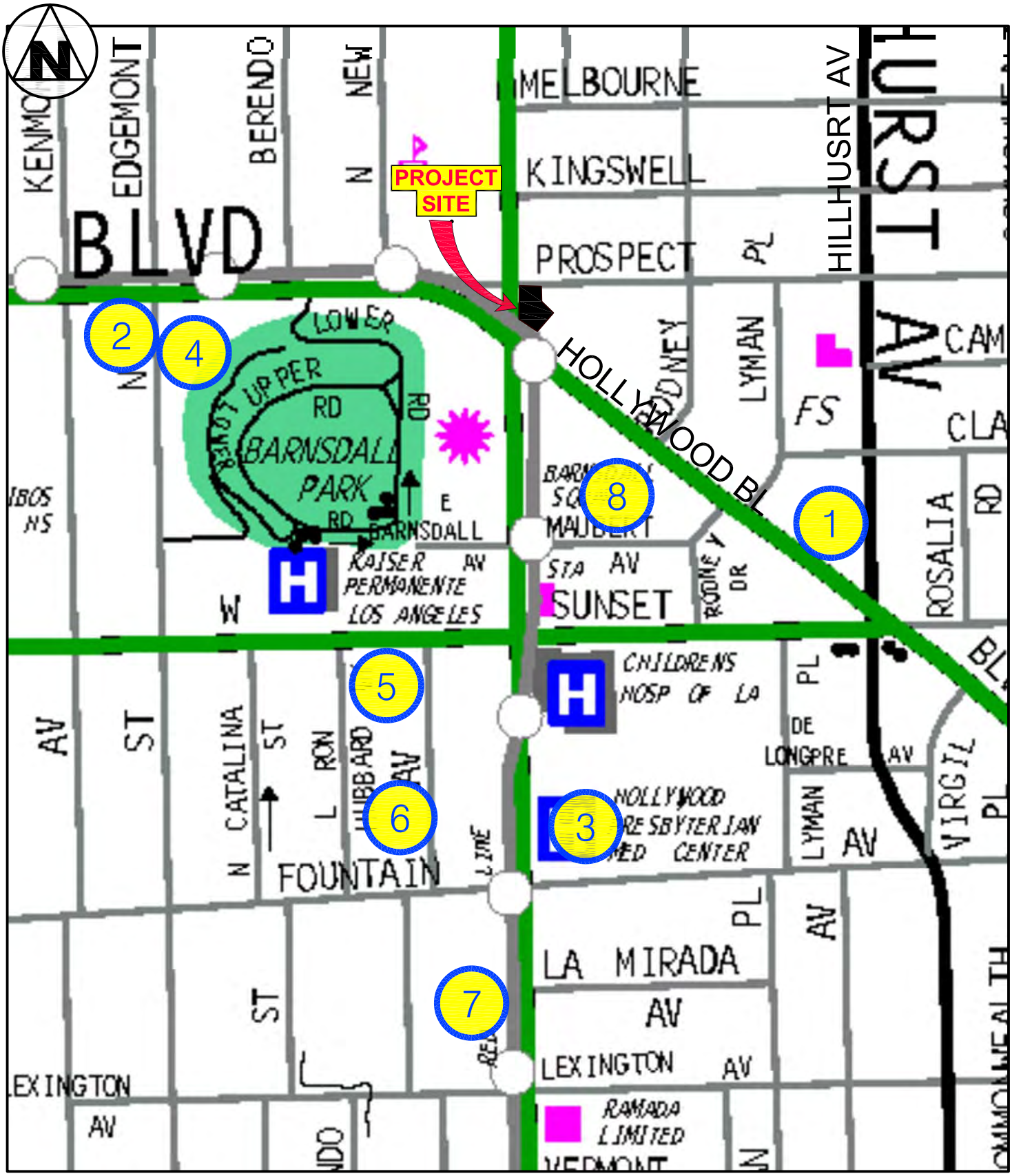



**Figure G-1**

6/2019

**RELATED PROJECT LOCATION**

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com

RELATED PROJECT LIST
1666 N Vermont Av

| # | Project | Size | Location | Daily Traffic | AM Peak Hour In | AM Peak Hour Out | AM Peak Hour Total | PM Peak Hours In | PM Peak Hours Out | PM Peak Hours Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | City Lights Mixed Use | | 1515 N Hillhust Av | 1,664 | 43 | 92 | 135 | 111 | 73 | 184 |
| | Apartments | 202 units | | | | | | | | |
| | Retail | 5,350 sf | | | | | | | | |
| | Restaurant | 5,050 sf | | | | | | | | |
| | Coffee/Donut | 3,025 sf | | | | | | | | |
| 2 | Apartments | 200 units | 4900 W Hollywood Bl | 1,585 | 24 | 75 | 99 | 89 | 56 | 145 |
| | Retail | 25,000 sf | | | | | | | | |
| 3 | Hollywood Presbyterian | Existing Replacement | 1300 N Vermont | 290 | 36 | 5 | 41 | 6 | 30 | 36 |
| | Hospital Seismic Retrofit | | | | | | | | | |
| | New Office | 30,933 sf | | | | | | | | |
| 4 | LaTerra Select | | | | | | | | | |
| | Aparments | 101 units | 4850 W Hollywood Bl | 1,108 | 41 | 68 | 109 | 61 | 32 | 93 |
| | Commercial | 10,000 sf | | | | | | | | |
| 5 | Kaiser Medical Center | | 4760 W Sunset Bl | 4,506 | 233 | 61 | 294 | 71 | 179 | 2,250 |
| | Medical Office | 179,688 sf | | | | | | | | |
| | Retail | 2,300 sf | | | | | | | | |
| 6 | New Hampisire Residential | | 1317 N New Hampshire Av | 448 | 9 | 23 | 32 | 21 | 15 | 36 |
| | Apartments | 81 units | | | | | | | | |
| | Affordable Housing | 11 units | | | | | | | | |
| 7 | Apartments | 58 units | 1225 N Vermont Av | 429 | 10 | 19 | 29 | 19 | 16 | 35 |
| | Office | 1,320 sf | | | | | | | | |
| | Medical Office | 1,925 sf | | | | | | | | |
| 8 | Apartments | 153 units | 4649 W Maubert Av | 620 | 11 | 31 | 42 | 31 | 19 | 50 |

# APPENDIX H

# TRAFFIC VOLUME DATA, FIGURES AND LEVEL OF SERVICE WORKSHEETS

# TRAFFIC VOLUME DATA

# City Of Los Angeles
# Department Of Transportation
# MANUAL TRAFFIC COUNT SUMMARY

STREET:

**North/South** Vermont Avenue

**East/West** Prospect Avenue

**Day:** Tuesday **Date:** October 8, 2019 **Weather:** CLEAR

**Hours:** 7-10AM 3-6PM **Staff:** CUI

**School Day:** YES **District:** Hollywood I/S CODE 22274

| | N/B | S/B | E/B | W/B |
|---|---|---|---|---|
| **DUAL-WHEELED** | 52 | 68 | 26 | 23 |
| **BIKES** | 40 | 25 | 8 | 12 |
| **BUSES** | 71 | 63 | 23 | 1 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|---|---|---|---|---|---|---|---|---|
| *AM PK 15 MIN* | 146 | 7.45 | 256 | 8.00 | 93 | 8.15 | 114 | 8.00 |
| *PM PK 15 MIN* | 271 | 5.30 | 199 | 3.15 | 121 | 5.00 | 81 | 5.45 |
| *AM PK HOUR* | 568 | 7.30 | 864 | 7.45 | 301 | 7.30 | 376 | 7.30 |
| *PM PK HOUR* | 1040 | 4.45 | 734 | 4.30 | 447 | 4.15 | 274 | 5.00 |

**NORTHBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 0 | 470 | 62 | 532 |
| *8-9* | 0 | 442 | 79 | 521 |
| *9-10* | 1 | 422 | 57 | 480 |
| *3-4* | 1 | 742 | 69 | 812 |
| *4-5* | 0 | 835 | 97 | 932 |
| *5-6* | 1 | 910 | 99 | 1010 |
| TOTAL | 3 | 3821 | 463 | 4287 |

**SOUTHBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 19 | 605 | 132 | 756 |
| *8-9* | 23 | 686 | 113 | 822 |
| *9-10* | 14 | 599 | 99 | 712 |
| *3-4* | 26 | 572 | 116 | 714 |
| *4-5* | 30 | 566 | 112 | 708 |
| *5-6* | 21 | 538 | 112 | 671 |
| TOTAL | 133 | 3566 | 684 | 4383 |

| **TOTAL** | **XING S/L** | | **XING N/L** | |
|---|---|---|---|---|
| N-S | Ped | Sch | Ped | Sch |
| 1288 | 13 | 4 | 26 | 28 |
| 1343 | 9 | 0 | 42 | 4 |
| 1192 | 16 | 3 | 57 | 12 |
| 1526 | 17 | 7 | 54 | 27 |
| 1640 | 20 | 7 | 51 | 46 |
| 1681 | 27 | 8 | 62 | 24 |
| 8670 | 102 | 29 | 292 | 141 |

**EASTBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 70 | 142 | 2 | 214 |
| *8-9* | 108 | 149 | 1 | 258 |
| *9-10* | 82 | 121 | 1 | 204 |
| *3-4* | 147 | 220 | 0 | 367 |
| *4-5* | 160 | 266 | 4 | 430 |
| *5-6* | 155 | 287 | 2 | 444 |
| TOTAL | 722 | 1185 | 10 | 1917 |

**WESTBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 66 | 180 | 13 | 259 |
| *8-9* | 106 | 219 | 16 | 341 |
| *9-10* | 61 | 190 | 25 | 276 |
| *3-4* | 58 | 156 | 27 | 241 |
| *4-5* | 70 | 160 | 22 | 252 |
| *5-6* | 77 | 168 | 29 | 274 |
| TOTAL | 438 | 1073 | 132 | 1643 |

| **TOTAL** | **XING W/L** | | **XING E/L** | |
|---|---|---|---|---|
| E-W | Ped | Sch | Ped | Sch |
| 473 | 19 | 27 | 70 | 39 |
| 599 | 26 | 20 | 115 | 40 |
| 480 | 61 | 13 | 113 | 28 |
| 608 | 68 | 39 | 116 | 41 |
| 682 | 58 | 52 | 138 | 72 |
| 718 | 58 | 66 | 139 | 43 |
| 3560 | 290 | 217 | 691 | 263 |

(Rev Oct 06)

City of Los Angeles
Department of Transportation

# BICYCLE COUNT SUMMARY

**STREET:**

| | | | | | |
|---|---|---|---|---|---|
| **North/South:** | Vermont Avenue | | | | |
| **East/West:** | Prospect Avenue | | | | |
| Day: | Tuesday | Date: | 10/8/2019 | Weather: | CLEAR |
| School Day: | Yes | District: | Hollywood | I/S Code: | 22274 |
| Hours: | 7-10 AM, 3-6 PM | Staff: | CUI | | |

**NORTHBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| 7-8 | 0 | 3 | 2 | 5 |
| 8-9 | 1 | 7 | 0 | 8 |
| 9-10 | 0 | 3 | 0 | 3 |
| 3-4 | 1 | 1 | 1 | 3 |
| 4-5 | 0 | 9 | 3 | 12 |
| 5-6 | 0 | 5 | 4 | 9 |
| TOTAL | 2 | 28 | 10 | 40 |

**SOUTHBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| 7-8 | 0 | 4 | 0 | 4 |
| 8-9 | 1 | 4 | 3 | 8 |
| 9-10 | 0 | 3 | 0 | 3 |
| 3-4 | 0 | 3 | 1 | 4 |
| 4-5 | 0 | 3 | 1 | 4 |
| 5-6 | 0 | 2 | 0 | 2 |
| TOTAL | 1 | 19 | 5 | 25 |

**TOTAL**

| Hours | N-S |
|---|---|
| 7-8 | 9 |
| 8-9 | 16 |
| 9-10 | 6 |
| 3-4 | 7 |
| 4-5 | 16 |
| 5-6 | 11 |
| TOTAL | 65 |

**EASTBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| 7-8 | 0 | 1 | 0 | 1 |
| 8-9 | 0 | 1 | 0 | 1 |
| 9-10 | 1 | 0 | 0 | 1 |
| 3-4 | 0 | 2 | 0 | 2 |
| 4-5 | 1 | 0 | 1 | 2 |
| 5-6 | 1 | 0 | 0 | 1 |
| TOTAL | 3 | 4 | 1 | 8 |

**WESTBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| 7-8 | 0 | 0 | 0 | 0 |
| 8-9 | 0 | 1 | 1 | 2 |
| 9-10 | 0 | 0 | 0 | 0 |
| 3-4 | 0 | 1 | 1 | 2 |
| 4-5 | 2 | 3 | 0 | 5 |
| 5-6 | 1 | 2 | 0 | 3 |
| TOTAL | 3 | 7 | 2 | 12 |

**TOTAL**

| Hours | E-W |
|---|---|
| 7-8 | 1 |
| 8-9 | 3 |
| 9-10 | 1 |
| 3-4 | 4 |
| 4-5 | 7 |
| 5-6 | 4 |
| TOTAL | 20 |

**REMARKS (6 hour total):**

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| - Female Riders | 2 | 4 | 0 | 0 | 6 |
| - No helmet riders | 20 | 19 | 11 | 10 | 60 |
| - Sidewalk Riding | 14 | 11 | 8 | 4 | 37 |
| - Wrong way riding | 5 | 3 | 0 | 2 | 10 |

**NB**: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

*Source:* CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

# PEDESTRIAN COUNT SUMMARY

| | | | | | |
|---|---|---|---|---|---|
| **STREET:** | | | | | |
| **North/South:** | Vermont Avenue | | | | |
| **East/West:** | Prospect Avenue | | | | |
| Day: | Tuesday | Date: | 10/8/2019 | Weather: | CLEAR |
| School Day: | YES | District: | Hollywood | I/S Code: | 22274 |
| Hours: | 7-10 AM, 3-6 PM | Staff: | CUI | | |

AM PEAK PERIOD

| 15 Min. Interval | N-LEG | S-LEG | E-LEG | W-LEG | TOTAL |
|---|---|---|---|---|---|
| 7:00-7:15 | 4 | 3 | 23 | 3 | 33 |
| 7:15-7:30 | 15 | 1 | 22 | 10 | 48 |
| 7:30-7:45 | 16 | 6 | 27 | 14 | 63 |
| 7:45-8:00 | 19 | 7 | 37 | 19 | 82 |
| 8:00-8:15 | 14 | 4 | 38 | 11 | 67 |
| 8:15-8:30 | 11 | 1 | 57 | 7 | 76 |
| 8:30-8:45 | 12 | 1 | 31 | 13 | 57 |
| 8:45-9:00 | 9 | 3 | 29 | 15 | 56 |
| 9:00-9:15 | 18 | 3 | 45 | 21 | 87 |
| 9:15-9:30 | 12 | 2 | 33 | 15 | 62 |
| 9:30-9:45 | 13 | 3 | 31 | 20 | 67 |
| 9:45-10:00 | 26 | 11 | 32 | 18 | 87 |
| **Hours** | | | | | |
| 7 - 8 | 54 | 17 | 109 | 46 | 226 |
| 8 - 9 | 46 | 9 | 155 | 46 | 256 |
| 9 - 10 | 69 | 19 | 141 | 74 | 303 |
| **TOTAL** | 169 | 45 | 405 | 166 | 785 |

PM PEAK PERIOD

| 15 Min. Interval | N-LEG | S-LEG | E-LEG | W-LEG | TOTAL |
|---|---|---|---|---|---|
| 3:00-3:15 | 16 | 2 | 41 | 20 | 79 |
| 3:15-3:30 | 11 | 5 | 38 | 29 | 83 |
| 3:30-3:45 | 24 | 6 | 38 | 26 | 94 |
| 3:45-4:00 | 30 | 11 | 40 | 32 | 113 |
| 4:00-4:15 | 22 | 6 | 43 | 30 | 101 |
| 4:15-4:30 | 22 | 2 | 43 | 27 | 94 |
| 4:30-4:45 | 28 | 4 | 65 | 25 | 122 |
| 4:45-5:00 | 25 | 15 | 59 | 28 | 127 |
| 5:00-5:15 | 31 | 8 | 54 | 34 | 127 |
| 5:15-5:30 | 25 | 8 | 49 | 27 | 109 |
| 5:30-5:45 | 15 | 14 | 30 | 28 | 87 |
| 5:45-6:00 | 15 | 5 | 49 | 35 | 104 |
| **Hours** | | | | | |
| 3 - 4 | 81 | 24 | 157 | 107 | 369 |
| 4 - 5 | 97 | 27 | 210 | 110 | 444 |
| 5 - 6 | 86 | 35 | 182 | 124 | 427 |
| | 264 | 86 | 549 | 341 | 1240 |

**REMARKS (6 hour total):**

| | N-LEG | S-LEG | E-LEG | W-LEG | TOTAL |
|---|---|---|---|---|---|
| - Wheelchair/special needs assistance | 1 | 2 | 4 | 3 | 10 |
| - Skateboard/scooter | 8 | 6 | 18 | 6 | 38 |

**N**: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

*Source:* LADOT 2015 CMP

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 01_LAC_Vermont_Prospect AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

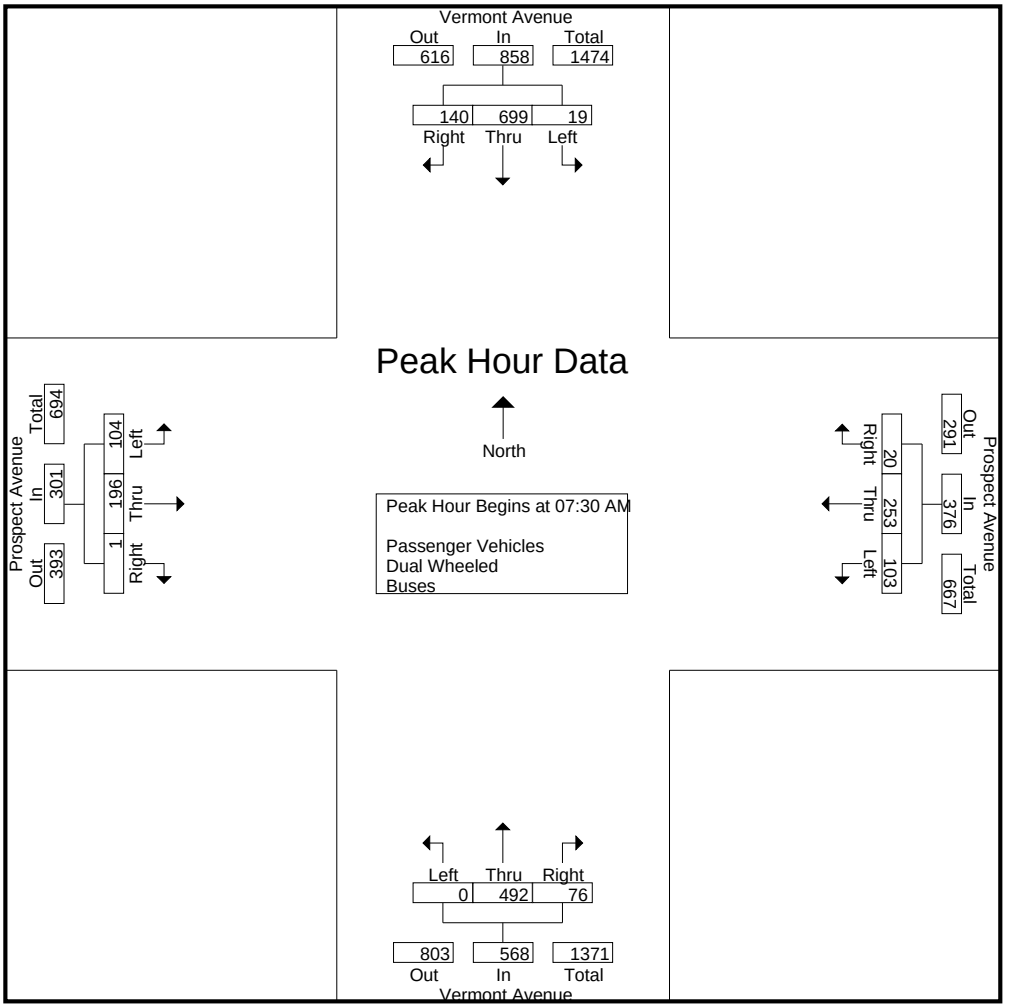
| | Vermont Avenue Southbound | | | | Prospect Avenue Westbound | | | | Vermont Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 8 | 141 | 29 | 178 | 10 | 30 | 1 | 41 | 0 | 107 | 9 | 116 | 15 | 22 | 0 | 37 | 372 |
| 07:15 AM | 3 | 131 | 30 | 164 | 12 | 30 | 3 | 45 | 0 | 108 | 19 | 127 | 13 | 28 | 1 | 42 | 378 |
| 07:30 AM | 2 | 148 | 31 | 181 | 14 | 58 | 8 | 80 | 0 | 125 | 18 | 143 | 19 | 36 | 1 | 56 | 460 |
| 07:45 AM | 6 | 185 | 42 | 233 | 30 | 62 | 1 | 93 | 0 | 130 | 16 | 146 | 23 | 56 | 0 | 79 | 551 |
| Total | 19 | 605 | 132 | 756 | 66 | 180 | 13 | 259 | 0 | 470 | 62 | 532 | 70 | 142 | 2 | 214 | 1761 |
| 08:00 AM | 2 | 216 | 38 | 256 | 35 | 74 | 5 | 114 | 0 | 123 | 23 | 146 | 23 | 50 | 0 | 73 | 589 |
| 08:15 AM | 9 | 150 | 29 | 188 | 24 | 59 | 6 | 89 | 0 | 114 | 19 | 133 | 39 | 54 | 0 | 93 | 503 |
| 08:30 AM | 5 | 158 | 24 | 187 | 27 | 48 | 1 | 76 | 0 | 104 | 18 | 122 | 20 | 24 | 0 | 44 | 429 |
| 08:45 AM | 7 | 162 | 22 | 191 | 20 | 38 | 4 | 62 | 0 | 101 | 19 | 120 | 26 | 21 | 1 | 48 | 421 |
| Total | 23 | 686 | 113 | 822 | 106 | 219 | 16 | 341 | 0 | 442 | 79 | 521 | 108 | 149 | 1 | 258 | 1942 |
| 09:00 AM | 2 | 155 | 21 | 178 | 21 | 60 | 7 | 88 | 0 | 113 | 18 | 131 | 16 | 31 | 0 | 47 | 444 |
| 09:15 AM | 3 | 152 | 25 | 180 | 16 | 38 | 6 | 60 | 1 | 91 | 13 | 105 | 27 | 36 | 0 | 63 | 408 |
| 09:30 AM | 3 | 142 | 27 | 172 | 9 | 59 | 5 | 73 | 0 | 107 | 11 | 118 | 15 | 34 | 0 | 49 | 412 |
| 09:45 AM | 6 | 150 | 26 | 182 | 15 | 33 | 7 | 55 | 0 | 111 | 15 | 126 | 24 | 20 | 1 | 45 | 408 |
| Total | 14 | 599 | 99 | 712 | 61 | 190 | 25 | 276 | 1 | 422 | 57 | 480 | 82 | 121 | 1 | 204 | 1672 |
| Grand Total | 56 | 1890 | 344 | 2290 | 233 | 589 | 54 | 876 | 1 | 1334 | 198 | 1533 | 260 | 412 | 4 | 676 | 5375 |
| Apprch % | 2.4 | 82.5 | 15 | | 26.6 | 67.2 | 6.2 | | 0.1 | 87 | 12.9 | | 38.5 | 60.9 | 0.6 | | |
| Total % | 1 | 35.2 | 6.4 | 42.6 | 4.3 | 11 | 1 | 16.3 | 0 | 24.8 | 3.7 | 28.5 | 4.8 | 7.7 | 0.1 | 12.6 | |
| Passenger Vehicles | 55 | 1852 | 305 | 2212 | 229 | 582 | 51 | 862 | 1 | 1274 | 197 | 1472 | 247 | 404 | 4 | 655 | 5201 |
| % Passenger Vehicles | 98.2 | 98 | 88.7 | 96.6 | 98.3 | 98.8 | 94.4 | 98.4 | 100 | 95.5 | 99.5 | 96 | 95 | 98.1 | 100 | 96.9 | 96.8 |
| Dual Wheeled | 1 | 28 | 17 | 46 | 4 | 7 | 3 | 14 | 0 | 31 | 1 | 32 | 3 | 7 | 0 | 10 | 102 |
| % Dual Wheeled | 1.8 | 1.5 | 4.9 | 2 | 1.7 | 1.2 | 5.6 | 1.6 | 0 | 2.3 | 0.5 | 2.1 | 1.2 | 1.7 | 0 | 1.5 | 1.9 |
| Buses | 0 | 10 | 22 | 32 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 29 | 10 | 1 | 0 | 11 | 72 |
| % Buses | 0 | 0.5 | 6.4 | 1.4 | 0 | 0 | 0 | 0 | 0 | 2.2 | 0 | 1.9 | 3.8 | 0.2 | 0 | 1.6 | 1.3 |

| | Vermont Avenue Southbound | | | | Prospect Avenue Westbound | | | | Vermont Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 2 | 148 | 31 | 181 | 14 | 58 | **8** | 80 | 0 | 125 | 18 | 143 | 19 | 36 | **1** | 56 | 460 |
| 07:45 AM | 6 | 185 | **42** | 233 | 30 | 62 | 1 | 93 | 0 | **130** | 16 | **146** | 23 | **56** | 0 | 79 | 551 |
| 08:00 AM | 2 | **216** | 38 | **256** | **35** | **74** | 5 | **114** | 0 | 123 | **23** | 146 | 23 | 50 | 0 | 73 | **589** |
| 08:15 AM | **9** | 150 | 29 | 188 | 24 | 59 | 6 | 89 | 0 | 114 | 19 | 133 | **39** | 54 | 0 | **93** | 503 |
| Total Volume | 19 | 699 | 140 | 858 | 103 | 253 | 20 | 376 | 0 | 492 | 76 | 568 | 104 | 196 | 1 | 301 | 2103 |
| % App. Total | 2.2 | 81.5 | 16.3 | | 27.4 | 67.3 | 5.3 | | 0 | 86.6 | 13.4 | | 34.6 | 65.1 | 0.3 | | |
| PHF | .528 | .809 | .833 | .838 | .736 | .855 | .625 | .825 | .000 | .946 | .826 | .973 | .667 | .875 | .250 | .809 | .893 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 01_LAC_Vermont_Prospect AM
Site Code : 99919717
Start Date : 10/8/2019


Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:45 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 6 | 185 | **42** | 233 | 14 | 58 | **8** | 80 | 0 | 125 | 18 | 143 | 19 | 36 | **1** | 56 |
| +15 mins. | 2 | **216** | 38 | **256** | 30 | 62 | 1 | 93 | 0 | **130** | 16 | **146** | 23 | **56** | 0 | 79 |
| +30 mins. | **9** | 150 | 29 | 188 | **35** | **74** | 5 | **114** | 0 | 123 | **23** | 146 | 23 | 50 | 0 | 73 |
| +45 mins. | 5 | 158 | 24 | 187 | 24 | 59 | 6 | 89 | 0 | 114 | 19 | 133 | **39** | 54 | 0 | **93** |
| Total Volume | 22 | 709 | 133 | 864 | 103 | 253 | 20 | 376 | 0 | 492 | 76 | 568 | 104 | 196 | 1 | 301 |
| % App. Total | 2.5 | 82.1 | 15.4 | | 27.4 | 67.3 | 5.3 | | 0 | 86.6 | 13.4 | | 34.6 | 65.1 | 0.3 | |
| PHF | .611 | .821 | .792 | .844 | .736 | .855 | .625 | .825 | .000 | .946 | .826 | .973 | .667 | .875 | .250 | .809 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 01_LAC_Vermont_Prospect AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Passenger Vehicles

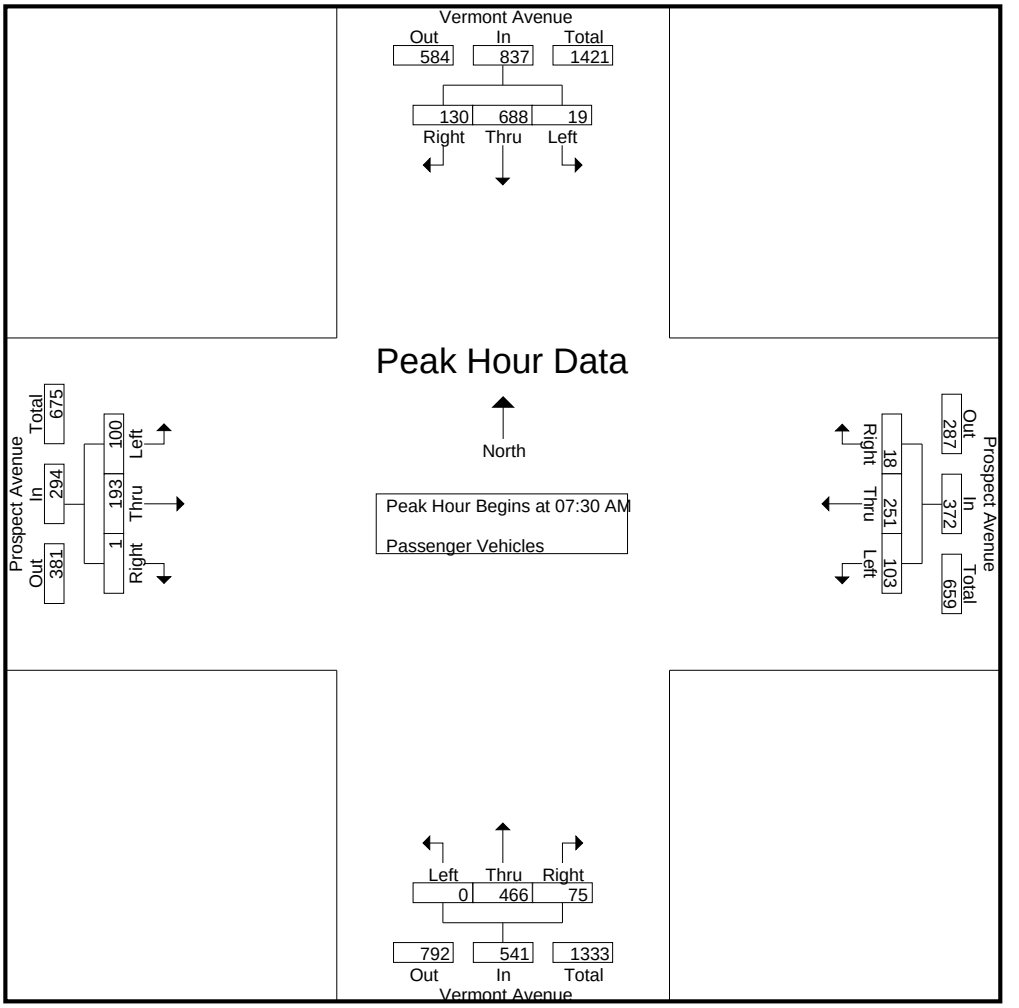
| | Vermont Avenue Southbound | | | | Prospect Avenue Westbound | | | | Vermont Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 8 | 141 | 27 | 176 | 10 | 29 | 1 | 40 | 0 | 103 | 9 | 112 | 14 | 21 | 0 | 35 | 363 |
| 07:15 AM | 3 | 129 | 24 | 156 | 12 | 30 | 3 | 45 | 0 | 101 | 19 | 120 | 12 | 27 | 1 | 40 | 361 |
| 07:30 AM | 2 | 146 | 28 | 176 | 14 | 58 | 7 | 79 | 0 | 120 | 18 | 138 | 19 | 35 | 1 | 55 | 448 |
| 07:45 AM | 6 | 183 | 39 | 228 | 30 | 62 | 1 | 93 | 0 | 122 | 15 | 137 | 20 | 56 | 0 | 76 | 534 |
| Total | 19 | 599 | 118 | 736 | 66 | 179 | 12 | 257 | 0 | 446 | 61 | 507 | 65 | 139 | 2 | 206 | 1706 |
| 08:00 AM | 2 | 212 | 36 | 250 | 35 | 73 | 5 | 113 | 0 | 117 | 23 | 140 | 23 | 49 | 0 | 72 | 575 |
| 08:15 AM | 9 | 147 | 27 | 183 | 24 | 58 | 5 | 87 | 0 | 107 | 19 | 126 | 38 | 53 | 0 | 91 | 487 |
| 08:30 AM | 5 | 155 | 22 | 182 | 26 | 47 | 1 | 74 | 0 | 99 | 18 | 117 | 19 | 24 | 0 | 43 | 416 |
| 08:45 AM | 6 | 159 | 21 | 186 | 20 | 37 | 3 | 60 | 0 | 97 | 19 | 116 | 25 | 21 | 1 | 47 | 409 |
| Total | 22 | 673 | 106 | 801 | 105 | 215 | 14 | 334 | 0 | 420 | 79 | 499 | 105 | 147 | 1 | 253 | 1887 |
| 09:00 AM | 2 | 149 | 19 | 170 | 21 | 59 | 7 | 87 | 0 | 110 | 18 | 128 | 15 | 31 | 0 | 46 | 431 |
| 09:15 AM | 3 | 147 | 19 | 169 | 14 | 38 | 6 | 58 | 1 | 85 | 13 | 99 | 25 | 33 | 0 | 58 | 384 |
| 09:30 AM | 3 | 139 | 23 | 165 | 8 | 58 | 5 | 71 | 0 | 105 | 11 | 116 | 15 | 34 | 0 | 49 | 401 |
| 09:45 AM | 6 | 145 | 20 | 171 | 15 | 33 | 7 | 55 | 0 | 108 | 15 | 123 | 22 | 20 | 1 | 43 | 392 |
| Total | 14 | 580 | 81 | 675 | 58 | 188 | 25 | 271 | 1 | 408 | 57 | 466 | 77 | 118 | 1 | 196 | 1608 |
| Grand Total | 55 | 1852 | 305 | 2212 | 229 | 582 | 51 | 862 | 1 | 1274 | 197 | 1472 | 247 | 404 | 4 | 655 | 5201 |
| Apprch % | 2.5 | 83.7 | 13.8 | | 26.6 | 67.5 | 5.9 | | 0.1 | 86.5 | 13.4 | | 37.7 | 61.7 | 0.6 | | |
| Total % | 1.1 | 35.6 | 5.9 | 42.5 | 4.4 | 11.2 | 1 | 16.6 | 0 | 24.5 | 3.8 | 28.3 | 4.7 | 7.8 | 0.1 | 12.6 | |

| | Vermont Avenue Southbound | | | | Prospect Avenue Westbound | | | | Vermont Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 2 | 146 | 28 | 176 | 14 | 58 | **7** | 79 | 0 | 120 | 18 | 138 | 19 | 35 | **1** | 55 | 448 |
| 07:45 AM | 6 | 183 | **39** | 228 | 30 | 62 | 1 | 93 | 0 | **122** | 15 | 137 | 20 | **56** | 0 | 76 | 534 |
| 08:00 AM | 2 | **212** | 36 | **250** | **35** | **73** | 5 | **113** | 0 | 117 | **23** | **140** | 23 | 49 | 0 | 72 | **575** |
| 08:15 AM | **9** | 147 | 27 | 183 | 24 | 58 | 5 | 87 | 0 | 107 | 19 | 126 | **38** | 53 | 0 | **91** | 487 |
| Total Volume | 19 | 688 | 130 | 837 | 103 | 251 | 18 | 372 | 0 | 466 | 75 | 541 | 100 | 193 | 1 | 294 | 2044 |
| % App. Total | 2.3 | 82.2 | 15.5 | | 27.7 | 67.5 | 4.8 | | 0 | 86.1 | 13.9 | | 34 | 65.6 | 0.3 | | |
| PHF | .528 | .811 | .833 | .837 | .736 | .860 | .643 | .823 | .000 | .955 | .815 | .966 | .658 | .862 | .250 | .808 | .889 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 01_LAC_Vermont_Prospect AM
Site Code : 99919717
Start Date : 10/8/2019


Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 2 | 146 | 28 | 176 | 14 | 58 | **7** | 79 | 0 | 120 | 18 | 138 | 19 | 35 | **1** | 55 |
| +15 mins. | 6 | 183 | **39** | 228 | 30 | 62 | 1 | 93 | 0 | **122** | 15 | 137 | 20 | **56** | 0 | 76 |
| +30 mins. | 2 | **212** | 36 | **250** | **35** | **73** | 5 | **113** | 0 | 117 | **23** | **140** | 23 | 49 | 0 | 72 |
| +45 mins. | **9** | 147 | 27 | 183 | 24 | 58 | 5 | 87 | 0 | 107 | 19 | 126 | **38** | 53 | 0 | **91** |
| Total Volume | 19 | 688 | 130 | 837 | 103 | 251 | 18 | 372 | 0 | 466 | 75 | 541 | 100 | 193 | 1 | 294 |
| % App. Total | 2.3 | 82.2 | 15.5 | | 27.7 | 67.5 | 4.8 | | 0 | 86.1 | 13.9 | | 34 | 65.6 | 0.3 | |
| PHF | .528 | .811 | .833 | .837 | .736 | .860 | .643 | .823 | .000 | .955 | .815 | .966 | .658 | .862 | .250 | .808 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 01_LAC_Vermont_Prospect AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Dual Wheeled

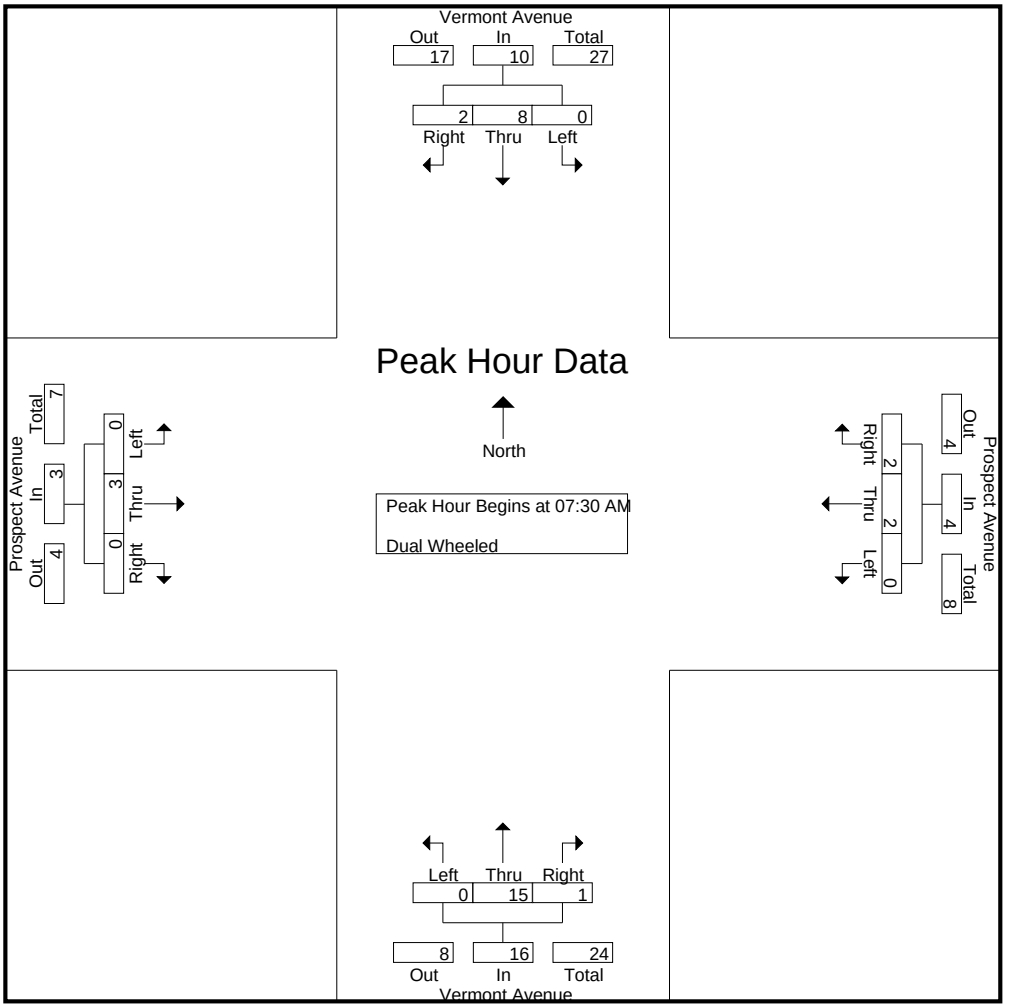
| | Vermont Avenue Southbound | | | | Prospect Avenue Westbound | | | | Vermont Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 07:15 AM | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 7 |
| 07:30 AM | 0 | 2 | 1 | 3 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 8 |
| 07:45 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 7 | 0 | 0 | 0 | 0 | 9 |
| Total | 0 | 5 | 4 | 9 | 0 | 1 | 1 | 2 | 0 | 14 | 1 | 15 | 0 | 2 | 0 | 2 | 28 |
| 08:00 AM | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 6 |
| 08:15 AM | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 5 | 0 | 5 | 0 | 1 | 0 | 1 | 10 |
| 08:30 AM | 0 | 3 | 0 | 3 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| 08:45 AM | 1 | 3 | 1 | 5 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| Total | 1 | 10 | 2 | 13 | 1 | 4 | 2 | 7 | 0 | 9 | 0 | 9 | 0 | 2 | 0 | 2 | 31 |
| 09:00 AM | 0 | 4 | 1 | 5 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 8 |
| 09:15 AM | 0 | 3 | 3 | 6 | 2 | 0 | 0 | 2 | 0 | 4 | 0 | 4 | 1 | 3 | 0 | 4 | 16 |
| 09:30 AM | 0 | 2 | 2 | 4 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 09:45 AM | 0 | 4 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 12 |
| Total | 0 | 13 | 11 | 24 | 3 | 2 | 0 | 5 | 0 | 8 | 0 | 8 | 3 | 3 | 0 | 6 | 43 |
| Grand Total | 1 | 28 | 17 | 46 | 4 | 7 | 3 | 14 | 0 | 31 | 1 | 32 | 3 | 7 | 0 | 10 | 102 |
| Apprch % | 2.2 | 60.9 | 37 | | 28.6 | 50 | 21.4 | | 0 | 96.9 | 3.1 | | 30 | 70 | 0 | | |
| Total % | 1 | 27.5 | 16.7 | 45.1 | 3.9 | 6.9 | 2.9 | 13.7 | 0 | 30.4 | 1 | 31.4 | 2.9 | 6.9 | 0 | 9.8 | |

| | Vermont Avenue Southbound | | | | Prospect Avenue Westbound | | | | Vermont Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | **2** | **1** | **3** | 0 | 0 | **1** | 1 | 0 | 3 | 0 | 3 | 0 | **1** | 0 | **1** | 8 |
| 07:45 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | **6** | **1** | **7** | 0 | 0 | 0 | 0 | 9 |
| 08:00 AM | 0 | 2 | 1 | 3 | 0 | **1** | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 6 |
| 08:15 AM | 0 | 2 | 0 | 2 | 0 | 1 | 1 | **2** | 0 | 5 | 0 | 5 | 0 | 1 | 0 | 1 | **10** |
| Total Volume | 0 | 8 | 2 | 10 | 0 | 2 | 2 | 4 | 0 | 15 | 1 | 16 | 0 | 3 | 0 | 3 | 33 |
| % App. Total | 0 | 80 | 20 | | 0 | 50 | 50 | | 0 | 93.8 | 6.2 | | 0 | 100 | 0 | | |
| PHF | .000 | 1.00 | .500 | .833 | .000 | .500 | .500 | .500 | .000 | .625 | .250 | .571 | .000 | .750 | .000 | .750 | .825 |

Counts Unlimited
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Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 01_LAC_Vermont_Prospect AM
Site Code : 99919717
Start Date : 10/8/2019


Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **2** | **1** | **3** | 0 | 0 | **1** | 1 | 0 | 3 | 0 | 3 | 0 | **1** | 0 | **1** |
| +15 mins. | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | **6** | **1** | **7** | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 2 | 1 | 3 | 0 | **1** | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| +45 mins. | 0 | 2 | 0 | 2 | 0 | 1 | 1 | **2** | 0 | 5 | 0 | 5 | 0 | 1 | 0 | 1 |
| Total Volume | 0 | 8 | 2 | 10 | 0 | 2 | 2 | 4 | 0 | 15 | 1 | 16 | 0 | 3 | 0 | 3 |
| % App. Total | 0 | 80 | 20 | | 0 | 50 | 50 | | 0 | 93.8 | 6.2 | | 0 | 100 | 0 | |
| PHF | .000 | 1.000 | .500 | .833 | .000 | .500 | .500 | .500 | .000 | .625 | .250 | .571 | .000 | .750 | .000 | .750 |

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Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 01_LAC_Vermont_Prospect AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Buses

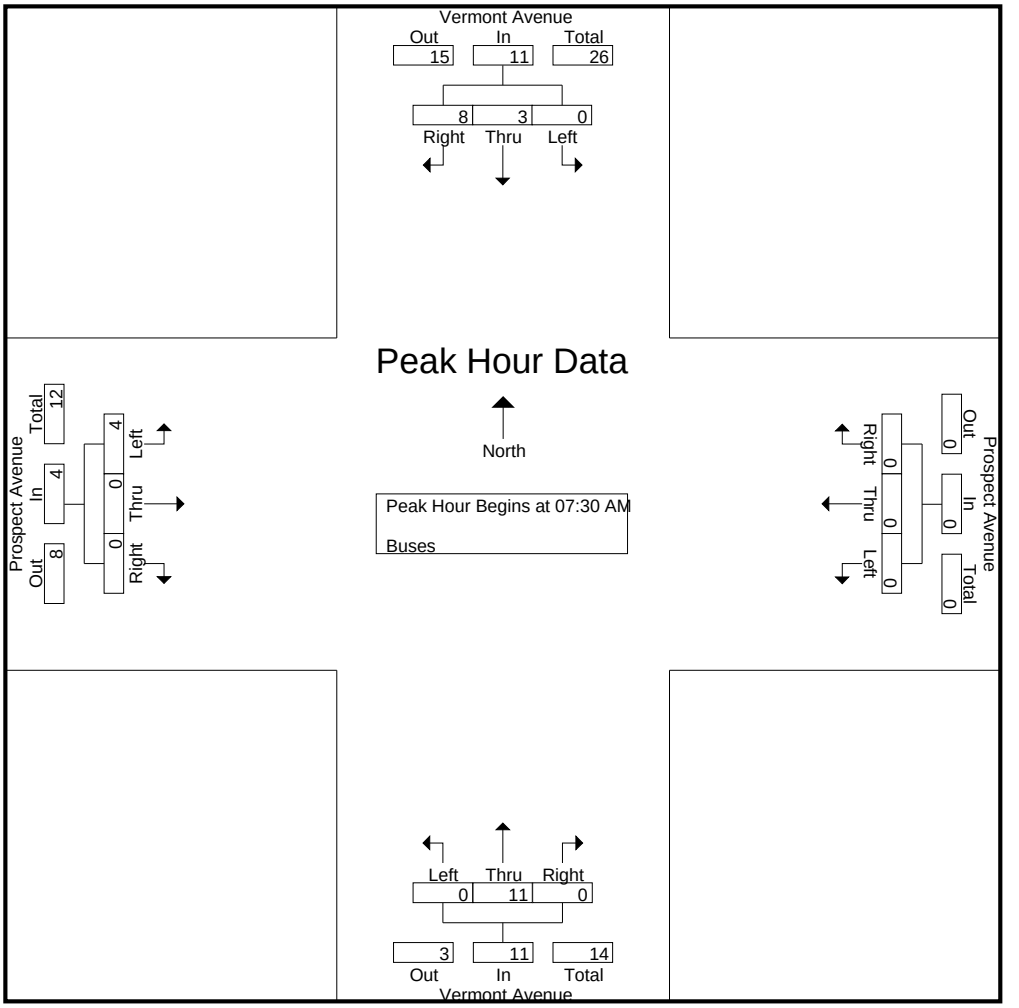
| | Vermont Avenue Southbound | | | | Prospect Avenue Westbound | | | | Vermont Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 2 | 5 |
| 07:15 AM | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 1 | 10 |
| 07:30 AM | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 07:45 AM | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 | 0 | 0 | 3 | 8 |
| Total | 0 | 1 | 10 | 11 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 5 | 1 | 0 | 6 | 27 |
| 08:00 AM | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 8 |
| 08:15 AM | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 6 |
| 08:30 AM | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 1 | 6 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 1 | 4 |
| Total | 0 | 3 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 3 | 0 | 0 | 3 | 24 |
| 09:00 AM | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 5 |
| 09:15 AM | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 8 |
| 09:30 AM | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 09:45 AM | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 6 | 7 | 13 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 2 | 0 | 0 | 2 | 21 |
| Grand Total | 0 | 10 | 22 | 32 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 29 | 10 | 1 | 0 | 11 | 72 |
| Apprch % | 0 | 31.2 | 68.8 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 90.9 | 9.1 | 0 | | |
| Total % | 0 | 13.9 | 30.6 | 44.4 | 0 | 0 | 0 | 0 | 0 | 40.3 | 0 | 40.3 | 13.9 | 1.4 | 0 | 15.3 | |

| | Vermont Avenue Southbound | | | | Prospect Avenue Westbound | | | | Vermont Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 07:45 AM | 0 | 0 | **3** | **3** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | **3** | 0 | 0 | **3** | **8** |
| 08:00 AM | 0 | **2** | 1 | 3 | 0 | 0 | 0 | 0 | 0 | **5** | 0 | **5** | 0 | 0 | 0 | 0 | 8 |
| 08:15 AM | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 6 |
| Total Volume | 0 | 3 | 8 | 11 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 4 | 0 | 0 | 4 | 26 |
| % App. Total | 0 | 27.3 | 72.7 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 100 | 0 | 0 | | |
| PHF | .000 | .375 | .667 | .917 | .000 | .000 | .000 | .000 | .000 | .550 | .000 | .550 | .333 | .000 | .000 | .333 | .813 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 01_LAC_Vermont_Prospect AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 2




Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | **3** | **3** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | **3** | 0 | 0 | **3** |
| +30 mins. | 0 | **2** | 1 | 3 | 0 | 0 | 0 | 0 | 0 | **5** | 0 | **5** | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 |
| Total Volume | 0 | 3 | 8 | 11 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 4 | 0 | 0 | 4 |
| % App. Total | 0 | 27.3 | 72.7 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 100 | 0 | 0 | |
| PHF | .000 | .375 | .667 | .917 | .000 | .000 | .000 | .000 | .000 | .550 | .000 | .550 | .333 | .000 | .000 | .333 |

Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 01_LAC_Vermont_Prospect PM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

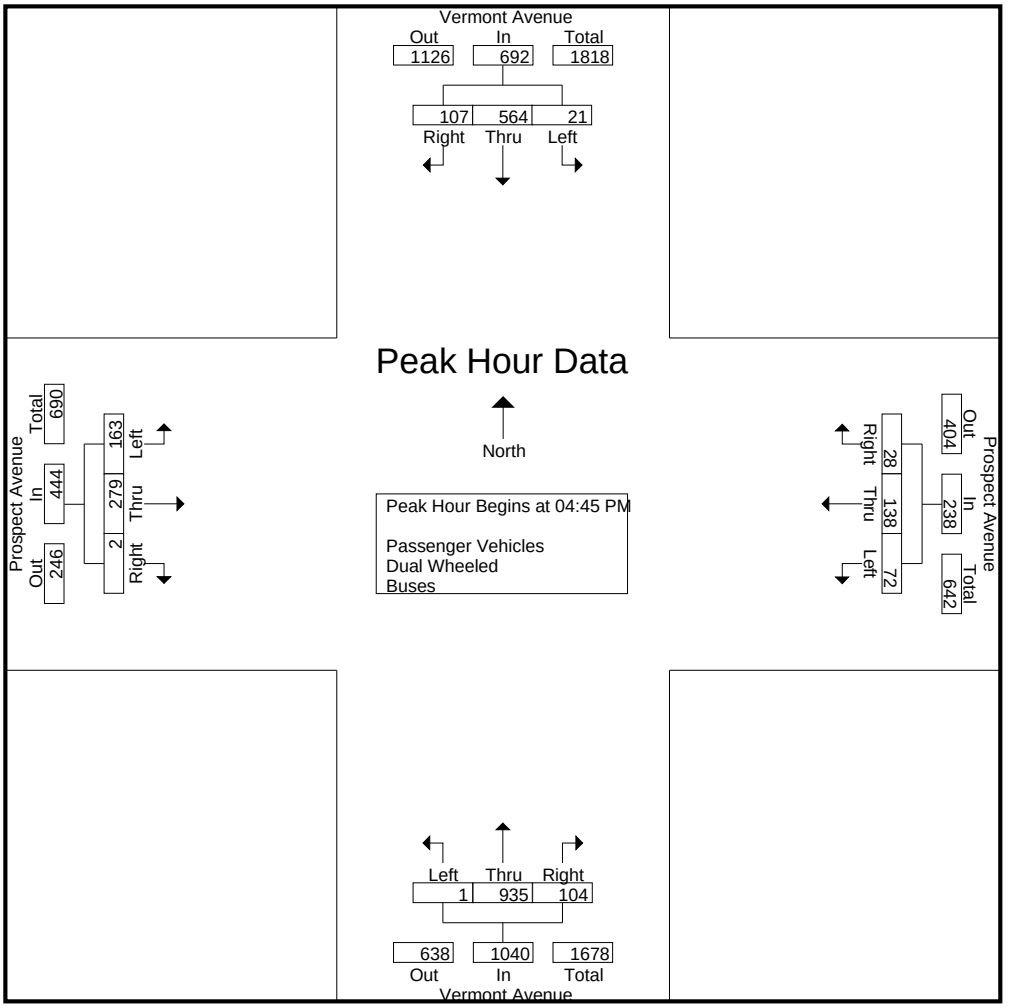
| | Vermont Avenue Southbound | | | | Prospect Avenue Westbound | | | | Vermont Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 03:00 PM | 5 | 132 | 29 | 166 | 20 | 33 | 9 | 62 | 1 | 155 | 15 | 171 | 34 | 52 | 0 | 86 | 485 |
| 03:15 PM | 5 | 160 | 34 | 199 | 12 | 42 | 6 | 60 | 0 | 173 | 18 | 191 | 34 | 57 | 0 | 91 | 541 |
| 03:30 PM | 10 | 140 | 21 | 171 | 13 | 42 | 6 | 61 | 0 | 202 | 17 | 219 | 32 | 50 | 0 | 82 | 533 |
| 03:45 PM | 6 | 140 | 32 | 178 | 13 | 39 | 6 | 58 | 0 | 212 | 19 | 231 | 47 | 61 | 0 | 108 | 575 |
| Total | 26 | 572 | 116 | 714 | 58 | 156 | 27 | 241 | 1 | 742 | 69 | 812 | 147 | 220 | 0 | 367 | 2134 |
| 04:00 PM | 12 | 128 | 30 | 170 | 16 | 48 | 6 | 70 | 0 | 207 | 20 | 227 | 44 | 59 | 1 | 104 | 571 |
| 04:15 PM | 7 | 137 | 28 | 172 | 22 | 45 | 2 | 69 | 0 | 202 | 24 | 226 | 42 | 75 | 1 | 118 | 585 |
| 04:30 PM | 5 | 152 | 28 | 185 | 16 | 43 | 9 | 68 | 0 | 194 | 26 | 220 | 30 | 65 | 2 | 97 | 570 |
| 04:45 PM | 6 | 149 | 26 | 181 | 16 | 24 | 5 | 45 | 0 | 232 | 27 | 259 | 44 | 67 | 0 | 111 | 596 |
| Total | 30 | 566 | 112 | 708 | 70 | 160 | 22 | 252 | 0 | 835 | 97 | 932 | 160 | 266 | 4 | 430 | 2322 |
| 05:00 PM | 6 | 159 | 27 | 192 | 16 | 36 | 6 | 58 | 0 | 216 | 28 | 244 | 39 | 82 | 0 | 121 | 615 |
| 05:15 PM | 5 | 141 | 30 | 176 | 24 | 37 | 8 | 69 | 1 | 243 | 22 | 266 | 41 | 75 | 1 | 117 | 628 |
| 05:30 PM | 4 | 115 | 24 | 143 | 16 | 41 | 9 | 66 | 0 | 244 | 27 | 271 | 39 | 55 | 1 | 95 | 575 |
| 05:45 PM | 6 | 123 | 31 | 160 | 21 | 54 | 6 | 81 | 0 | 207 | 22 | 229 | 36 | 75 | 0 | 111 | 581 |
| Total | 21 | 538 | 112 | 671 | 77 | 168 | 29 | 274 | 1 | 910 | 99 | 1010 | 155 | 287 | 2 | 444 | 2399 |
| Grand Total | 77 | 1676 | 340 | 2093 | 205 | 484 | 78 | 767 | 2 | 2487 | 265 | 2754 | 462 | 773 | 6 | 1241 | 6855 |
| Apprch % | 3.7 | 80.1 | 16.2 | | 26.7 | 63.1 | 10.2 | | 0.1 | 90.3 | 9.6 | | 37.2 | 62.3 | 0.5 | | |
| Total % | 1.1 | 24.4 | 5 | 30.5 | 3 | 7.1 | 1.1 | 11.2 | 0 | 36.3 | 3.9 | 40.2 | 6.7 | 11.3 | 0.1 | 18.1 | |
| Passenger Vehicles | 76 | 1650 | 314 | 2040 | 203 | 477 | 77 | 757 | 2 | 2429 | 261 | 2692 | 441 | 766 | 6 | 1213 | 6702 |
| % Passenger Vehicles | 98.7 | 98.4 | 92.4 | 97.5 | 99 | 98.6 | 98.7 | 98.7 | 100 | 97.7 | 98.5 | 97.7 | 95.5 | 99.1 | 100 | 97.7 | 97.8 |
| Dual Wheeled | 1 | 18 | 3 | 22 | 2 | 6 | 1 | 9 | 0 | 16 | 4 | 20 | 9 | 7 | 0 | 16 | 67 |
| % Dual Wheeled | 1.3 | 1.1 | 0.9 | 1.1 | 1 | 1.2 | 1.3 | 1.2 | 0 | 0.6 | 1.5 | 0.7 | 1.9 | 0.9 | 0 | 1.3 | 1 |
| Buses | 0 | 8 | 23 | 31 | 0 | 1 | 0 | 1 | 0 | 42 | 0 | 42 | 12 | 0 | 0 | 12 | 86 |
| % Buses | 0 | 0.5 | 6.8 | 1.5 | 0 | 0.2 | 0 | 0.1 | 0 | 1.7 | 0 | 1.5 | 2.6 | 0 | 0 | 1 | 1.3 |

| | Vermont Avenue Southbound | | | | Prospect Avenue Westbound | | | | Vermont Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | **6** | 149 | 26 | 181 | 16 | 24 | 5 | 45 | 0 | 232 | 27 | 259 | **44** | 67 | 0 | 111 | 596 |
| 05:00 PM | 6 | **159** | 27 | **192** | 16 | 36 | 6 | 58 | 0 | 216 | **28** | 244 | 39 | **82** | 0 | **121** | 615 |
| 05:15 PM | 5 | 141 | **30** | 176 | **24** | 37 | 8 | **69** | **1** | 243 | 22 | 266 | 41 | 75 | **1** | 117 | **628** |
| 05:30 PM | 4 | 115 | 24 | 143 | 16 | **41** | **9** | 66 | 0 | **244** | 27 | **271** | 39 | 55 | 1 | 95 | 575 |
| Total Volume | 21 | 564 | 107 | 692 | 72 | 138 | 28 | 238 | 1 | 935 | 104 | 1040 | 163 | 279 | 2 | 444 | 2414 |
| % App. Total | 3 | 81.5 | 15.5 | | 30.3 | 58 | 11.8 | | 0.1 | 89.9 | 10 | | 36.7 | 62.8 | 0.5 | | |
| PHF | .875 | .887 | .892 | .901 | .750 | .841 | .778 | .862 | .250 | .958 | .929 | .959 | .926 | .851 | .500 | .917 | .961 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 01_LAC_Vermont_Prospect PM
Site Code : 99919717
Start Date : 10/8/2019


Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:30 PM | | | | 05:00 PM | | | | 04:45 PM | | | | 04:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 5 | 152 | 28 | 185 | 16 | 36 | 6 | 58 | 0 | 232 | 27 | 259 | 42 | 75 | 1 | 118 |
| +15 mins. | **6** | 149 | 26 | 181 | **24** | 37 | 8 | 69 | 0 | 216 | **28** | 244 | 30 | 65 | **2** | 97 |
| +30 mins. | 6 | **159** | 27 | **192** | 16 | 41 | **9** | 66 | **1** | 243 | 22 | 266 | **44** | 67 | 0 | 111 |
| +45 mins. | 5 | 141 | **30** | 176 | 21 | **54** | 6 | **81** | 0 | **244** | 27 | **271** | 39 | **82** | 0 | **121** |
| Total Volume | 22 | 601 | 111 | 734 | 77 | 168 | 29 | 274 | 1 | 935 | 104 | 1040 | 155 | 289 | 3 | 447 |
| % App. Total | 3 | 81.9 | 15.1 | | 28.1 | 61.3 | 10.6 | | 0.1 | 89.9 | 10 | | 34.7 | 64.7 | 0.7 | |
| PHF | .917 | .945 | .925 | .956 | .802 | .778 | .806 | .846 | .250 | .958 | .929 | .959 | .881 | .881 | .375 | .924 |

Counts Unlimited
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City of Los Angeles
N/S: Vermont Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 01_LAC_Vermont_Prospect PM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Passenger Vehicles

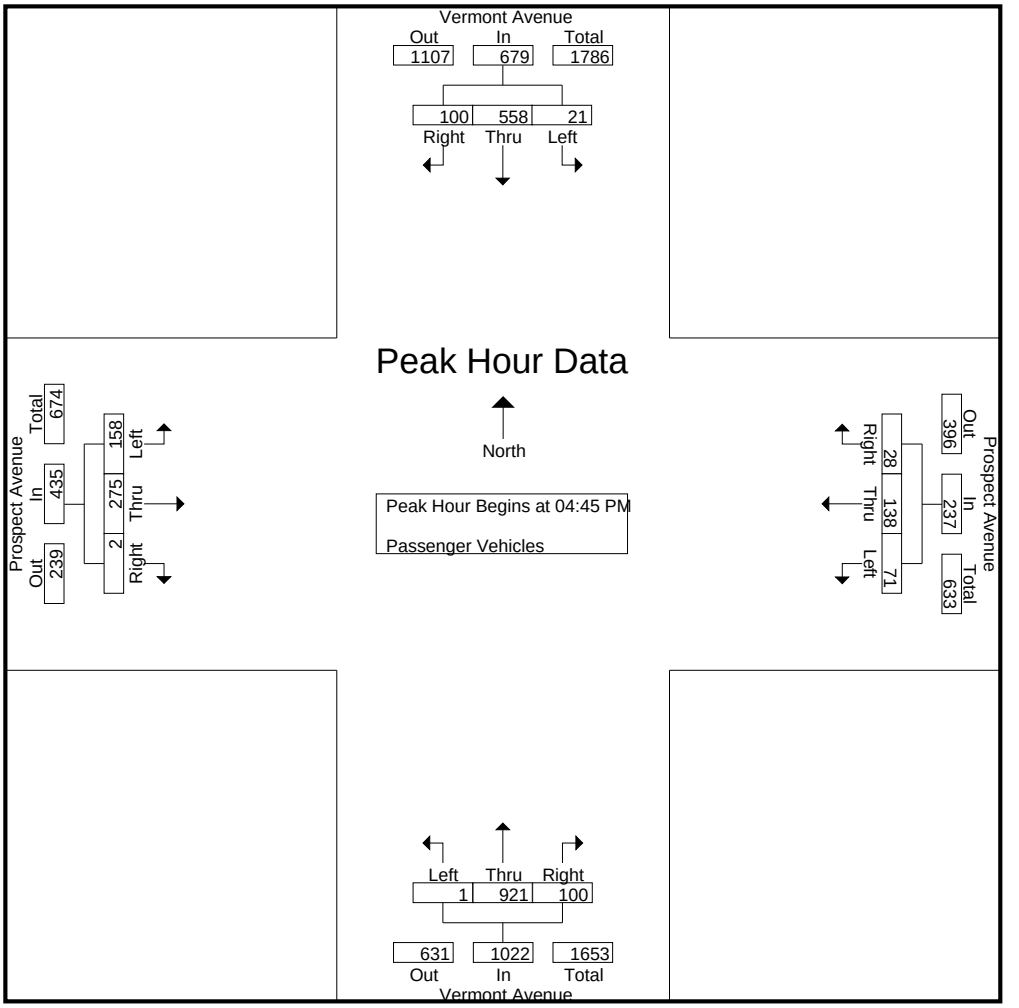
| | Vermont Avenue Southbound | | | | Prospect Avenue Westbound | | | | Vermont Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 03:00 PM | 5 | 130 | 27 | 162 | 19 | 32 | 8 | 59 | 1 | 148 | 15 | 164 | 30 | 51 | 0 | 81 | 466 |
| 03:15 PM | 5 | 155 | 31 | 191 | 12 | 40 | 6 | 58 | 0 | 167 | 18 | 185 | 34 | 57 | 0 | 91 | 525 |
| 03:30 PM | 10 | 136 | 19 | 165 | 13 | 41 | 6 | 60 | 0 | 195 | 17 | 212 | 30 | 50 | 0 | 80 | 517 |
| 03:45 PM | 6 | 138 | 31 | 175 | 13 | 38 | 6 | 57 | 0 | 205 | 19 | 224 | 44 | 61 | 0 | 105 | 561 |
| Total | 26 | 559 | 108 | 693 | 57 | 151 | 26 | 234 | 1 | 715 | 69 | 785 | 138 | 219 | 0 | 357 | 2069 |
| | | | | | | | | | | | | | | | | | |
| 04:00 PM | 11 | 127 | 28 | 166 | 16 | 47 | 6 | 69 | 0 | 202 | 20 | 222 | 43 | 58 | 1 | 102 | 559 |
| 04:15 PM | 7 | 135 | 24 | 166 | 22 | 45 | 2 | 69 | 0 | 197 | 24 | 221 | 40 | 74 | 1 | 115 | 571 |
| 04:30 PM | 5 | 150 | 26 | 181 | 16 | 42 | 9 | 67 | 0 | 190 | 26 | 216 | 28 | 65 | 2 | 95 | 559 |
| 04:45 PM | 6 | 148 | 24 | 178 | 16 | 24 | 5 | 45 | 0 | 226 | 27 | 253 | 43 | 66 | 0 | 109 | 585 |
| Total | 29 | 560 | 102 | 691 | 70 | 158 | 22 | 250 | 0 | 815 | 97 | 912 | 154 | 263 | 4 | 421 | 2274 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 6 | 155 | 25 | 186 | 15 | 36 | 6 | 57 | 0 | 215 | 27 | 242 | 37 | 82 | 0 | 119 | 604 |
| 05:15 PM | 5 | 140 | 28 | 173 | 24 | 37 | 8 | 69 | 1 | 239 | 19 | 259 | 40 | 72 | 1 | 113 | 614 |
| 05:30 PM | 4 | 115 | 23 | 142 | 16 | 41 | 9 | 66 | 0 | 241 | 27 | 268 | 38 | 55 | 1 | 94 | 570 |
| 05:45 PM | 6 | 121 | 28 | 155 | 21 | 54 | 6 | 81 | 0 | 204 | 22 | 226 | 34 | 75 | 0 | 109 | 571 |
| Total | 21 | 531 | 104 | 656 | 76 | 168 | 29 | 273 | 1 | 899 | 95 | 995 | 149 | 284 | 2 | 435 | 2359 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 76 | 1650 | 314 | 2040 | 203 | 477 | 77 | 757 | 2 | 2429 | 261 | 2692 | 441 | 766 | 6 | 1213 | 6702 |
| Apprch % | 3.7 | 80.9 | 15.4 | | 26.8 | 63 | 10.2 | | 0.1 | 90.2 | 9.7 | | 36.4 | 63.1 | 0.5 | | |
| Total % | 1.1 | 24.6 | 4.7 | 30.4 | 3 | 7.1 | 1.1 | 11.3 | 0 | 36.2 | 3.9 | 40.2 | 6.6 | 11.4 | 0.1 | 18.1 | |

| | Vermont Avenue Southbound | | | | Prospect Avenue Westbound | | | | Vermont Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | **6** | 148 | 24 | 178 | 16 | 24 | 5 | 45 | 0 | 226 | **27** | 253 | **43** | 66 | 0 | 109 | 585 |
| 05:00 PM | 6 | **155** | 25 | **186** | 15 | 36 | 6 | 57 | 0 | 215 | 27 | 242 | 37 | **82** | 0 | **119** | 604 |
| 05:15 PM | 5 | 140 | **28** | 173 | **24** | 37 | 8 | **69** | **1** | 239 | 19 | 259 | 40 | 72 | **1** | 113 | **614** |
| 05:30 PM | 4 | 115 | 23 | 142 | 16 | **41** | **9** | 66 | 0 | **241** | 27 | **268** | 38 | 55 | 1 | 94 | 570 |
| Total Volume | 21 | 558 | 100 | 679 | 71 | 138 | 28 | 237 | 1 | 921 | 100 | 1022 | 158 | 275 | 2 | 435 | 2373 |
| % App. Total | 3.1 | 82.2 | 14.7 | | 30 | 58.2 | 11.8 | | 0.1 | 90.1 | 9.8 | | 36.3 | 63.2 | 0.5 | | |
| PHF | .875 | .900 | .893 | .913 | .740 | .841 | .778 | .859 | .250 | .955 | .926 | .953 | .919 | .838 | .500 | .914 | .966 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 01_LAC_Vermont_Prospect PM
Site Code : 99919717
Start Date : 10/8/2019


Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **6** | 148 | 24 | 178 | 16 | 24 | 5 | 45 | 0 | 226 | **27** | 253 | **43** | 66 | 0 | 109 |
| +15 mins. | 6 | **155** | 25 | **186** | 15 | 36 | 6 | 57 | 0 | 215 | 27 | 242 | 37 | **82** | 0 | **119** |
| +30 mins. | 5 | 140 | **28** | 173 | **24** | 37 | 8 | **69** | **1** | 239 | 19 | 259 | 40 | 72 | **1** | 113 |
| +45 mins. | 4 | 115 | 23 | 142 | 16 | **41** | **9** | 66 | 0 | **241** | 27 | **268** | 38 | 55 | 1 | 94 |
| Total Volume | 21 | 558 | 100 | 679 | 71 | 138 | 28 | 237 | 1 | 921 | 100 | 1022 | 158 | 275 | 2 | 435 |
| % App. Total | 3.1 | 82.2 | 14.7 | | 30 | 58.2 | 11.8 | | 0.1 | 90.1 | 9.8 | | 36.3 | 63.2 | 0.5 | |
| PHF | .875 | .900 | .893 | .913 | .740 | .841 | .778 | .859 | .250 | .955 | .926 | .953 | .919 | .838 | .500 | .914 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 01_LAC_Vermont_Prospect PM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Dual Wheeled

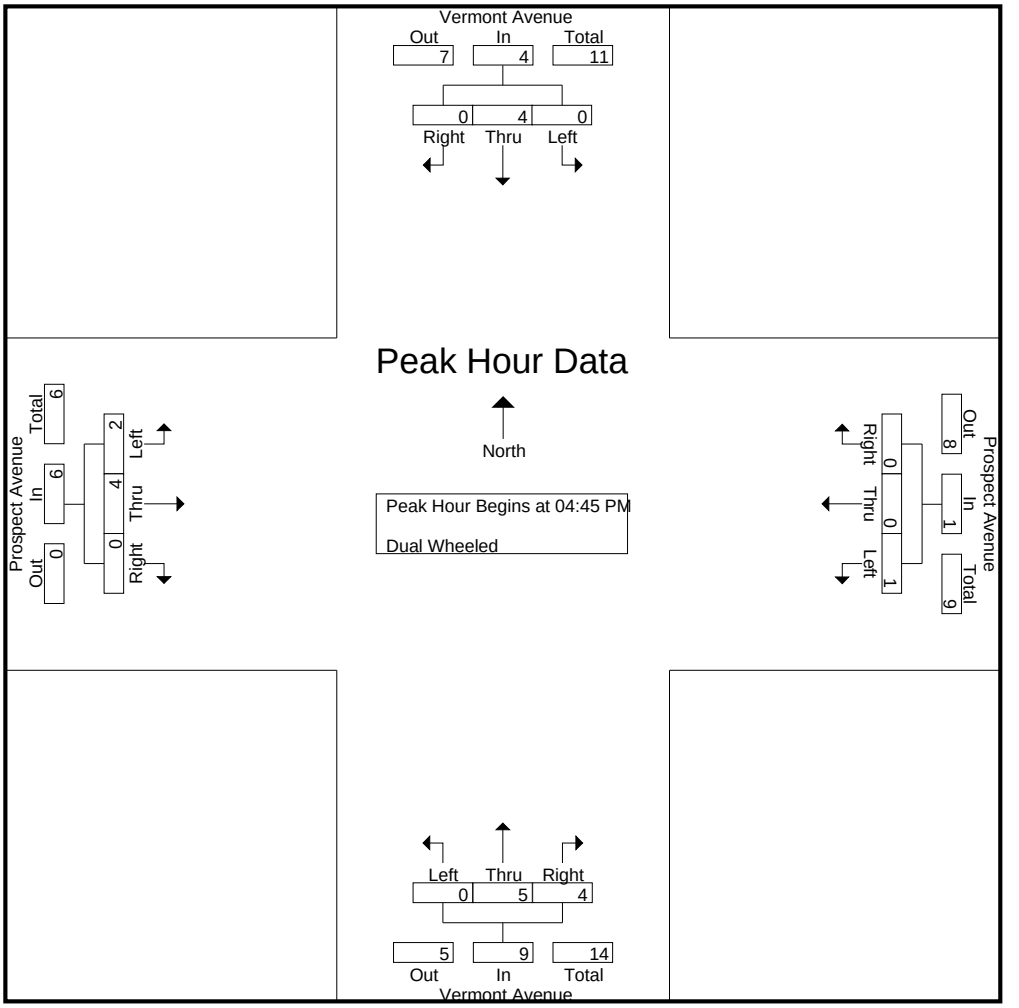
| | Vermont Avenue Southbound | | | | Prospect Avenue Westbound | | | | Vermont Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 03:00 PM | 0 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 0 | 3 | 0 | 3 | 3 | 1 | 0 | 4 | 12 |
| 03:15 PM | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 03:30 PM | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 6 |
| 03:45 PM | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 2 | 8 |
| Total | 0 | 9 | 1 | 10 | 1 | 4 | 1 | 6 | 0 | 9 | 0 | 9 | 6 | 1 | 0 | 7 | 32 |
| 04:00 PM | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 04:15 PM | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 04:30 PM | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 5 |
| 04:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 5 |
| Total | 1 | 5 | 2 | 8 | 0 | 2 | 0 | 2 | 0 | 5 | 0 | 5 | 1 | 3 | 0 | 4 | 19 |
| 05:00 PM | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 5 |
| 05:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 0 | 3 | 0 | 3 | 9 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 05:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 2 | 4 | 6 | 2 | 3 | 0 | 5 | 16 |
| Grand Total | 1 | 18 | 3 | 22 | 2 | 6 | 1 | 9 | 0 | 16 | 4 | 20 | 9 | 7 | 0 | 16 | 67 |
| Apprch % | 4.5 | 81.8 | 13.6 | | 22.2 | 66.7 | 11.1 | | 0 | 80 | 20 | | 56.2 | 43.8 | 0 | | |
| Total % | 1.5 | 26.9 | 4.5 | 32.8 | 3 | 9 | 1.5 | 13.4 | 0 | 23.9 | 6 | 29.9 | 13.4 | 10.4 | 0 | 23.9 | |

| | Vermont Avenue Southbound | | | | Prospect Avenue Westbound | | | | Vermont Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | 3 | 0 | 1 | 0 | 1 | 5 |
| 05:00 PM | 0 | **2** | 0 | **2** | **1** | 0 | 0 | **1** | 0 | 0 | 1 | 1 | **1** | 0 | 0 | 1 | 5 |
| 05:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | **3** | **5** | 0 | **3** | 0 | **3** | **9** |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Total Volume | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 5 | 4 | 9 | 2 | 4 | 0 | 6 | 20 |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 55.6 | 44.4 | | 33.3 | 66.7 | 0 | | |
| PHF | .000 | .500 | .000 | .500 | .250 | .000 | .000 | .250 | .000 | .417 | .333 | .450 | .500 | .333 | .000 | .500 | .556 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 01_LAC_Vermont_Prospect PM
Site Code : 99919717
Start Date : 10/8/2019


Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | 3 | 0 | 1 | 0 | 1 |
| +15 mins. | 0 | **2** | 0 | **2** | **1** | 0 | 0 | **1** | 0 | 0 | 1 | 1 | **1** | 0 | 0 | 1 |
| +30 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | **3** | **5** | 0 | **3** | 0 | **3** |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Total Volume | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 5 | 4 | 9 | 2 | 4 | 0 | 6 |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 55.6 | 44.4 | | 33.3 | 66.7 | 0 | |
| PHF | .000 | .500 | .000 | .500 | .250 | .000 | .000 | .250 | .000 | .417 | .333 | .450 | .500 | .333 | .000 | .500 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 01_LAC_Vermont_Prospect PM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Buses

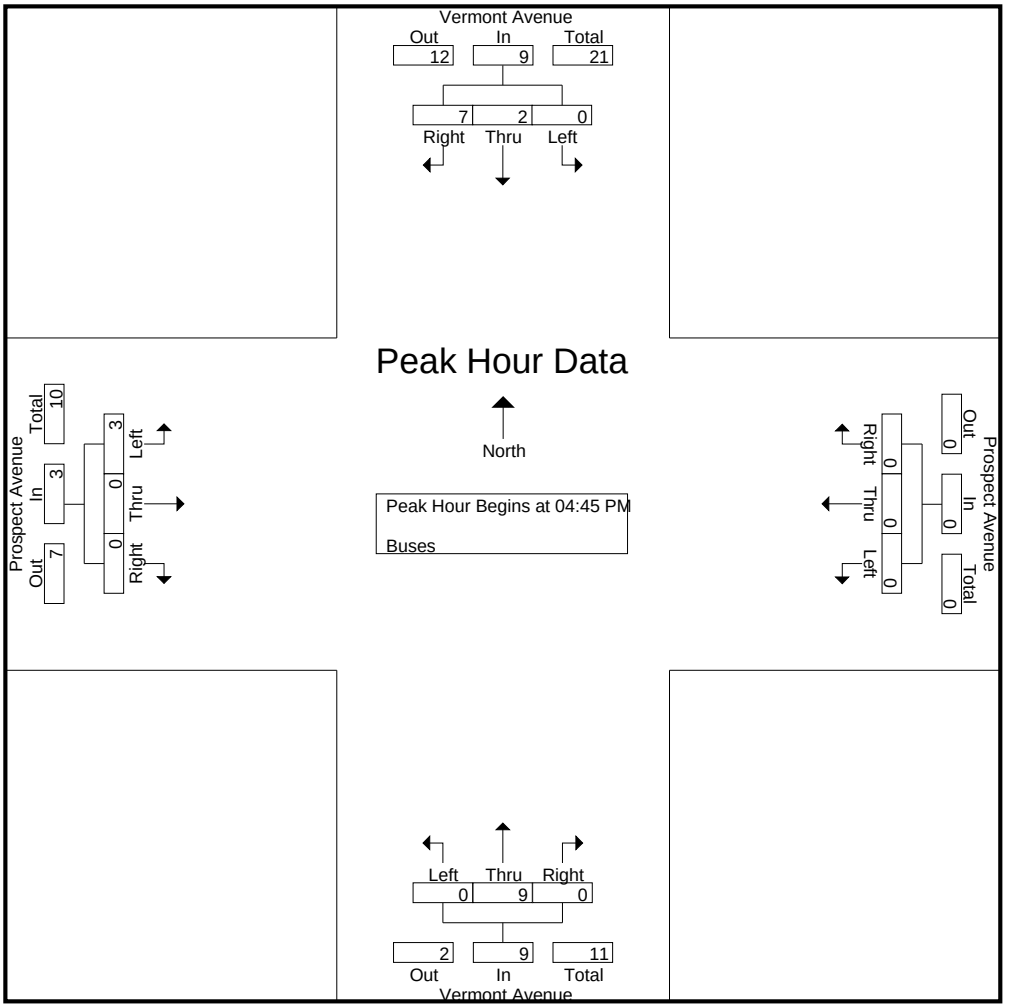
| | Vermont Avenue Southbound | | | | Prospect Avenue Westbound | | | | Vermont Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 03:00 PM | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 1 | 7 |
| 03:15 PM | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 10 |
| 03:30 PM | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 1 | 0 | 0 | 1 | 10 |
| 03:45 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 1 | 6 |
| Total | 0 | 4 | 7 | 11 | 0 | 1 | 0 | 1 | 0 | 18 | 0 | 18 | 3 | 0 | 0 | 3 | 33 |
| 04:00 PM | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 1 | 0 | 0 | 1 | 8 |
| 04:15 PM | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 2 | 0 | 0 | 2 | 9 |
| 04:30 PM | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 6 |
| 04:45 PM | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 1 | 6 |
| Total | 0 | 1 | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 5 | 0 | 0 | 5 | 29 |
| 05:00 PM | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 6 |
| 05:15 PM | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 5 |
| 05:30 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| 05:45 PM | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 2 | 9 |
| Total | 0 | 3 | 8 | 11 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 4 | 0 | 0 | 4 | 24 |
| Grand Total | 0 | 8 | 23 | 31 | 0 | 1 | 0 | 1 | 0 | 42 | 0 | 42 | 12 | 0 | 0 | 12 | 86 |
| Apprch % | 0 | 25.8 | 74.2 | | 0 | 100 | 0 | | 0 | 100 | 0 | | 100 | 0 | 0 | | |
| Total % | 0 | 9.3 | 26.7 | 36 | 0 | 1.2 | 0 | 1.2 | 0 | 48.8 | 0 | 48.8 | 14 | 0 | 0 | 14 | |

| | Vermont Avenue Southbound | | | | Prospect Avenue Westbound | | | | Vermont Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | **2** | 2 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | **3** | **1** | 0 | 0 | **1** | **6** |
| 05:00 PM | 0 | **2** | 2 | **4** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 6 |
| 05:15 PM | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 5 |
| 05:30 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| Total Volume | 0 | 2 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 3 | 0 | 0 | 3 | 21 |
| % App. Total | 0 | 22.2 | 77.8 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 100 | 0 | 0 | | |
| PHF | .000 | .250 | .875 | .563 | .000 | .000 | .000 | .000 | .000 | .750 | .000 | .750 | .750 | .000 | .000 | .750 | .875 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 01_LAC_Vermont_Prospect PM
Site Code : 99919717
Start Date : 10/8/2019


Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | **2** | 2 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | **3** | **1** | 0 | 0 | **1** |
| +15 mins. | 0 | **2** | 2 | **4** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 |
| +30 mins. | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 |
| +45 mins. | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 2 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 3 | 0 | 0 | 3 |
| % App. Total | 0 | 22.2 | 77.8 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 100 | 0 | 0 | |
| PHF | .000 | .250 | .875 | .563 | .000 | .000 | .000 | .000 | .000 | .750 | .000 | .750 | .750 | .000 | .000 | .750 |

# City Of Los Angeles
# Department Of Transportation
# MANUAL TRAFFIC COUNT SUMMARY

STREET:

**North/South** Vermont Avenue

**East/West** Hollywood Boulevard

**Day:** Tuesday **Date:** October 8, 2019 **Weather:** CLEAR

**Hours:** 7-10AM 3-6PM **Staff:** CUI

**School Day:** YES **District:** Hollywood I/S CODE 22302

| | N/B | S/B | E/B | W/B |
|---|---|---|---|---|
| **DUAL-WHEELED** | 119 | 19 | 79 | 37 |
| **BIKES** | 18 | 19 | 8 | 16 |
| **BUSES** | 130 | 17 | 59 | 36 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|---|---|---|---|---|---|---|---|---|
| *AM PK 15 MIN* | 198 | 8.00 | 247 | 8.00 | 165 | 7.45 | 145 | 9.45 |
| *PM PK 15 MIN* | 342 | 5.30 | 173 | 5.00 | 193 | 4.30 | 177 | 5.45 |
| *AM PK HOUR* | 739 | 7.30 | 815 | 7.45 | 635 | 7.30 | 497 | 9.00 |
| *PM PK HOUR* | 1296 | 4.45 | 678 | 4.30 | 744 | 4.15 | 603 | 5.00 |

**NORTHBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 137 | 478 | 34 | 649 |
| *8-9* | 132 | 459 | 61 | 652 |
| *9-10* | 123 | 382 | 80 | 585 |
| *3-4* | 182 | 722 | 83 | 987 |
| *4-5* | 204 | 820 | 111 | 1135 |
| *5-6* | 240 | 912 | 111 | 1263 |
| TOTAL | 1018 | 3773 | 480 | 5271 |

**SOUTHBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 61 | 619 | 0 | 680 |
| *8-9* | 60 | 717 | 0 | 777 |
| *9-10* | 64 | 588 | 0 | 652 |
| *3-4* | 60 | 566 | 3 | 629 |
| *4-5* | 67 | 581 | 1 | 649 |
| *5-6* | 56 | 554 | 1 | 611 |
| TOTAL | 368 | 3625 | 5 | 3998 |

| **TOTAL** | **XING S/L** | | **XING N/L** | |
|---|---|---|---|---|
| N-S | Ped | Sch | Ped | Sch |
| 1329 | 41 | 8 | 20 | 1 |
| 1429 | 54 | 3 | 20 | 0 |
| 1237 | 53 | 7 | 8 | 4 |
| 1616 | 68 | 13 | 27 | 8 |
| 1784 | 76 | 24 | 22 | 9 |
| 1874 | 56 | 25 | 13 | 5 |
| 9269 | 348 | 80 | 110 | 27 |

**EASTBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 14 | 342 | 183 | 539 |
| *8-9* | 15 | 380 | 183 | 578 |
| *9-10* | 11 | 279 | 136 | 426 |
| *3-4* | 13 | 376 | 228 | 617 |
| *4-5* | 16 | 469 | 249 | 734 |
| *5-6* | 15 | 443 | 213 | 671 |
| TOTAL | 84 | 2289 | 1192 | 3565 |

**WESTBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 55 | 315 | 31 | 401 |
| *8-9* | 65 | 356 | 39 | 460 |
| *9-10* | 89 | 333 | 75 | 497 |
| *3-4* | 72 | 333 | 77 | 482 |
| *4-5* | 64 | 388 | 88 | 540 |
| *5-6* | 89 | 447 | 67 | 603 |
| TOTAL | 434 | 2172 | 377 | 2983 |

| **TOTAL** | **XING W/L** | | **XING E/L** | |
|---|---|---|---|---|
| E-W | Ped | Sch | Ped | Sch |
| 940 | 32 | 1 | 143 | 1 |
| 1038 | 61 | 0 | 200 | 1 |
| 923 | 81 | 1 | 179 | 2 |
| 1099 | 67 | 40 | 136 | 51 |
| 1274 | 76 | 34 | 178 | 64 |
| 1274 | 60 | 52 | 167 | 61 |
| 6548 | 377 | 128 | 1003 | 180 |

(Rev Oct 06)

City of Los Angeles
Department of Transportation

# BICYCLE COUNT SUMMARY

**STREET:**
**North/South:** Vermont Avenue
**East/West:** Hollywood Boulevard

| | | | | | |
|---|---|---|---|---|---|
| Day: | Tuesday | Date: | 10/8/2019 | Weather: | CLEAR |
| School Day: | Yes | District: | Hollywood | I/S Code: | 22302 |
| Hours: | 7-10 AM, 3-6 PM | Staff: | CUI | | |

**NORTHBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| 7-8 | 0 | 4 | 1 | 5 |
| 8-9 | 0 | 1 | 0 | 1 |
| 9-10 | 1 | 0 | 1 | 2 |
| 3-4 | 0 | 4 | 0 | 4 |
| 4-5 | 1 | 1 | 0 | 2 |
| 5-6 | 0 | 4 | 0 | 4 |
| TOTAL | 2 | 14 | 2 | 18 |

**SOUTHBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| 7-8 | 0 | 1 | 0 | 1 |
| 8-9 | 0 | 3 | 2 | 5 |
| 9-10 | 0 | 0 | 0 | 0 |
| 3-4 | 0 | 0 | 0 | 0 |
| 4-5 | 0 | 10 | 0 | 10 |
| 5-6 | 1 | 2 | 0 | 3 |
| TOTAL | 1 | 16 | 2 | 19 |

**TOTAL**

| Hours | N-S |
|---|---|
| 7-8 | 6 |
| 8-9 | 6 |
| 9-10 | 2 |
| 3-4 | 4 |
| 4-5 | 12 |
| 5-6 | 7 |
| TOTAL | 37 |

**EASTBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| 7-8 | 0 | 0 | 0 | 0 |
| 8-9 | 0 | 2 | 0 | 2 |
| 9-10 | 0 | 0 | 1 | 1 |
| 3-4 | 0 | 2 | 0 | 2 |
| 4-5 | 0 | 2 | 0 | 2 |
| 5-6 | 0 | 1 | 0 | 1 |
| TOTAL | 0 | 7 | 1 | 8 |

**WESTBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| 7-8 | 1 | 0 | 0 | 1 |
| 8-9 | 1 | 3 | 0 | 4 |
| 9-10 | 0 | 1 | 0 | 1 |
| 3-4 | 0 | 1 | 0 | 1 |
| 4-5 | 0 | 6 | 0 | 6 |
| 5-6 | 0 | 3 | 0 | 3 |
| TOTAL | 2 | 14 | 0 | 16 |

**TOTAL**

| Hours | E-W |
|---|---|
| 7-8 | 1 |
| 8-9 | 6 |
| 9-10 | 2 |
| 3-4 | 3 |
| 4-5 | 8 |
| 5-6 | 4 |
| TOTAL | 24 |

**REMARKS (6 hour total):**

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| - Female Riders | 0 | 1 | 0 | 1 | 2 |
| - No helmet riders | 12 | 5 | 2 | 9 | 28 |
| - Sidewalk Riding | 2 | 2 | 0 | 8 | 12 |
| - Wrong way riding | 1 | 3 | 1 | 3 | 8 |

**NB**: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

*Source:* CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

# PEDESTRIAN COUNT SUMMARY

| | | | | | |
|---|---|---|---|---|---|
| **STREET:** | | | | | |
| **North/South:** | Vermont Avenue | | | | |
| **East/West:** | Hollywood Boulevard | | | | |
| Day: | Tuesday | Date: | 10/8/2019 | Weather: | CLEAR |
| School Day: | YES | District: | Hollywood | I/S Code: | 22302 |
| Hours: | 7-10 AM, 3-6 PM | Staff: | CUI | | |

AM PEAK PERIOD

| 15 Min. Interval | N-LEG | S-LEG | E-LEG | W-LEG | TOTAL |
|---|---|---|---|---|---|
| 7:00-7:15 | 0 | 8 | 27 | 2 | 37 |
| 7:15-7:30 | 5 | 10 | 35 | 8 | 58 |
| 7:30-7:45 | 10 | 12 | 36 | 8 | 66 |
| 7:45-8:00 | 6 | 19 | 46 | 15 | 86 |
| 8:00-8:15 | 2 | 9 | 55 | 12 | 78 |
| 8:15-8:30 | 6 | 16 | 56 | 8 | 86 |
| 8:30-8:45 | 7 | 12 | 46 | 22 | 87 |
| 8:45-9:00 | 5 | 20 | 44 | 19 | 88 |
| 9:00-9:15 | 1 | 17 | 41 | 24 | 83 |
| 9:15-9:30 | 3 | 14 | 40 | 12 | 69 |
| 9:30-9:45 | 6 | 20 | 54 | 25 | 105 |
| 9:45-10:00 | 2 | 9 | 46 | 21 | 78 |
| **Hours** | | | | | |
| 7 - 8 | 21 | 49 | 144 | 33 | 247 |
| 8 - 9 | 20 | 57 | 201 | 61 | 339 |
| 9 - 10 | 12 | 60 | 181 | 82 | 335 |
| **TOTAL** | 53 | 166 | 526 | 176 | 921 |

PM PEAK PERIOD

| 15 Min. Interval | N-LEG | S-LEG | E-LEG | W-LEG | TOTAL |
|---|---|---|---|---|---|
| 3:00-3:15 | 6 | 22 | 49 | 26 | 103 |
| 3:15-3:30 | 16 | 11 | 46 | 28 | 101 |
| 3:30-3:45 | 9 | 26 | 57 | 25 | 117 |
| 3:45-4:00 | 4 | 22 | 35 | 28 | 89 |
| 4:00-4:15 | 10 | 28 | 57 | 28 | 123 |
| 4:15-4:30 | 0 | 27 | 49 | 29 | 105 |
| 4:30-4:45 | 8 | 24 | 74 | 24 | 130 |
| 4:45-5:00 | 13 | 21 | 62 | 29 | 125 |
| 5:00-5:15 | 8 | 19 | 61 | 21 | 109 |
| 5:15-5:30 | 2 | 21 | 38 | 40 | 101 |
| 5:30-5:45 | 0 | 17 | 50 | 25 | 92 |
| 5:45-6:00 | 8 | 24 | 79 | 26 | 137 |
| **Hours** | | | | | |
| 3 - 4 | 35 | 81 | 187 | 107 | 410 |
| 4 - 5 | 31 | 100 | 242 | 110 | 483 |
| 5 - 6 | 18 | 81 | 228 | 112 | 439 |
| | 84 | 262 | 657 | 329 | 1332 |

**REMARKS (6 hour total):**

| | N-LEG | S-LEG | E-LEG | W-LEG | TOTAL |
|---|---|---|---|---|---|
| - Wheelchair/special needs assistance | 0 | 0 | 8 | 0 | 8 |
| - Skateboard/scooter | 4 | 6 | 21 | 0 | 31 |

**N**: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

*Source:* LADOT 2015 CMP

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Hollywood Boulevard
Weather: Clear

File Name : 02_LAC_Vermont_Hollywood AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

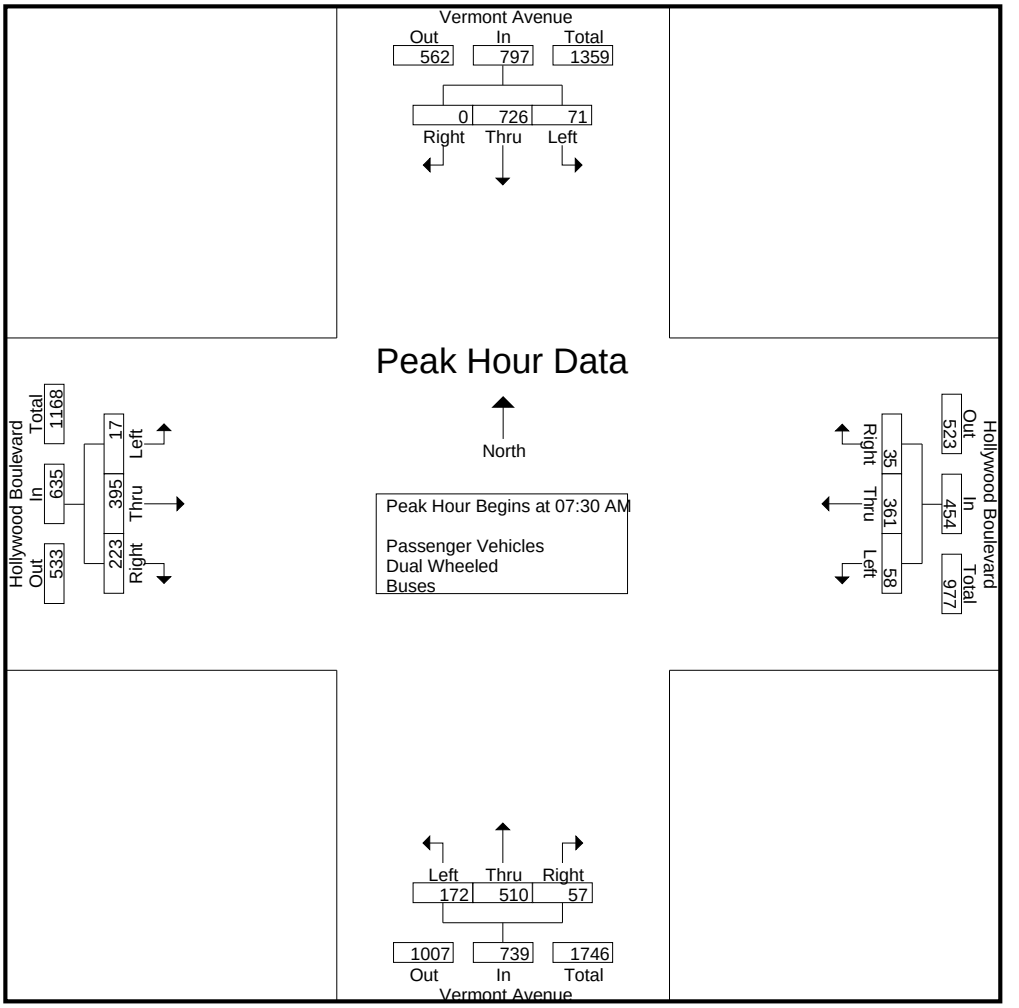
| | Vermont Avenue Southbound | | | | Hollywood Boulevard Westbound | | | | Vermont Avenue Northbound | | | | Hollywood Boulevard Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 10 | 150 | 0 | 160 | 16 | 61 | 6 | 83 | 25 | 104 | 7 | 136 | 2 | 76 | 37 | 115 | 494 |
| 07:15 AM | 10 | 132 | 0 | 142 | 14 | 79 | 7 | 100 | 21 | 114 | 4 | 139 | 5 | 70 | 35 | 110 | 491 |
| 07:30 AM | 19 | 145 | 0 | 164 | 10 | 87 | 5 | 102 | 38 | 134 | 10 | 182 | 3 | 97 | 49 | 149 | 597 |
| 07:45 AM | 22 | 192 | 0 | 214 | 15 | 88 | 13 | 116 | 53 | 126 | 13 | 192 | 4 | 99 | 62 | 165 | 687 |
| Total | 61 | 619 | 0 | 680 | 55 | 315 | 31 | 401 | 137 | 478 | 34 | 649 | 14 | 342 | 183 | 539 | 2269 |
| 08:00 AM | 17 | 230 | 0 | 247 | 16 | 98 | 6 | 120 | 46 | 136 | 16 | 198 | 2 | 98 | 56 | 156 | 721 |
| 08:15 AM | 13 | 159 | 0 | 172 | 17 | 88 | 11 | 116 | 35 | 114 | 18 | 167 | 8 | 101 | 56 | 165 | 620 |
| 08:30 AM | 17 | 165 | 0 | 182 | 15 | 86 | 12 | 113 | 29 | 101 | 18 | 148 | 3 | 98 | 38 | 139 | 582 |
| 08:45 AM | 13 | 163 | 0 | 176 | 17 | 84 | 10 | 111 | 22 | 108 | 9 | 139 | 2 | 83 | 33 | 118 | 544 |
| Total | 60 | 717 | 0 | 777 | 65 | 356 | 39 | 460 | 132 | 459 | 61 | 652 | 15 | 380 | 183 | 578 | 2467 |
| 09:00 AM | 10 | 165 | 0 | 175 | 26 | 76 | 23 | 125 | 24 | 97 | 27 | 148 | 5 | 86 | 26 | 117 | 565 |
| 09:15 AM | 16 | 146 | 0 | 162 | 15 | 76 | 16 | 107 | 35 | 84 | 19 | 138 | 5 | 64 | 35 | 104 | 511 |
| 09:30 AM | 22 | 128 | 0 | 150 | 21 | 83 | 16 | 120 | 40 | 96 | 19 | 155 | 1 | 68 | 30 | 99 | 524 |
| 09:45 AM | 16 | 149 | 0 | 165 | 27 | 98 | 20 | 145 | 24 | 105 | 15 | 144 | 0 | 61 | 45 | 106 | 560 |
| Total | 64 | 588 | 0 | 652 | 89 | 333 | 75 | 497 | 123 | 382 | 80 | 585 | 11 | 279 | 136 | 426 | 2160 |
| Grand Total | 185 | 1924 | 0 | 2109 | 209 | 1004 | 145 | 1358 | 392 | 1319 | 175 | 1886 | 40 | 1001 | 502 | 1543 | 6896 |
| Apprch % | 8.8 | 91.2 | 0 | | 15.4 | 73.9 | 10.7 | | 20.8 | 69.9 | 9.3 | | 2.6 | 64.9 | 32.5 | | |
| Total % | 2.7 | 27.9 | 0 | 30.6 | 3 | 14.6 | 2.1 | 19.7 | 5.7 | 19.1 | 2.5 | 27.3 | 0.6 | 14.5 | 7.3 | 22.4 | |
| Passenger Vehicles | 185 | 1914 | 0 | 2099 | 166 | 1003 | 142 | 1311 | 326 | 1300 | 119 | 1745 | 11 | 980 | 474 | 1465 | 6620 |
| % Passenger Vehicles | 100 | 99.5 | 0 | 99.5 | 79.4 | 99.9 | 97.9 | 96.5 | 83.2 | 98.6 | 68 | 92.5 | 27.5 | 97.9 | 94.4 | 94.9 | 96 |
| Dual Wheeled | 0 | 0 | 0 | 0 | 27 | 0 | 3 | 30 | 53 | 3 | 31 | 87 | 20 | 6 | 25 | 51 | 168 |
| % Dual Wheeled | 0 | 0 | 0 | 0 | 12.9 | 0 | 2.1 | 2.2 | 13.5 | 0.2 | 17.7 | 4.6 | 50 | 0.6 | 5 | 3.3 | 2.4 |
| Buses | 0 | 10 | 0 | 10 | 16 | 1 | 0 | 17 | 13 | 16 | 25 | 54 | 9 | 15 | 3 | 27 | 108 |
| % Buses | 0 | 0.5 | 0 | 0.5 | 7.7 | 0.1 | 0 | 1.3 | 3.3 | 1.2 | 14.3 | 2.9 | 22.5 | 1.5 | 0.6 | 1.7 | 1.6 |

| | Vermont Avenue Southbound | | | | Hollywood Boulevard Westbound | | | | Vermont Avenue Northbound | | | | Hollywood Boulevard Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 19 | 145 | 0 | 164 | 10 | 87 | 5 | 102 | 38 | 134 | 10 | 182 | 3 | 97 | 49 | 149 | 597 |
| 07:45 AM | **22** | 192 | 0 | 214 | 15 | 88 | **13** | 116 | **53** | 126 | 13 | 192 | 4 | 99 | **62** | **165** | 687 |
| 08:00 AM | 17 | **230** | 0 | **247** | 16 | **98** | 6 | **120** | 46 | **136** | 16 | **198** | 2 | 98 | 56 | 156 | **721** |
| 08:15 AM | 13 | 159 | 0 | 172 | **17** | 88 | 11 | 116 | 35 | 114 | **18** | 167 | **8** | **101** | 56 | 165 | 620 |
| Total Volume | 71 | 726 | 0 | 797 | 58 | 361 | 35 | 454 | 172 | 510 | 57 | 739 | 17 | 395 | 223 | 635 | 2625 |
| % App. Total | 8.9 | 91.1 | 0 | | 12.8 | 79.5 | 7.7 | | 23.3 | 69 | 7.7 | | 2.7 | 62.2 | 35.1 | | |
| PHF | .807 | .789 | .000 | .807 | .853 | .921 | .673 | .946 | .811 | .938 | .792 | .933 | .531 | .978 | .899 | .962 | .910 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Hollywood Boulevard
Weather: Clear

File Name : 02_LAC_Vermont_Hollywood AM
Site Code : 99919717
Start Date : 10/8/2019


Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:45 AM | | | | 09:00 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **22** | 192 | 0 | 214 | 26 | 76 | **23** | 125 | 38 | 134 | 10 | 182 | 3 | 97 | 49 | 149 |
| +15 mins. | 17 | **230** | 0 | **247** | 15 | 76 | 16 | 107 | **53** | 126 | 13 | 192 | 4 | 99 | **62** | **165** |
| +30 mins. | 13 | 159 | 0 | 172 | 21 | 83 | 16 | 120 | 46 | **136** | 16 | **198** | 2 | 98 | 56 | 156 |
| +45 mins. | 17 | 165 | 0 | 182 | **27** | **98** | 20 | **145** | 35 | 114 | **18** | 167 | **8** | **101** | 56 | 165 |
| Total Volume | 69 | 746 | 0 | 815 | 89 | 333 | 75 | 497 | 172 | 510 | 57 | 739 | 17 | 395 | 223 | 635 |
| % App. Total | 8.5 | 91.5 | 0 | | 17.9 | 67 | 15.1 | | 23.3 | 69 | 7.7 | | 2.7 | 62.2 | 35.1 | |
| PHF | .784 | .811 | .000 | .825 | .824 | .849 | .815 | .857 | .811 | .938 | .792 | .933 | .531 | .978 | .899 | .962 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Hollywood Boulevard
Weather: Clear

File Name : 02_LAC_Vermont_Hollywood AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Passenger Vehicles

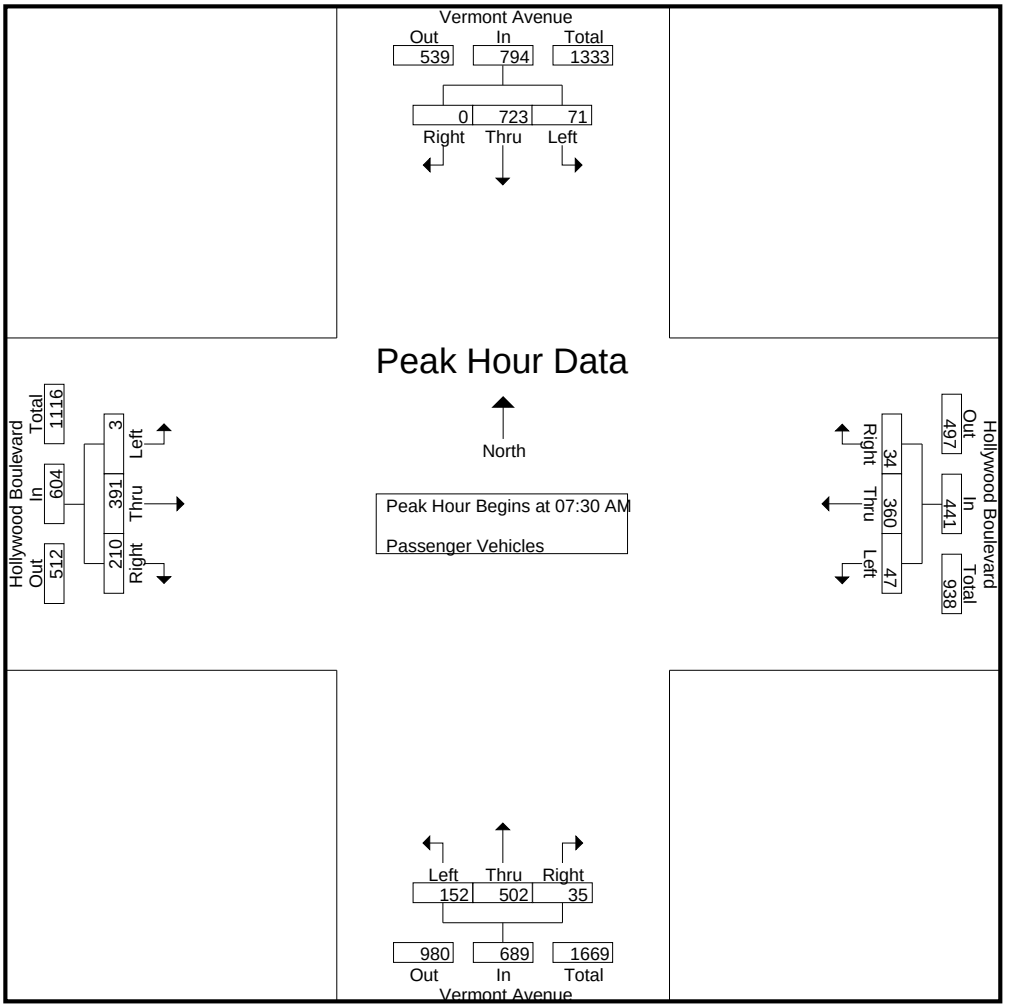
| | Vermont Avenue Southbound | | | | Hollywood Boulevard Westbound | | | | Vermont Avenue Northbound | | | | Hollywood Boulevard Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 10 | 150 | 0 | 160 | 15 | 61 | 6 | 82 | 20 | 104 | 4 | 128 | 1 | 75 | 33 | 109 | 479 |
| 07:15 AM | 10 | 131 | 0 | 141 | 12 | 79 | 6 | 97 | 17 | 111 | 1 | 129 | 2 | 67 | 32 | 101 | 468 |
| 07:30 AM | 19 | 145 | 0 | 164 | 8 | 87 | 5 | 100 | 35 | 133 | 4 | 172 | 0 | 97 | 48 | 145 | 581 |
| 07:45 AM | 22 | 192 | 0 | 214 | 12 | 87 | 13 | 112 | 50 | 124 | 6 | 180 | 0 | 96 | 52 | 148 | 654 |
| Total | 61 | 618 | 0 | 679 | 47 | 314 | 30 | 391 | 122 | 472 | 15 | 609 | 3 | 335 | 165 | 503 | 2182 |
| 08:00 AM | 17 | 228 | 0 | 245 | 13 | 98 | 5 | 116 | 40 | 132 | 13 | 185 | 0 | 98 | 56 | 154 | 700 |
| 08:15 AM | 13 | 158 | 0 | 171 | 14 | 88 | 11 | 113 | 27 | 113 | 12 | 152 | 3 | 100 | 54 | 157 | 593 |
| 08:30 AM | 17 | 165 | 0 | 182 | 9 | 86 | 12 | 107 | 23 | 100 | 13 | 136 | 0 | 93 | 38 | 131 | 556 |
| 08:45 AM | 13 | 163 | 0 | 176 | 10 | 84 | 10 | 104 | 18 | 107 | 8 | 133 | 0 | 81 | 31 | 112 | 525 |
| Total | 60 | 714 | 0 | 774 | 46 | 356 | 38 | 440 | 108 | 452 | 46 | 606 | 3 | 372 | 179 | 554 | 2374 |
| 09:00 AM | 10 | 163 | 0 | 173 | 22 | 76 | 22 | 120 | 15 | 95 | 15 | 125 | 4 | 84 | 26 | 114 | 532 |
| 09:15 AM | 16 | 144 | 0 | 160 | 13 | 76 | 16 | 105 | 26 | 83 | 14 | 123 | 1 | 63 | 32 | 96 | 484 |
| 09:30 AM | 22 | 127 | 0 | 149 | 17 | 83 | 16 | 116 | 33 | 95 | 16 | 144 | 0 | 66 | 29 | 95 | 504 |
| 09:45 AM | 16 | 148 | 0 | 164 | 21 | 98 | 20 | 139 | 22 | 103 | 13 | 138 | 0 | 60 | 43 | 103 | 544 |
| Total | 64 | 582 | 0 | 646 | 73 | 333 | 74 | 480 | 96 | 376 | 58 | 530 | 5 | 273 | 130 | 408 | 2064 |
| Grand Total | 185 | 1914 | 0 | 2099 | 166 | 1003 | 142 | 1311 | 326 | 1300 | 119 | 1745 | 11 | 980 | 474 | 1465 | 6620 |
| Apprch % | 8.8 | 91.2 | 0 | | 12.7 | 76.5 | 10.8 | | 18.7 | 74.5 | 6.8 | | 0.8 | 66.9 | 32.4 | | |
| Total % | 2.8 | 28.9 | 0 | 31.7 | 2.5 | 15.2 | 2.1 | 19.8 | 4.9 | 19.6 | 1.8 | 26.4 | 0.2 | 14.8 | 7.2 | 22.1 | |

| | Vermont Avenue Southbound | | | | Hollywood Boulevard Westbound | | | | Vermont Avenue Northbound | | | | Hollywood Boulevard Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 19 | 145 | 0 | 164 | 8 | 87 | 5 | 100 | 35 | **133** | 4 | 172 | 0 | 97 | 48 | 145 | 581 |
| 07:45 AM | **22** | 192 | 0 | 214 | 12 | 87 | **13** | 112 | **50** | 124 | 6 | 180 | 0 | 96 | 52 | 148 | 654 |
| 08:00 AM | 17 | **228** | 0 | **245** | 13 | **98** | 5 | **116** | 40 | 132 | **13** | **185** | 0 | 98 | **56** | 154 | **700** |
| 08:15 AM | 13 | 158 | 0 | 171 | **14** | 88 | 11 | 113 | 27 | 113 | 12 | 152 | **3** | **100** | 54 | **157** | 593 |
| Total Volume | 71 | 723 | 0 | 794 | 47 | 360 | 34 | 441 | 152 | 502 | 35 | 689 | 3 | 391 | 210 | 604 | 2528 |
| % App. Total | 8.9 | 91.1 | 0 | | 10.7 | 81.6 | 7.7 | | 22.1 | 72.9 | 5.1 | | 0.5 | 64.7 | 34.8 | | |
| PHF | .807 | .793 | .000 | .810 | .839 | .918 | .654 | .950 | .760 | .944 | .673 | .931 | .250 | .978 | .938 | .962 | .903 |

Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Hollywood Boulevard
Weather: Clear

File Name : 02_LAC_Vermont_Hollywood AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 2




Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 19 | 145 | 0 | 164 | 8 | 87 | 5 | 100 | 35 | **133** | 4 | 172 | 0 | 97 | 48 | 145 |
| +15 mins. | **22** | 192 | 0 | 214 | 12 | 87 | **13** | 112 | **50** | 124 | 6 | 180 | 0 | 96 | 52 | 148 |
| +30 mins. | 17 | **228** | 0 | **245** | 13 | **98** | 5 | **116** | 40 | 132 | **13** | **185** | 0 | 98 | **56** | 154 |
| +45 mins. | 13 | 158 | 0 | 171 | **14** | 88 | 11 | 113 | 27 | 113 | 12 | 152 | **3** | **100** | 54 | **157** |
| Total Volume | 71 | 723 | 0 | 794 | 47 | 360 | 34 | 441 | 152 | 502 | 35 | 689 | 3 | 391 | 210 | 604 |
| % App. Total | 8.9 | 91.1 | 0 | | 10.7 | 81.6 | 7.7 | | 22.1 | 72.9 | 5.1 | | 0.5 | 64.7 | 34.8 | |
| PHF | .807 | .793 | .000 | .810 | .839 | .918 | .654 | .950 | .760 | .944 | .673 | .931 | .250 | .978 | .938 | .962 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Hollywood Boulevard
Weather: Clear

File Name : 02_LAC_Vermont_Hollywood AM
Site Code : 99919717
Start Date : 10/8/2019


Groups Printed- Dual Wheeled

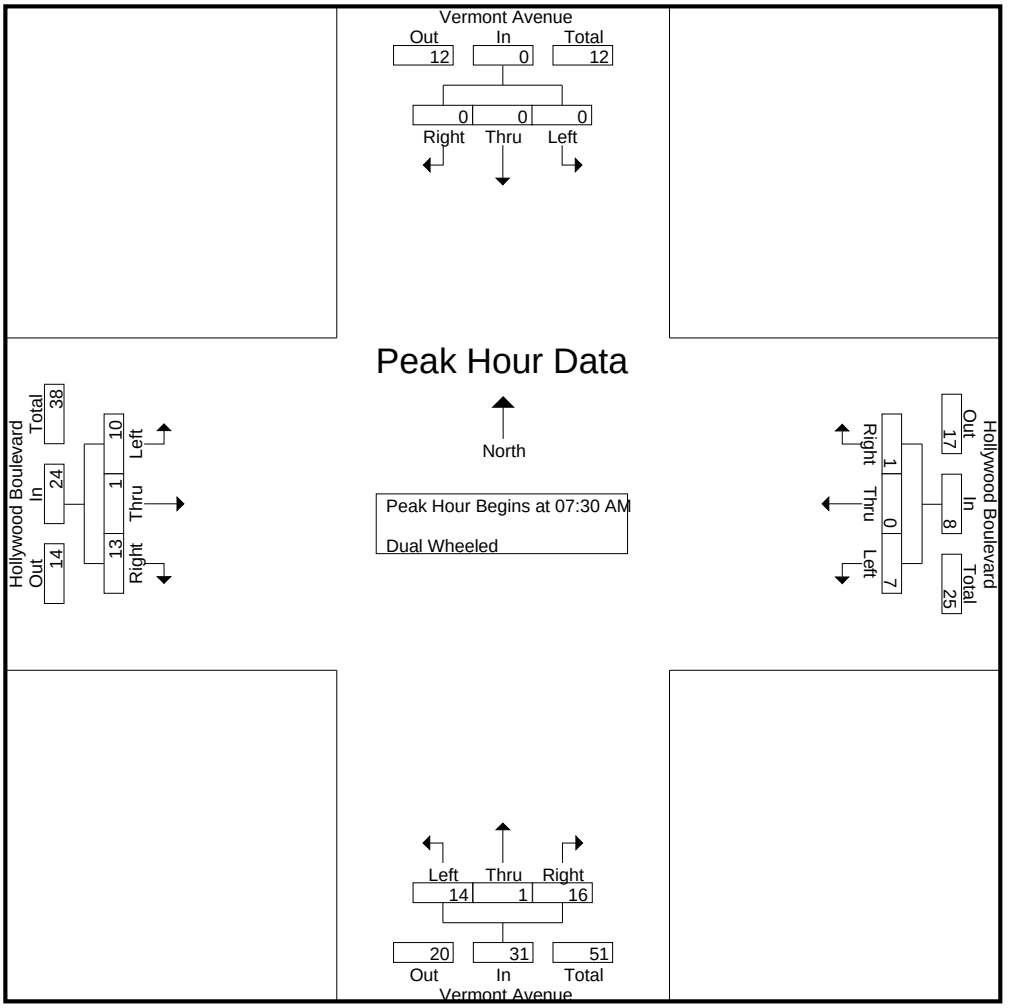
| | Vermont Avenue Southbound | | | | Hollywood Boulevard Westbound | | | | Vermont Avenue Northbound | | | | Hollywood Boulevard Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 6 | 0 | 0 | 3 | 3 | 9 |
| 07:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 2 | 1 | 1 | 4 | 2 | 0 | 3 | 5 | 11 |
| 07:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 4 | 5 | 2 | 0 | 1 | 3 | 9 |
| 07:45 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 1 | 6 | 8 | 3 | 0 | 10 | 13 | 23 |
| Total | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 5 | 9 | 2 | 12 | 23 | 7 | 0 | 17 | 24 | 52 |
| 08:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 5 | 0 | 3 | 8 | 1 | 0 | 0 | 1 | 12 |
| 08:15 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 7 | 0 | 3 | 10 | 4 | 1 | 2 | 7 | 19 |
| 08:30 AM | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 5 | 0 | 1 | 6 | 2 | 2 | 0 | 4 | 14 |
| 08:45 AM | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 4 | 0 | 1 | 5 | 1 | 0 | 1 | 2 | 11 |
| Total | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 13 | 21 | 0 | 8 | 29 | 8 | 3 | 3 | 14 | 56 |
| 09:00 AM | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 5 | 7 | 1 | 7 | 15 | 0 | 1 | 0 | 1 | 21 |
| 09:15 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 8 | 0 | 4 | 12 | 4 | 0 | 3 | 7 | 21 |
| 09:30 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 6 | 0 | 0 | 6 | 1 | 1 | 0 | 2 | 10 |
| 09:45 AM | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 2 | 0 | 0 | 2 | 0 | 1 | 2 | 3 | 8 |
| Total | 0 | 0 | 0 | 0 | 11 | 0 | 1 | 12 | 23 | 1 | 11 | 35 | 5 | 3 | 5 | 13 | 60 |
| Grand Total | 0 | 0 | 0 | 0 | 27 | 0 | 3 | 30 | 53 | 3 | 31 | 87 | 20 | 6 | 25 | 51 | 168 |
| Apprch % | 0 | 0 | 0 | | 90 | 0 | 10 | | 60.9 | 3.4 | 35.6 | | 39.2 | 11.8 | 49 | | |
| Total % | 0 | 0 | 0 | 0 | 16.1 | 0 | 1.8 | 17.9 | 31.5 | 1.8 | 18.5 | 51.8 | 11.9 | 3.6 | 14.9 | 30.4 | |

| | Vermont Avenue Southbound | | | | Hollywood Boulevard Westbound | | | | Vermont Avenue Northbound | | | | Hollywood Boulevard Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 4 | 5 | 2 | 0 | 1 | 3 | 9 |
| 07:45 AM | 0 | 0 | 0 | 0 | **2** | 0 | 0 | 2 | 1 | **1** | **6** | 8 | 3 | 0 | **10** | **13** | **23** |
| 08:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | **1** | **3** | 5 | 0 | 3 | 8 | 1 | 0 | 0 | 1 | 12 |
| 08:15 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | **7** | 0 | 3 | **10** | **4** | **1** | 2 | 7 | 19 |
| Total Volume | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 8 | 14 | 1 | 16 | 31 | 10 | 1 | 13 | 24 | 63 |
| % App. Total | 0 | 0 | 0 | | 87.5 | 0 | 12.5 | | 45.2 | 3.2 | 51.6 | | 41.7 | 4.2 | 54.2 | | |
| PHF | .000 | .000 | .000 | .000 | .875 | .000 | .250 | .667 | .500 | .250 | .667 | .775 | .625 | .250 | .325 | .462 | .685 |

Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Hollywood Boulevard
Weather: Clear

File Name : 02_LAC_Vermont_Hollywood AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 2




Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 4 | 5 | 2 | 0 | 1 | 3 |
| +15 mins. | 0 | 0 | 0 | 0 | **2** | 0 | 0 | 2 | 1 | **1** | **6** | 8 | 3 | 0 | **10** | **13** |
| +30 mins. | 0 | 0 | 0 | 0 | 2 | 0 | **1** | **3** | 5 | 0 | 3 | 8 | 1 | 0 | 0 | 1 |
| +45 mins. | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | **7** | 0 | 3 | **10** | **4** | **1** | 2 | 7 |
| Total Volume | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 8 | 14 | 1 | 16 | 31 | 10 | 1 | 13 | 24 |
| % App. Total | 0 | 0 | 0 | | 87.5 | 0 | 12.5 | | 45.2 | 3.2 | 51.6 | | 41.7 | 4.2 | 54.2 | |
| PHF | .000 | .000 | .000 | .000 | .875 | .000 | .250 | .667 | .500 | .250 | .667 | .775 | .625 | .250 | .325 | .462 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Hollywood Boulevard
Weather: Clear

File Name : 02_LAC_Vermont_Hollywood AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Buses

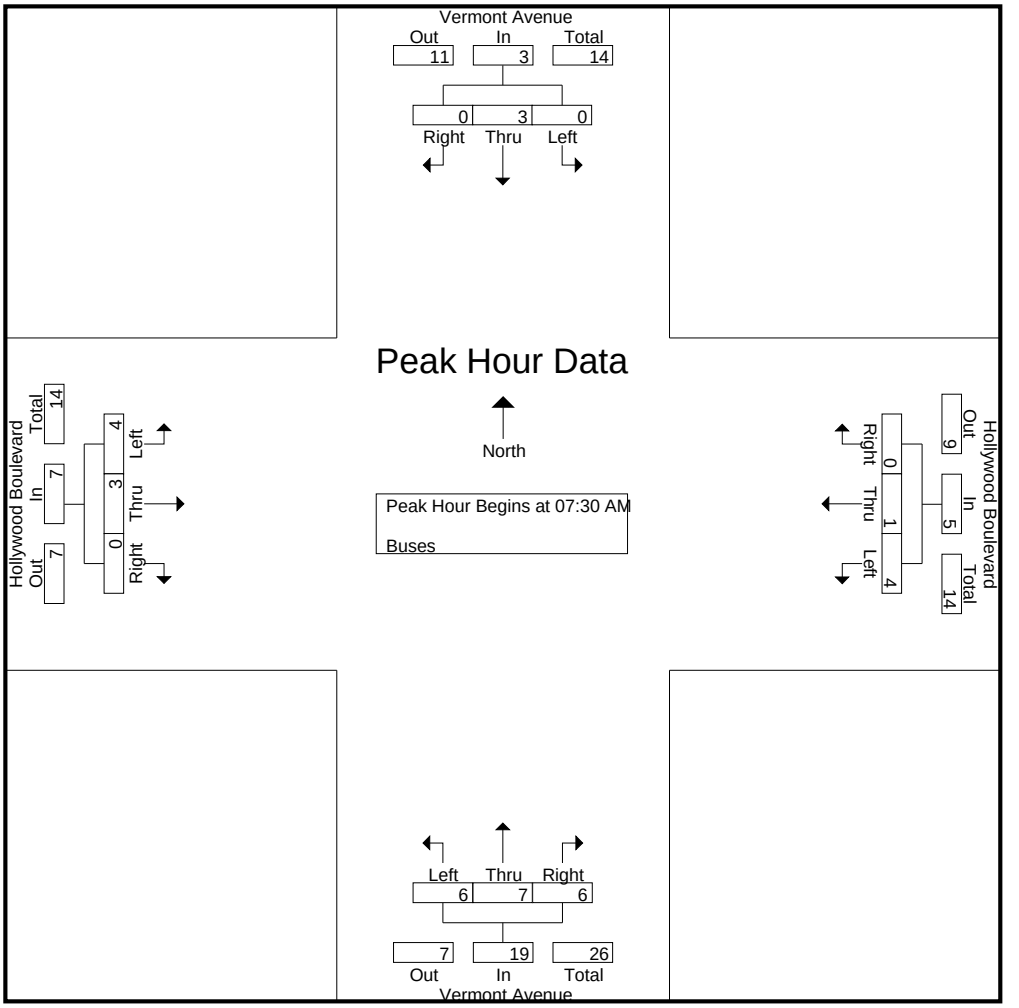
| | Vermont Avenue Southbound | | | | Hollywood Boulevard Westbound | | | | Vermont Avenue Northbound | | | | Hollywood Boulevard Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 1 | 1 | 1 | 3 | 6 |
| 07:15 AM | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 2 | 2 | 6 | 1 | 3 | 0 | 4 | 12 |
| 07:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 2 | 5 | 1 | 0 | 0 | 1 | 7 |
| 07:45 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 1 | 1 | 4 | 1 | 3 | 0 | 4 | 10 |
| Total | 0 | 1 | 0 | 1 | 4 | 1 | 0 | 5 | 6 | 4 | 7 | 17 | 4 | 7 | 1 | 12 | 35 |
| 08:00 AM | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 4 | 0 | 5 | 1 | 0 | 0 | 1 | 9 |
| 08:15 AM | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 3 | 5 | 1 | 0 | 0 | 1 | 8 |
| 08:30 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 1 | 4 | 6 | 1 | 3 | 0 | 4 | 12 |
| 08:45 AM | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 1 | 2 | 1 | 4 | 8 |
| Total | 0 | 3 | 0 | 3 | 7 | 0 | 0 | 7 | 3 | 7 | 7 | 17 | 4 | 5 | 1 | 10 | 37 |
| 09:00 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 5 | 8 | 1 | 1 | 0 | 2 | 12 |
| 09:15 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 1 | 0 | 1 | 6 |
| 09:30 AM | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 1 | 3 | 5 | 0 | 1 | 1 | 2 | 10 |
| 09:45 AM | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 3 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 8 |
| Total | 0 | 6 | 0 | 6 | 5 | 0 | 0 | 5 | 4 | 5 | 11 | 20 | 1 | 3 | 1 | 5 | 36 |
| Grand Total | 0 | 10 | 0 | 10 | 16 | 1 | 0 | 17 | 13 | 16 | 25 | 54 | 9 | 15 | 3 | 27 | 108 |
| Apprch % | 0 | 100 | 0 | | 94.1 | 5.9 | 0 | | 24.1 | 29.6 | 46.3 | | 33.3 | 55.6 | 11.1 | | |
| Total % | 0 | 9.3 | 0 | 9.3 | 14.8 | 0.9 | 0 | 15.7 | 12 | 14.8 | 23.1 | 50 | 8.3 | 13.9 | 2.8 | 25 | |

| | Vermont Avenue Southbound | | | | Hollywood Boulevard Westbound | | | | Vermont Avenue Northbound | | | | Hollywood Boulevard Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 1 | **2** | 1 | 2 | **5** | **1** | 0 | 0 | 1 | 7 |
| 07:45 AM | 0 | 0 | 0 | 0 | 1 | **1** | 0 | **2** | 2 | 1 | 1 | 4 | 1 | **3** | 0 | **4** | **10** |
| 08:00 AM | 0 | **2** | 0 | **2** | 1 | 0 | 0 | 1 | 1 | **4** | 0 | 5 | 1 | 0 | 0 | 1 | 9 |
| 08:15 AM | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | **3** | 5 | 1 | 0 | 0 | 1 | 8 |
| Total Volume | 0 | 3 | 0 | 3 | 4 | 1 | 0 | 5 | 6 | 7 | 6 | 19 | 4 | 3 | 0 | 7 | 34 |
| % App. Total | 0 | 100 | 0 | | 80 | 20 | 0 | | 31.6 | 36.8 | 31.6 | | 57.1 | 42.9 | 0 | | |
| PHF | .000 | .375 | .000 | .375 | 1.00 | .250 | .000 | .625 | .750 | .438 | .500 | .950 | 1.00 | .250 | .000 | .438 | .850 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Hollywood Boulevard
Weather: Clear

File Name : 02_LAC_Vermont_Hollywood AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 2




Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 1 | **2** | 1 | 2 | **5** | **1** | 0 | 0 | 1 |
| +15 mins. | 0 | 0 | 0 | 0 | 1 | **1** | 0 | **2** | 2 | 1 | 1 | 4 | 1 | **3** | 0 | **4** |
| +30 mins. | 0 | **2** | 0 | **2** | 1 | 0 | 0 | 1 | 1 | **4** | 0 | 5 | 1 | 0 | 0 | 1 |
| +45 mins. | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | **3** | 5 | 1 | 0 | 0 | 1 |
| Total Volume | 0 | 3 | 0 | 3 | 4 | 1 | 0 | 5 | 6 | 7 | 6 | 19 | 4 | 3 | 0 | 7 |
| % App. Total | 0 | 100 | 0 | | 80 | 20 | 0 | | 31.6 | 36.8 | 31.6 | | 57.1 | 42.9 | 0 | |
| PHF | .000 | .375 | .000 | .375 | 1.000 | .250 | .000 | .625 | .750 | .438 | .500 | .950 | 1.000 | .250 | .000 | .438 |

Counts Unlimited
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Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Hollywood Boulevard
Weather: Clear

File Name : 02_LAC_Vermont_Hollywood PM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

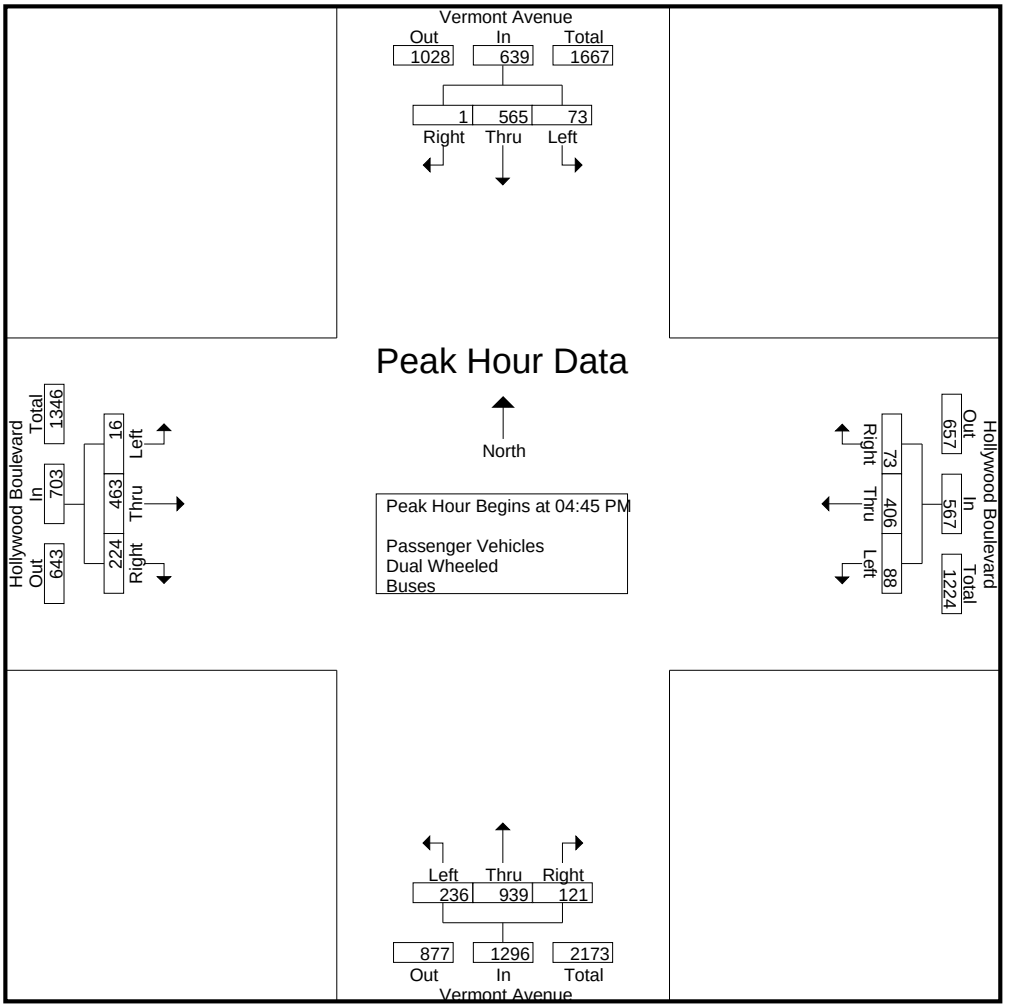
| | Vermont Avenue Southbound | | | | Hollywood Boulevard Westbound | | | | Vermont Avenue Northbound | | | | Hollywood Boulevard Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 03:00 PM | 18 | 134 | 2 | 154 | 15 | 71 | 15 | 101 | 51 | 151 | 20 | 222 | 4 | 76 | 60 | 140 | 617 |
| 03:15 PM | 21 | 148 | 0 | 169 | 19 | 94 | 15 | 128 | 42 | 172 | 18 | 232 | 3 | 107 | 58 | 168 | 697 |
| 03:30 PM | 8 | 143 | 0 | 151 | 16 | 72 | 24 | 112 | 46 | 192 | 15 | 253 | 3 | 92 | 44 | 139 | 655 |
| 03:45 PM | 13 | 141 | 1 | 155 | 22 | 96 | 23 | 141 | 43 | 207 | 30 | 280 | 3 | 101 | 66 | 170 | 746 |
| Total | 60 | 566 | 3 | 629 | 72 | 333 | 77 | 482 | 182 | 722 | 83 | 987 | 13 | 376 | 228 | 617 | 2715 |
| 04:00 PM | 10 | 136 | 0 | 146 | 18 | 105 | 18 | 141 | 47 | 203 | 29 | 279 | 5 | 106 | 56 | 167 | 733 |
| 04:15 PM | 10 | 152 | 1 | 163 | 12 | 97 | 23 | 132 | 56 | 196 | 18 | 270 | 5 | 117 | 67 | 189 | 754 |
| 04:30 PM | 22 | 150 | 0 | 172 | 15 | 89 | 22 | 126 | 50 | 193 | 29 | 272 | 3 | 130 | 60 | 193 | 763 |
| 04:45 PM | 25 | 143 | 0 | 168 | 19 | 97 | 25 | 141 | 51 | 228 | 35 | 314 | 3 | 116 | 66 | 185 | 808 |
| Total | 67 | 581 | 1 | 649 | 64 | 388 | 88 | 540 | 204 | 820 | 111 | 1135 | 16 | 469 | 249 | 734 | 3058 |
| 05:00 PM | 14 | 159 | 0 | 173 | 24 | 91 | 16 | 131 | 63 | 224 | 28 | 315 | 4 | 118 | 55 | 177 | 796 |
| 05:15 PM | 19 | 145 | 1 | 165 | 26 | 114 | 13 | 153 | 61 | 238 | 26 | 325 | 5 | 123 | 44 | 172 | 815 |
| 05:30 PM | 15 | 118 | 0 | 133 | 19 | 104 | 19 | 142 | 61 | 249 | 32 | 342 | 4 | 106 | 59 | 169 | 786 |
| 05:45 PM | 8 | 132 | 0 | 140 | 20 | 138 | 19 | 177 | 55 | 201 | 25 | 281 | 2 | 96 | 55 | 153 | 751 |
| Total | 56 | 554 | 1 | 611 | 89 | 447 | 67 | 603 | 240 | 912 | 111 | 1263 | 15 | 443 | 213 | 671 | 3148 |
| Grand Total | 183 | 1701 | 5 | 1889 | 225 | 1168 | 232 | 1625 | 626 | 2454 | 305 | 3385 | 44 | 1288 | 690 | 2022 | 8921 |
| Apprch % | 9.7 | 90 | 0.3 | | 13.8 | 71.9 | 14.3 | | 18.5 | 72.5 | 9 | | 2.2 | 63.7 | 34.1 | | |
| Total % | 2.1 | 19.1 | 0.1 | 21.2 | 2.5 | 13.1 | 2.6 | 18.2 | 7 | 27.5 | 3.4 | 37.9 | 0.5 | 14.4 | 7.7 | 22.7 | |
| Passenger Vehicles | 180 | 1678 | 5 | 1863 | 208 | 1159 | 232 | 1599 | 602 | 2402 | 273 | 3277 | 32 | 1247 | 683 | 1962 | 8701 |
| % Passenger Vehicles | 98.4 | 98.6 | 100 | 98.6 | 92.4 | 99.2 | 100 | 98.4 | 96.2 | 97.9 | 89.5 | 96.8 | 72.7 | 96.8 | 99 | 97 | 97.5 |
| Dual Wheeled | 3 | 16 | 0 | 19 | 1 | 6 | 0 | 7 | 7 | 20 | 5 | 32 | 0 | 24 | 4 | 28 | 86 |
| % Dual Wheeled | 1.6 | 0.9 | 0 | 1 | 0.4 | 0.5 | 0 | 0.4 | 1.1 | 0.8 | 1.6 | 0.9 | 0 | 1.9 | 0.6 | 1.4 | 1 |
| Buses | 0 | 7 | 0 | 7 | 16 | 3 | 0 | 19 | 17 | 32 | 27 | 76 | 12 | 17 | 3 | 32 | 134 |
| % Buses | 0 | 0.4 | 0 | 0.4 | 7.1 | 0.3 | 0 | 1.2 | 2.7 | 1.3 | 8.9 | 2.2 | 27.3 | 1.3 | 0.4 | 1.6 | 1.5 |

| | Vermont Avenue Southbound | | | | Hollywood Boulevard Westbound | | | | Vermont Avenue Northbound | | | | Hollywood Boulevard Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | **25** | 143 | 0 | 168 | 19 | 97 | **25** | 141 | 51 | 228 | **35** | 314 | 3 | 116 | **66** | **185** | 808 |
| 05:00 PM | 14 | **159** | 0 | **173** | 24 | 91 | 16 | 131 | **63** | 224 | 28 | 315 | 4 | 118 | 55 | 177 | 796 |
| 05:15 PM | 19 | 145 | **1** | 165 | **26** | **114** | 13 | **153** | 61 | 238 | 26 | 325 | **5** | **123** | 44 | 172 | **815** |
| 05:30 PM | 15 | 118 | 0 | 133 | 19 | 104 | 19 | 142 | 61 | **249** | 32 | **342** | 4 | 106 | 59 | 169 | 786 |
| Total Volume | 73 | 565 | 1 | 639 | 88 | 406 | 73 | 567 | 236 | 939 | 121 | 1296 | 16 | 463 | 224 | 703 | 3205 |
| % App. Total | 11.4 | 88.4 | 0.2 | | 15.5 | 71.6 | 12.9 | | 18.2 | 72.5 | 9.3 | | 2.3 | 65.9 | 31.9 | | |
| PHF | .730 | .888 | .250 | .923 | .846 | .890 | .730 | .926 | .937 | .943 | .864 | .947 | .800 | .941 | .848 | .950 | .983 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Hollywood Boulevard
Weather: Clear

File Name : 02_LAC_Vermont_Hollywood PM
Site Code : 99919717
Start Date : 10/8/2019


Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:30 PM | | | | 05:00 PM | | | | 04:45 PM | | | | 04:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 22 | 150 | 0 | 172 | 24 | 91 | 16 | 131 | 51 | 228 | **35** | 314 | **5** | 117 | **67** | 189 |
| +15 mins. | **25** | 143 | 0 | 168 | **26** | 114 | 13 | 153 | **63** | 224 | 28 | 315 | 3 | **130** | 60 | **193** |
| +30 mins. | 14 | **159** | 0 | **173** | 19 | 104 | **19** | 142 | 61 | 238 | 26 | 325 | 3 | 116 | 66 | 185 |
| +45 mins. | 19 | 145 | **1** | 165 | 20 | **138** | 19 | **177** | 61 | **249** | 32 | **342** | 4 | 118 | 55 | 177 |
| Total Volume | 80 | 597 | 1 | 678 | 89 | 447 | 67 | 603 | 236 | 939 | 121 | 1296 | 15 | 481 | 248 | 744 |
| % App. Total | 11.8 | 88.1 | 0.1 | | 14.8 | 74.1 | 11.1 | | 18.2 | 72.5 | 9.3 | | 2 | 64.7 | 33.3 | |
| PHF | .800 | .939 | .250 | .980 | .856 | .810 | .882 | .852 | .937 | .943 | .864 | .947 | .750 | .925 | .925 | .964 |

Counts Unlimited
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Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Hollywood Boulevard
Weather: Clear

File Name : 02_LAC_Vermont_Hollywood PM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Passenger Vehicles

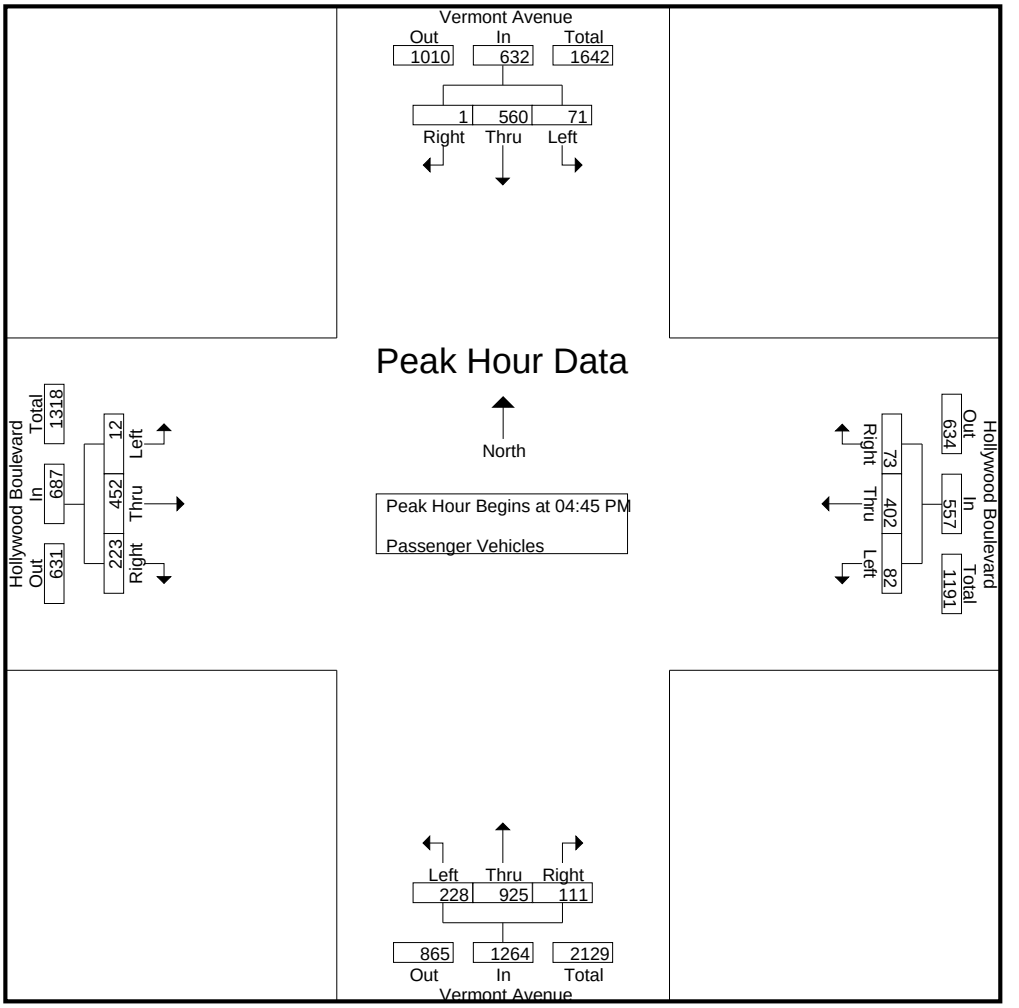
| | Vermont Avenue Southbound | | | | Hollywood Boulevard Westbound | | | | Vermont Avenue Northbound | | | | Hollywood Boulevard Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 03:00 PM | 17 | 133 | 2 | 152 | 13 | 71 | 15 | 99 | 50 | 144 | 17 | 211 | 3 | 73 | 58 | 134 | 596 |
| 03:15 PM | 21 | 143 | 0 | 164 | 19 | 93 | 15 | 127 | 41 | 168 | 14 | 223 | 2 | 103 | 58 | 163 | 677 |
| 03:30 PM | 8 | 140 | 0 | 148 | 16 | 71 | 24 | 111 | 43 | 186 | 13 | 242 | 2 | 87 | 42 | 131 | 632 |
| 03:45 PM | 13 | 138 | 1 | 152 | 19 | 95 | 23 | 137 | 42 | 200 | 26 | 268 | 2 | 94 | 66 | 162 | 719 |
| Total | 59 | 554 | 3 | 616 | 67 | 330 | 77 | 474 | 176 | 698 | 70 | 944 | 9 | 357 | 224 | 590 | 2624 |
| 04:00 PM | 10 | 135 | 0 | 145 | 17 | 105 | 18 | 140 | 42 | 199 | 26 | 267 | 4 | 104 | 56 | 164 | 716 |
| 04:15 PM | 10 | 150 | 1 | 161 | 11 | 97 | 23 | 131 | 54 | 191 | 16 | 261 | 4 | 114 | 67 | 185 | 738 |
| 04:30 PM | 22 | 149 | 0 | 171 | 13 | 87 | 22 | 122 | 49 | 190 | 28 | 267 | 2 | 127 | 58 | 187 | 747 |
| 04:45 PM | 25 | 141 | 0 | 166 | 17 | 96 | 25 | 138 | 49 | 223 | 32 | 304 | 2 | 114 | 66 | 182 | 790 |
| Total | 67 | 575 | 1 | 643 | 58 | 385 | 88 | 531 | 194 | 803 | 102 | 1099 | 12 | 459 | 247 | 718 | 2991 |
| 05:00 PM | 12 | 157 | 0 | 169 | 24 | 90 | 16 | 130 | 61 | 222 | 24 | 307 | 3 | 113 | 55 | 171 | 777 |
| 05:15 PM | 19 | 144 | 1 | 164 | 24 | 112 | 13 | 149 | 59 | 233 | 25 | 317 | 4 | 121 | 44 | 169 | 799 |
| 05:30 PM | 15 | 118 | 0 | 133 | 17 | 104 | 19 | 140 | 59 | 247 | 30 | 336 | 3 | 104 | 58 | 165 | 774 |
| 05:45 PM | 8 | 130 | 0 | 138 | 18 | 138 | 19 | 175 | 53 | 199 | 22 | 274 | 1 | 93 | 55 | 149 | 736 |
| Total | 54 | 549 | 1 | 604 | 83 | 444 | 67 | 594 | 232 | 901 | 101 | 1234 | 11 | 431 | 212 | 654 | 3086 |
| Grand Total | 180 | 1678 | 5 | 1863 | 208 | 1159 | 232 | 1599 | 602 | 2402 | 273 | 3277 | 32 | 1247 | 683 | 1962 | 8701 |
| Apprch % | 9.7 | 90.1 | 0.3 | | 13 | 72.5 | 14.5 | | 18.4 | 73.3 | 8.3 | | 1.6 | 63.6 | 34.8 | | |
| Total % | 2.1 | 19.3 | 0.1 | 21.4 | 2.4 | 13.3 | 2.7 | 18.4 | 6.9 | 27.6 | 3.1 | 37.7 | 0.4 | 14.3 | 7.8 | 22.5 | |

| | Vermont Avenue Southbound | | | | Hollywood Boulevard Westbound | | | | Vermont Avenue Northbound | | | | Hollywood Boulevard Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | **25** | 141 | 0 | 166 | 17 | 96 | **25** | 138 | 49 | 223 | **32** | 304 | 2 | 114 | **66** | **182** | 790 |
| 05:00 PM | 12 | **157** | 0 | **169** | **24** | 90 | 16 | 130 | **61** | 222 | 24 | 307 | 3 | 113 | 55 | 171 | 777 |
| 05:15 PM | 19 | 144 | **1** | 164 | 24 | **112** | 13 | **149** | 59 | 233 | 25 | 317 | **4** | **121** | 44 | 169 | **799** |
| 05:30 PM | 15 | 118 | 0 | 133 | 17 | 104 | 19 | 140 | 59 | **247** | 30 | **336** | 3 | 104 | 58 | 165 | 774 |
| Total Volume | 71 | 560 | 1 | 632 | 82 | 402 | 73 | 557 | 228 | 925 | 111 | 1264 | 12 | 452 | 223 | 687 | 3140 |
| % App. Total | 11.2 | 88.6 | 0.2 | | 14.7 | 72.2 | 13.1 | | 18 | 73.2 | 8.8 | | 1.7 | 65.8 | 32.5 | | |
| PHF | .710 | .892 | .250 | .935 | .854 | .897 | .730 | .935 | .934 | .936 | .867 | .940 | .750 | .934 | .845 | .944 | .982 |

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City of Los Angeles
N/S: Vermont Avenue
E/W: Hollywood Boulevard
Weather: Clear

File Name : 02_LAC_Vermont_Hollywood PM
Site Code : 99919717
Start Date : 10/8/2019


Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **25** | 141 | 0 | 166 | 17 | 96 | **25** | 138 | 49 | 223 | **32** | 304 | 2 | 114 | **66** | **182** |
| +15 mins. | 12 | **157** | 0 | **169** | **24** | 90 | 16 | 130 | **61** | 222 | 24 | 307 | 3 | 113 | 55 | 171 |
| +30 mins. | 19 | 144 | **1** | 164 | 24 | **112** | 13 | **149** | 59 | 233 | 25 | 317 | **4** | **121** | 44 | 169 |
| +45 mins. | 15 | 118 | 0 | 133 | 17 | 104 | 19 | 140 | 59 | **247** | 30 | **336** | 3 | 104 | 58 | 165 |
| Total Volume | 71 | 560 | 1 | 632 | 82 | 402 | 73 | 557 | 228 | 925 | 111 | 1264 | 12 | 452 | 223 | 687 |
| % App. Total | 11.2 | 88.6 | 0.2 | | 14.7 | 72.2 | 13.1 | | 18 | 73.2 | 8.8 | | 1.7 | 65.8 | 32.5 | |
| PHF | .710 | .892 | .250 | .935 | .854 | .897 | .730 | .935 | .934 | .936 | .867 | .940 | .750 | .934 | .845 | .944 |

Counts Unlimited
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City of Los Angeles
N/S: Vermont Avenue
E/W: Hollywood Boulevard
Weather: Clear

File Name : 02_LAC_Vermont_Hollywood PM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Dual Wheeled

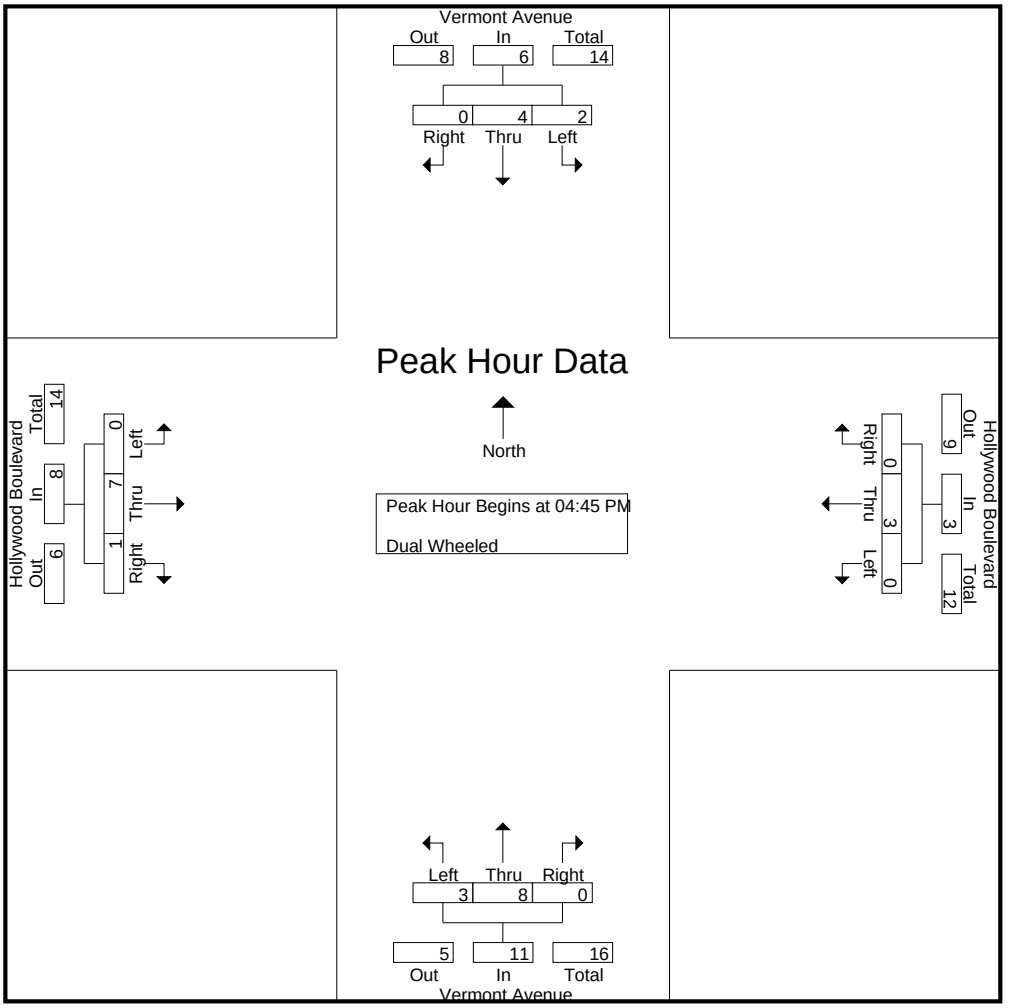
| | Vermont Avenue Southbound | | | | Hollywood Boulevard Westbound | | | | Vermont Avenue Northbound | | | | Hollywood Boulevard Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 03:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 2 | 6 |
| 03:15 PM | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 3 | 0 | 3 | 0 | 3 | 11 |
| 03:30 PM | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 4 | 1 | 5 | 11 |
| 03:45 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 4 | 0 | 4 | 10 |
| Total | 1 | 8 | 0 | 9 | 0 | 2 | 0 | 2 | 1 | 9 | 3 | 13 | 0 | 13 | 1 | 14 | 38 |
| 04:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 4 |
| 04:15 PM | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 2 | 7 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 2 | 3 | 6 |
| 04:45 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 6 |
| Total | 0 | 5 | 0 | 5 | 1 | 1 | 0 | 2 | 3 | 6 | 0 | 9 | 0 | 5 | 2 | 7 | 23 |
| 05:00 PM | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 3 | 0 | 3 | 9 |
| 05:15 PM | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 4 | 0 | 5 | 0 | 1 | 0 | 1 | 9 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 1 | 3 | 4 |
| 05:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 3 |
| Total | 2 | 3 | 0 | 5 | 0 | 3 | 0 | 3 | 3 | 5 | 2 | 10 | 0 | 6 | 1 | 7 | 25 |
| Grand Total | 3 | 16 | 0 | 19 | 1 | 6 | 0 | 7 | 7 | 20 | 5 | 32 | 0 | 24 | 4 | 28 | 86 |
| Apprch % | 15.8 | 84.2 | 0 | | 14.3 | 85.7 | 0 | | 21.9 | 62.5 | 15.6 | | 0 | 85.7 | 14.3 | | |
| Total % | 3.5 | 18.6 | 0 | 22.1 | 1.2 | 7 | 0 | 8.1 | 8.1 | 23.3 | 5.8 | 37.2 | 0 | 27.9 | 4.7 | 32.6 | |

| | Vermont Avenue Southbound | | | | Hollywood Boulevard Westbound | | | | Vermont Avenue Northbound | | | | Hollywood Boulevard Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | **2** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 6 |
| 05:00 PM | **2** | 1 | 0 | **3** | 0 | 1 | 0 | 1 | **1** | 1 | 0 | 2 | 0 | **3** | 0 | **3** | **9** |
| 05:15 PM | 0 | 1 | 0 | 1 | 0 | **2** | 0 | **2** | 1 | **4** | 0 | **5** | 0 | 1 | 0 | 1 | 9 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | **1** | 3 | 4 |
| Total Volume | 2 | 4 | 0 | 6 | 0 | 3 | 0 | 3 | 3 | 8 | 0 | 11 | 0 | 7 | 1 | 8 | 28 |
| % App. Total | 33.3 | 66.7 | 0 | | 0 | 100 | 0 | | 27.3 | 72.7 | 0 | | 0 | 87.5 | 12.5 | | |
| PHF | .250 | .500 | .000 | .500 | .000 | .375 | .000 | .375 | .750 | .500 | .000 | .550 | .000 | .583 | .250 | .667 | .778 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Hollywood Boulevard
Weather: Clear

File Name : 02_LAC_Vermont_Hollywood PM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 2




Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **2** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 |
| +15 mins. | **2** | 1 | 0 | **3** | 0 | 1 | 0 | 1 | **1** | 1 | 0 | 2 | 0 | **3** | 0 | **3** |
| +30 mins. | 0 | 1 | 0 | 1 | 0 | **2** | 0 | **2** | 1 | **4** | 0 | **5** | 0 | 1 | 0 | 1 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | **1** | 3 |
| Total Volume | 2 | 4 | 0 | 6 | 0 | 3 | 0 | 3 | 3 | 8 | 0 | 11 | 0 | 7 | 1 | 8 |
| % App. Total | 33.3 | 66.7 | 0 | | 0 | 100 | 0 | | 27.3 | 72.7 | 0 | | 0 | 87.5 | 12.5 | |
| PHF | .250 | .500 | .000 | .500 | .000 | .375 | .000 | .375 | .750 | .500 | .000 | .550 | .000 | .583 | .250 | .667 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Vermont Avenue
E/W: Hollywood Boulevard
Weather: Clear

File Name : 02_LAC_Vermont_Hollywood PM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Buses

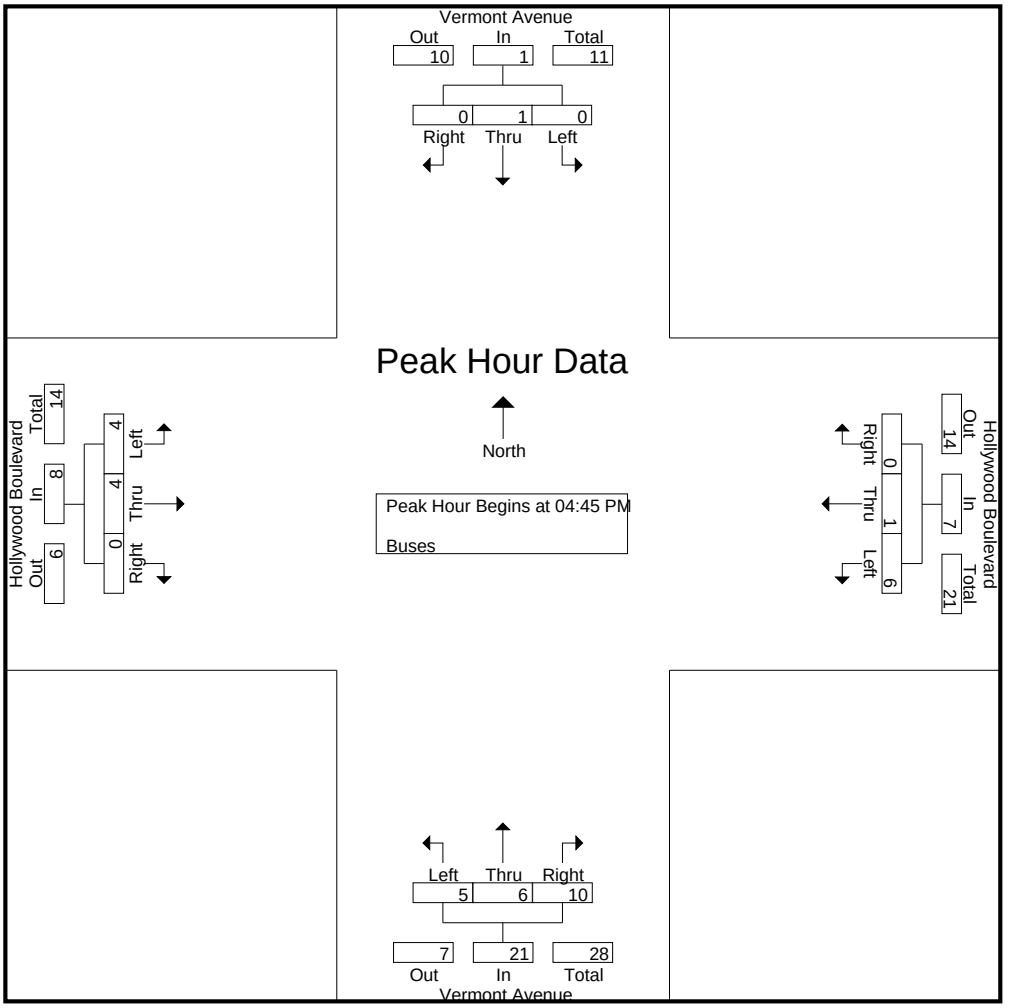
| | Vermont Avenue Southbound | | | | Hollywood Boulevard Westbound | | | | Vermont Avenue Northbound | | | | Hollywood Boulevard Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 03:00 PM | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 4 | 3 | 8 | 1 | 1 | 2 | 4 | 15 |
| 03:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 6 | 1 | 1 | 0 | 2 | 9 |
| 03:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 8 | 1 | 1 | 1 | 3 | 12 |
| 03:45 PM | 0 | 1 | 0 | 1 | 3 | 1 | 0 | 4 | 1 | 4 | 3 | 8 | 1 | 3 | 0 | 4 | 17 |
| Total | 0 | 4 | 0 | 4 | 5 | 1 | 0 | 6 | 5 | 15 | 10 | 30 | 4 | 6 | 3 | 13 | 53 |
| 04:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 4 | 3 | 10 | 1 | 1 | 0 | 2 | 13 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 7 | 1 | 1 | 0 | 2 | 9 |
| 04:30 PM | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 3 | 1 | 1 | 1 | 3 | 1 | 2 | 0 | 3 | 10 |
| 04:45 PM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 2 | 2 | 3 | 7 | 1 | 1 | 0 | 2 | 12 |
| Total | 0 | 1 | 0 | 1 | 5 | 2 | 0 | 7 | 7 | 11 | 9 | 27 | 4 | 5 | 0 | 9 | 44 |
| 05:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 6 | 1 | 2 | 0 | 3 | 10 |
| 05:15 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 0 | 2 | 7 |
| 05:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 2 | 2 | 5 | 1 | 0 | 0 | 1 | 8 |
| 05:45 PM | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 2 | 2 | 1 | 5 | 1 | 3 | 0 | 4 | 12 |
| Total | 0 | 2 | 0 | 2 | 6 | 0 | 0 | 6 | 5 | 6 | 8 | 19 | 4 | 6 | 0 | 10 | 37 |
| Grand Total | 0 | 7 | 0 | 7 | 16 | 3 | 0 | 19 | 17 | 32 | 27 | 76 | 12 | 17 | 3 | 32 | 134 |
| Apprch % | 0 | 100 | 0 | | 84.2 | 15.8 | 0 | | 22.4 | 42.1 | 35.5 | | 37.5 | 53.1 | 9.4 | | |
| Total % | 0 | 5.2 | 0 | 5.2 | 11.9 | 2.2 | 0 | 14.2 | 12.7 | 23.9 | 20.1 | 56.7 | 9 | 12.7 | 2.2 | 23.9 | |

| | Vermont Avenue Southbound | | | | Hollywood Boulevard Westbound | | | | Vermont Avenue Northbound | | | | Hollywood Boulevard Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | **2** | **1** | 0 | **3** | **2** | **2** | 3 | **7** | **1** | 1 | 0 | 2 | **12** |
| 05:00 PM | 0 | **1** | 0 | **1** | 0 | 0 | 0 | 0 | 1 | 1 | **4** | 6 | 1 | **2** | 0 | **3** | 10 |
| 05:15 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 0 | 2 | 7 |
| 05:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 2 | 2 | 5 | 1 | 0 | 0 | 1 | 8 |
| Total Volume | 0 | 1 | 0 | 1 | 6 | 1 | 0 | 7 | 5 | 6 | 10 | 21 | 4 | 4 | 0 | 8 | 37 |
| % App. Total | 0 | 100 | 0 | | 85.7 | 14.3 | 0 | | 23.8 | 28.6 | 47.6 | | 50 | 50 | 0 | | |
| PHF | .000 | .250 | .000 | .250 | .750 | .250 | .000 | .583 | .625 | .750 | .625 | .750 | 1.00 | .500 | .000 | .667 | .771 |

Counts Unlimited
PO Box 1178
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City of Los Angeles
N/S: Vermont Avenue
E/W: Hollywood Boulevard
Weather: Clear

File Name : 02_LAC_Vermont_Hollywood PM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 2




Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | **2** | **1** | 0 | **3** | **2** | **2** | 3 | **7** | **1** | 1 | 0 | 2 |
| +15 mins. | 0 | **1** | 0 | **1** | 0 | 0 | 0 | 0 | 1 | 1 | **4** | 6 | 1 | **2** | 0 | **3** |
| +30 mins. | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 0 | 2 |
| +45 mins. | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 2 | 2 | 5 | 1 | 0 | 0 | 1 |
| Total Volume | 0 | 1 | 0 | 1 | 6 | 1 | 0 | 7 | 5 | 6 | 10 | 21 | 4 | 4 | 0 | 8 |
| % App. Total | 0 | 100 | 0 | | 85.7 | 14.3 | 0 | | 23.8 | 28.6 | 47.6 | | 50 | 50 | 0 | |
| PHF | .000 | .250 | .000 | .250 | .750 | .250 | .000 | .583 | .625 | .750 | .625 | .750 | 1.000 | .500 | .000 | .667 |

# City Of Los Angeles
# Department Of Transportation
# MANUAL TRAFFIC COUNT SUMMARY

STREET:

**North/South** Hillhurst Avenue

**East/West** Prospect Avenue

**Day:** Tuesday **Date:** October 8, 2019 **Weather:** CLEAR

**Hours:** 7-10AM 3-6PM **Staff:** CUI

**School Day:** YES **District:** Hollywood I/S CODE 22789

| | N/B | S/B | E/B | W/B |
|---|---|---|---|---|
| **DUAL-WHEELED** | 57 | 49 | 29 | 19 |
| **BIKES** | 19 | 5 | 7 | 16 |
| **BUSES** | 12 | 31 | 1 | 3 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|---|---|---|---|---|---|---|---|---|
| *AM PK 15 MIN* | 137 | 7.45 | 256 | 8.00 | 71 | 7.45 | 92 | 8.00 |
| *PM PK 15 MIN* | 238 | 5.30 | 164 | 4.30 | 133 | 5.15 | 65 | 3.15 |
| *AM PK HOUR* | 519 | 7.30 | 879 | 7.30 | 251 | 7.30 | 252 | 7.30 |
| *PM PK HOUR* | 885 | 5.00 | 595 | 3.00 | 463 | 4.30 | 167 | 3.00 |

**NORTHBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 22 | 372 | 14 | 408 |
| *8-9* | 43 | 412 | 11 | 466 |
| *9-10* | 38 | 389 | 23 | 450 |
| *3-4* | 28 | 676 | 20 | 724 |
| *4-5* | 41 | 694 | 47 | 782 |
| *5-6* | 44 | 796 | 45 | 885 |
| TOTAL | 216 | 3339 | 160 | 3715 |

**SOUTHBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 19 | 641 | 107 | 767 |
| *8-9* | 23 | 620 | 107 | 750 |
| *9-10* | 25 | 545 | 83 | 653 |
| *3-4* | 29 | 497 | 69 | 595 |
| *4-5* | 25 | 459 | 69 | 553 |
| *5-6* | 23 | 426 | 55 | 504 |
| TOTAL | 144 | 3188 | 490 | 3822 |

| **TOTAL** | **XING S/L** | | **XING N/L** | |
|---|---|---|---|---|
| N-S | Ped | Sch | Ped | Sch |
| 1175 | 11 | 5 | 11 | 4 |
| 1216 | 23 | 3 | 23 | 4 |
| 1103 | 12 | 2 | 13 | 1 |
| 1319 | 37 | 8 | 19 | 11 |
| 1335 | 28 | 2 | 30 | 2 |
| 1389 | 38 | 6 | 17 | 8 |
| 7537 | 149 | 26 | 113 | 30 |

**EASTBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 61 | 100 | 35 | 196 |
| *8-9* | 93 | 66 | 46 | 205 |
| *9-10* | 78 | 65 | 25 | 168 |
| *3-4* | 172 | 144 | 49 | 365 |
| *4-5* | 174 | 180 | 42 | 396 |
| *5-6* | 182 | 232 | 47 | 461 |
| TOTAL | 760 | 787 | 244 | 1791 |

**WESTBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 22 | 123 | 22 | 167 |
| *8-9* | 44 | 162 | 17 | 223 |
| *9-10* | 33 | 99 | 25 | 157 |
| *3-4* | 29 | 100 | 38 | 167 |
| *4-5* | 29 | 84 | 24 | 137 |
| *5-6* | 26 | 96 | 31 | 153 |
| TOTAL | 183 | 664 | 157 | 1004 |

| **TOTAL** | **XING W/L** | | **XING E/L** | |
|---|---|---|---|---|
| E-W | Ped | Sch | Ped | Sch |
| 363 | 14 | 3 | 8 | 0 |
| 428 | 17 | 1 | 21 | 0 |
| 325 | 23 | 2 | 25 | 1 |
| 532 | 35 | 0 | 39 | 10 |
| 533 | 32 | 0 | 52 | 2 |
| 614 | 44 | 1 | 33 | 4 |
| 2795 | 165 | 7 | 178 | 17 |

(Rev Oct 06)

City of Los Angeles
Department of Transportation

# BICYCLE COUNT SUMMARY

**STREET:**

| | | | | | |
|---|---|---|---|---|---|
| **North/South:** | Hillhurst Avenue | | | | |
| **East/West:** | Prospect Avenue | | | | |
| Day: | Tuesday | Date: | 10/8/2019 | Weather: | CLEAR |
| School Day: | Yes | District: | Hollywood | I/S Code: | 22789 |
| Hours: | 7-10 AM, 3-6 PM | Staff: | CUI | | |

**NORTHBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| 7-8 | 0 | 1 | 0 | 1 |
| 8-9 | 0 | 4 | 0 | 4 |
| 9-10 | 0 | 1 | 0 | 1 |
| 3-4 | 0 | 3 | 0 | 3 |
| 4-5 | 0 | 5 | 1 | 6 |
| 5-6 | 0 | 4 | 0 | 4 |
| TOTAL | 0 | 18 | 1 | 19 |

**SOUTHBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| 7-8 | 1 | 0 | 0 | 1 |
| 8-9 | 0 | 0 | 0 | 0 |
| 9-10 | 1 | 0 | 0 | 1 |
| 3-4 | 0 | 1 | 0 | 1 |
| 4-5 | 0 | 1 | 0 | 1 |
| 5-6 | 0 | 1 | 0 | 1 |
| TOTAL | 2 | 3 | 0 | 5 |

**TOTAL**

| Hours | N-S |
|---|---|
| 7-8 | 2 |
| 8-9 | 4 |
| 9-10 | 2 |
| 3-4 | 4 |
| 4-5 | 7 |
| 5-6 | 5 |
| TOTAL | 24 |

**EASTBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| 7-8 | 0 | 1 | 0 | 1 |
| 8-9 | 0 | 2 | 0 | 2 |
| 9-10 | 0 | 2 | 0 | 2 |
| 3-4 | 0 | 0 | 0 | 0 |
| 4-5 | 0 | 1 | 0 | 1 |
| 5-6 | 0 | 1 | 0 | 1 |
| TOTAL | 0 | 7 | 0 | 7 |

**WESTBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| 7-8 | 0 | 0 | 0 | 0 |
| 8-9 | 0 | 0 | 1 | 1 |
| 9-10 | 1 | 1 | 0 | 2 |
| 3-4 | 1 | 1 | 0 | 2 |
| 4-5 | 0 | 6 | 0 | 6 |
| 5-6 | 4 | 0 | 1 | 5 |
| TOTAL | 6 | 8 | 2 | 16 |

**TOTAL**

| Hours | E-W |
|---|---|
| 7-8 | 1 |
| 8-9 | 3 |
| 9-10 | 4 |
| 3-4 | 2 |
| 4-5 | 7 |
| 5-6 | 6 |
| TOTAL | 23 |

**REMARKS (6 hour total):**

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| - Female Riders | 0 | 0 | 0 | 2 | 2 |
| - No helmet riders | 6 | 6 | 6 | 9 | 27 |
| - Sidewalk Riding | 4 | 7 | 4 | 5 | 20 |
| - Wrong way riding | 2 | 5 | 2 | 5 | 14 |

**NB**: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

*Source:* CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

# PEDESTRIAN COUNT SUMMARY

| | | | | | |
|---|---|---|---|---|---|
| **STREET:** | | | | | |
| **North/South:** | Hillhurst Avenue | | | | |
| **East/West:** | Prospect Avenue | | | | |
| Day: | Tuesday | Date: | 10/8/2019 | Weather: | CLEAR |
| School Day: | YES | District: | Hollywood | I/S Code: | 22789 |
| Hours: | 7-10 AM, 3-6 PM | Staff: | CUI | | |

AM PEAK PERIOD

| 15 Min. Interval | N-LEG | S-LEG | E-LEG | W-LEG | TOTAL |
|---|---|---|---|---|---|
| 7:00-7:15 | 5 | 3 | 1 | 3 | 12 |
| 7:15-7:30 | 1 | 2 | 4 | 4 | 11 |
| 7:30-7:45 | 3 | 6 | 1 | 4 | 14 |
| 7:45-8:00 | 6 | 5 | 2 | 6 | 19 |
| 8:00-8:15 | 4 | 4 | 3 | 4 | 15 |
| 8:15-8:30 | 5 | 12 | 7 | 2 | 26 |
| 8:30-8:45 | 7 | 2 | 6 | 3 | 18 |
| 8:45-9:00 | 11 | 8 | 5 | 9 | 33 |
| 9:00-9:15 | 4 | 3 | 8 | 6 | 21 |
| 9:15-9:30 | 2 | 3 | 7 | 4 | 16 |
| 9:30-9:45 | 2 | 2 | 4 | 12 | 20 |
| 9:45-10:00 | 6 | 6 | 7 | 3 | 22 |
| **Hours** | | | | | |
| 7 - 8 | 15 | 16 | 8 | 17 | 56 |
| 8 - 9 | 27 | 26 | 21 | 18 | 92 |
| 9 - 10 | 14 | 14 | 26 | 25 | 79 |
| **TOTAL** | 56 | 56 | 55 | 60 | 227 |

PM PEAK PERIOD

| 15 Min. Interval | N-LEG | S-LEG | E-LEG | W-LEG | TOTAL |
|---|---|---|---|---|---|
| 3:00-3:15 | 3 | 9 | 10 | 8 | 30 |
| 3:15-3:30 | 13 | 11 | 14 | 12 | 50 |
| 3:30-3:45 | 10 | 9 | 11 | 7 | 37 |
| 3:45-4:00 | 4 | 16 | 14 | 8 | 42 |
| 4:00-4:15 | 8 | 7 | 11 | 6 | 32 |
| 4:15-4:30 | 10 | 8 | 20 | 12 | 50 |
| 4:30-4:45 | 7 | 8 | 9 | 6 | 30 |
| 4:45-5:00 | 7 | 7 | 14 | 8 | 36 |
| 5:00-5:15 | 5 | 5 | 7 | 13 | 30 |
| 5:15-5:30 | 5 | 16 | 8 | 15 | 44 |
| 5:30-5:45 | 12 | 8 | 10 | 9 | 39 |
| 5:45-6:00 | 3 | 15 | 12 | 8 | 38 |
| **Hours** | | | | | |
| 3 - 4 | 30 | 45 | 49 | 35 | 159 |
| 4 - 5 | 32 | 30 | 54 | 32 | 148 |
| 5 - 6 | 25 | 44 | 37 | 45 | 151 |
| | 87 | 119 | 140 | 112 | 458 |

**REMARKS (6 hour total):**

| | N-LEG | S-LEG | E-LEG | W-LEG | TOTAL |
|---|---|---|---|---|---|
| - Wheelchair/special needs assistance | 0 | 0 | 0 | 0 | 0 |
| - Skateboard/scooter | 7 | 13 | 5 | 5 | 30 |

**N**: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

*Source:* LADOT 2015 CMP

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

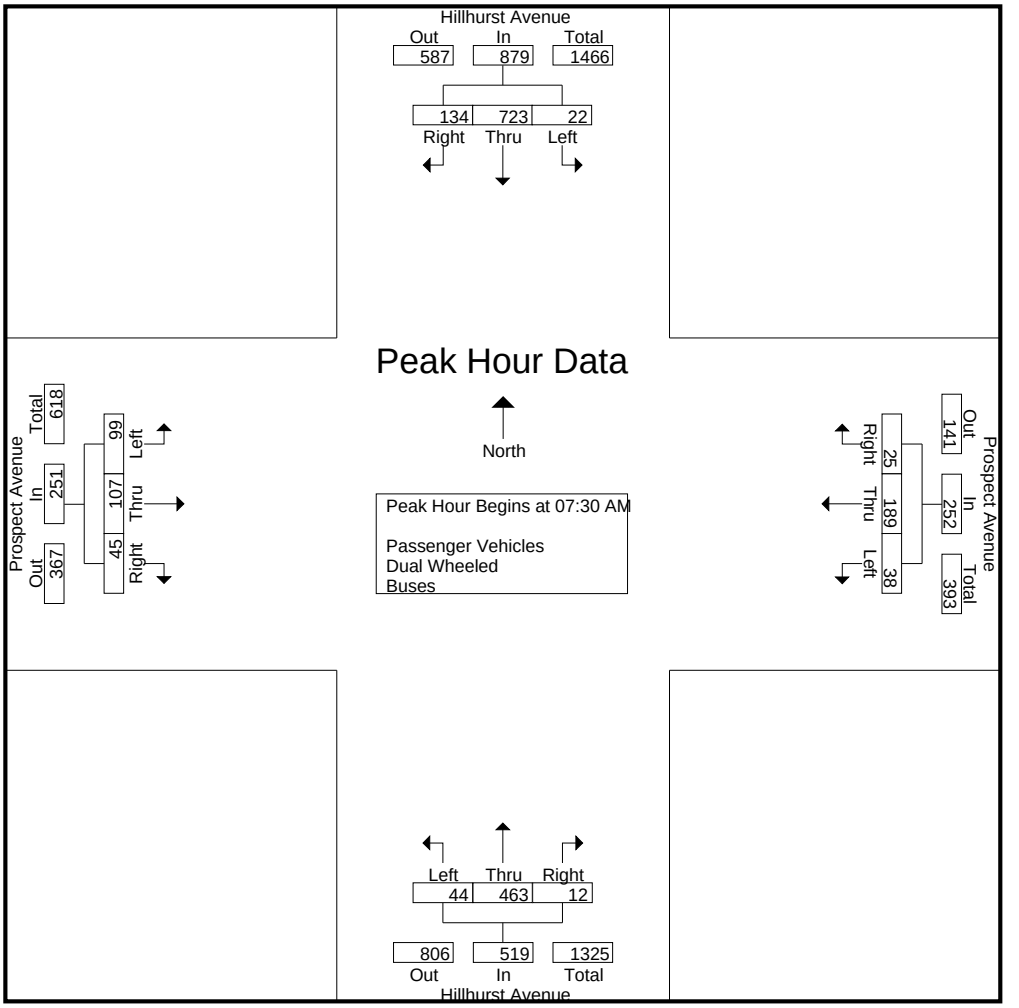
| | Hillhurst Avenue Southbound | | | | Prospect Avenue Westbound | | | | Hillhurst Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 6 | 129 | 25 | 160 | 2 | 16 | 2 | 20 | 4 | 50 | 3 | 57 | 11 | 14 | 5 | 30 | 267 |
| 07:15 AM | 4 | 138 | 20 | 162 | 4 | 20 | 5 | 29 | 5 | 77 | 3 | 85 | 14 | 19 | 9 | 42 | 318 |
| 07:30 AM | 4 | 166 | 31 | 201 | 7 | 36 | 7 | 50 | 4 | 121 | 4 | 129 | 18 | 25 | 10 | 53 | 433 |
| 07:45 AM | 5 | 208 | 31 | 244 | 9 | 51 | 8 | 68 | 9 | 124 | 4 | 137 | 18 | 42 | 11 | 71 | 520 |
| Total | 19 | 641 | 107 | 767 | 22 | 123 | 22 | 167 | 22 | 372 | 14 | 408 | 61 | 100 | 35 | 196 | 1538 |
| 08:00 AM | 7 | 200 | 49 | 256 | 12 | 72 | 8 | 92 | 17 | 105 | 3 | 125 | 28 | 21 | 13 | 62 | 535 |
| 08:15 AM | 6 | 149 | 23 | 178 | 10 | 30 | 2 | 42 | 14 | 113 | 1 | 128 | 35 | 19 | 11 | 65 | 413 |
| 08:30 AM | 2 | 149 | 18 | 169 | 11 | 29 | 7 | 47 | 10 | 83 | 6 | 99 | 16 | 16 | 6 | 38 | 353 |
| 08:45 AM | 8 | 122 | 17 | 147 | 11 | 31 | 0 | 42 | 2 | 111 | 1 | 114 | 14 | 10 | 16 | 40 | 343 |
| Total | 23 | 620 | 107 | 750 | 44 | 162 | 17 | 223 | 43 | 412 | 11 | 466 | 93 | 66 | 46 | 205 | 1644 |
| 09:00 AM | 4 | 129 | 26 | 159 | 11 | 30 | 7 | 48 | 7 | 89 | 6 | 102 | 21 | 17 | 5 | 43 | 352 |
| 09:15 AM | 7 | 124 | 20 | 151 | 6 | 30 | 8 | 44 | 9 | 85 | 4 | 98 | 22 | 17 | 9 | 48 | 341 |
| 09:30 AM | 5 | 143 | 21 | 169 | 6 | 23 | 5 | 34 | 10 | 113 | 9 | 132 | 17 | 19 | 5 | 41 | 376 |
| 09:45 AM | 9 | 149 | 16 | 174 | 10 | 16 | 5 | 31 | 12 | 102 | 4 | 118 | 18 | 12 | 6 | 36 | 359 |
| Total | 25 | 545 | 83 | 653 | 33 | 99 | 25 | 157 | 38 | 389 | 23 | 450 | 78 | 65 | 25 | 168 | 1428 |
| Grand Total | 67 | 1806 | 297 | 2170 | 99 | 384 | 64 | 547 | 103 | 1173 | 48 | 1324 | 232 | 231 | 106 | 569 | 4610 |
| Apprch % | 3.1 | 83.2 | 13.7 | | 18.1 | 70.2 | 11.7 | | 7.8 | 88.6 | 3.6 | | 40.8 | 40.6 | 18.6 | | |
| Total % | 1.5 | 39.2 | 6.4 | 47.1 | 2.1 | 8.3 | 1.4 | 11.9 | 2.2 | 25.4 | 1 | 28.7 | 5 | 5 | 2.3 | 12.3 | |
| Passenger Vehicles | 63 | 1767 | 294 | 2124 | 94 | 380 | 61 | 535 | 101 | 1139 | 47 | 1287 | 226 | 229 | 101 | 556 | 4502 |
| % Passenger Vehicles | 94 | 97.8 | 99 | 97.9 | 94.9 | 99 | 95.3 | 97.8 | 98.1 | 97.1 | 97.9 | 97.2 | 97.4 | 99.1 | 95.3 | 97.7 | 97.7 |
| Dual Wheeled | 4 | 27 | 3 | 34 | 5 | 4 | 3 | 12 | 2 | 26 | 1 | 29 | 5 | 2 | 5 | 12 | 87 |
| % Dual Wheeled | 6 | 1.5 | 1 | 1.6 | 5.1 | 1 | 4.7 | 2.2 | 1.9 | 2.2 | 2.1 | 2.2 | 2.2 | 0.9 | 4.7 | 2.1 | 1.9 |
| Buses | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 1 | 0 | 0 | 1 | 21 |
| % Buses | 0 | 0.7 | 0 | 0.6 | 0 | 0 | 0 | 0 | 0 | 0.7 | 0 | 0.6 | 0.4 | 0 | 0 | 0.2 | 0.5 |

| | Hillhurst Avenue Southbound | | | | Prospect Avenue Westbound | | | | Hillhurst Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 4 | 166 | 31 | 201 | 7 | 36 | 7 | 50 | 4 | 121 | **4** | 129 | 18 | 25 | 10 | 53 | 433 |
| 07:45 AM | 5 | **208** | 31 | 244 | 9 | 51 | **8** | 68 | 9 | **124** | 4 | **137** | 18 | **42** | 11 | **71** | 520 |
| 08:00 AM | **7** | 200 | **49** | **256** | **12** | **72** | 8 | **92** | **17** | 105 | 3 | 125 | 28 | 21 | **13** | 62 | **535** |
| 08:15 AM | 6 | 149 | 23 | 178 | 10 | 30 | 2 | 42 | 14 | 113 | 1 | 128 | **35** | 19 | 11 | 65 | 413 |
| Total Volume | 22 | 723 | 134 | 879 | 38 | 189 | 25 | 252 | 44 | 463 | 12 | 519 | 99 | 107 | 45 | 251 | 1901 |
| % App. Total | 2.5 | 82.3 | 15.2 | | 15.1 | 75 | 9.9 | | 8.5 | 89.2 | 2.3 | | 39.4 | 42.6 | 17.9 | | |
| PHF | .786 | .869 | .684 | .858 | .792 | .656 | .781 | .685 | .647 | .933 | .750 | .947 | .707 | .637 | .865 | .884 | .888 |

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City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 2




Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 4 | 166 | 31 | 201 | 7 | 36 | 7 | 50 | 4 | 121 | **4** | 129 | 18 | 25 | 10 | 53 |
| +15 mins. | 5 | **208** | 31 | 244 | 9 | 51 | **8** | 68 | 9 | **124** | 4 | **137** | 18 | **42** | 11 | **71** |
| +30 mins. | **7** | 200 | **49** | **256** | **12** | **72** | 8 | **92** | **17** | 105 | 3 | 125 | 28 | 21 | **13** | 62 |
| +45 mins. | 6 | 149 | 23 | 178 | 10 | 30 | 2 | 42 | 14 | 113 | 1 | 128 | **35** | 19 | 11 | 65 |
| Total Volume | 22 | 723 | 134 | 879 | 38 | 189 | 25 | 252 | 44 | 463 | 12 | 519 | 99 | 107 | 45 | 251 |
| % App. Total | 2.5 | 82.3 | 15.2 | | 15.1 | 75 | 9.9 | | 8.5 | 89.2 | 2.3 | | 39.4 | 42.6 | 17.9 | |
| PHF | .786 | .869 | .684 | .858 | .792 | .656 | .781 | .685 | .647 | .933 | .750 | .947 | .707 | .637 | .865 | .884 |

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City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Passenger Vehicles

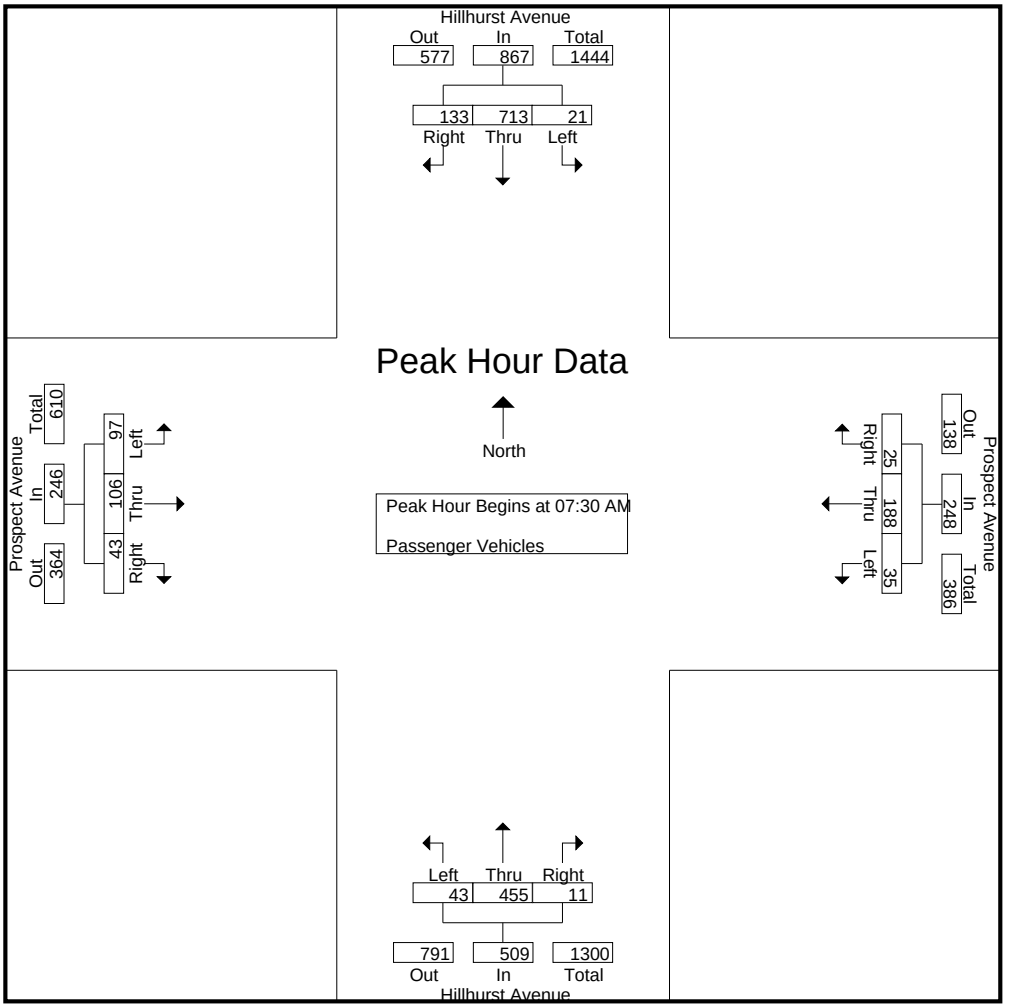
| | Hillhurst Avenue Southbound | | | | Prospect Avenue Westbound | | | | Hillhurst Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 5 | 127 | 25 | 157 | 2 | 15 | 2 | 19 | 4 | 47 | 3 | 54 | 10 | 14 | 5 | 29 | 259 |
| 07:15 AM | 4 | 135 | 19 | 158 | 4 | 20 | 4 | 28 | 5 | 73 | 3 | 81 | 14 | 19 | 8 | 41 | 308 |
| 07:30 AM | 4 | 164 | 31 | 199 | 4 | 35 | 7 | 46 | 4 | 121 | 4 | 129 | 17 | 25 | 10 | 52 | 426 |
| 07:45 AM | 5 | 206 | 31 | 242 | 9 | 51 | 8 | 68 | 9 | 122 | 4 | 135 | 18 | 41 | 11 | 70 | 515 |
| Total | 18 | 632 | 106 | 756 | 19 | 121 | 21 | 161 | 22 | 363 | 14 | 399 | 59 | 99 | 34 | 192 | 1508 |
| 08:00 AM | 7 | 197 | 49 | 253 | 12 | 72 | 8 | 92 | 17 | 103 | 2 | 122 | 28 | 21 | 12 | 61 | 528 |
| 08:15 AM | 5 | 146 | 22 | 173 | 10 | 30 | 2 | 42 | 13 | 109 | 1 | 123 | 34 | 19 | 10 | 63 | 401 |
| 08:30 AM | 2 | 146 | 17 | 165 | 11 | 29 | 6 | 46 | 9 | 79 | 6 | 94 | 16 | 16 | 6 | 38 | 343 |
| 08:45 AM | 6 | 120 | 17 | 143 | 11 | 31 | 0 | 42 | 2 | 108 | 1 | 111 | 14 | 9 | 14 | 37 | 333 |
| Total | 20 | 609 | 105 | 734 | 44 | 162 | 16 | 222 | 41 | 399 | 10 | 450 | 92 | 65 | 42 | 199 | 1605 |
| 09:00 AM | 4 | 127 | 26 | 157 | 11 | 29 | 7 | 47 | 7 | 84 | 6 | 97 | 21 | 17 | 5 | 43 | 344 |
| 09:15 AM | 7 | 122 | 20 | 149 | 5 | 29 | 8 | 42 | 9 | 82 | 4 | 95 | 19 | 17 | 9 | 45 | 331 |
| 09:30 AM | 5 | 138 | 21 | 164 | 6 | 23 | 4 | 33 | 10 | 111 | 9 | 130 | 17 | 19 | 5 | 41 | 368 |
| 09:45 AM | 9 | 139 | 16 | 164 | 9 | 16 | 5 | 30 | 12 | 100 | 4 | 116 | 18 | 12 | 6 | 36 | 346 |
| Total | 25 | 526 | 83 | 634 | 31 | 97 | 24 | 152 | 38 | 377 | 23 | 438 | 75 | 65 | 25 | 165 | 1389 |
| Grand Total | 63 | 1767 | 294 | 2124 | 94 | 380 | 61 | 535 | 101 | 1139 | 47 | 1287 | 226 | 229 | 101 | 556 | 4502 |
| Apprch % | 3 | 83.2 | 13.8 | | 17.6 | 71 | 11.4 | | 7.8 | 88.5 | 3.7 | | 40.6 | 41.2 | 18.2 | | |
| Total % | 1.4 | 39.2 | 6.5 | 47.2 | 2.1 | 8.4 | 1.4 | 11.9 | 2.2 | 25.3 | 1 | 28.6 | 5 | 5.1 | 2.2 | 12.4 | |

| | Hillhurst Avenue Southbound | | | | Prospect Avenue Westbound | | | | Hillhurst Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 4 | 164 | 31 | 199 | 4 | 35 | 7 | 46 | 4 | 121 | **4** | 129 | 17 | 25 | 10 | 52 | 426 |
| 07:45 AM | 5 | **206** | 31 | 242 | 9 | 51 | **8** | 68 | 9 | **122** | 4 | **135** | 18 | **41** | 11 | **70** | 515 |
| 08:00 AM | **7** | 197 | **49** | **253** | **12** | **72** | 8 | **92** | **17** | 103 | 2 | 122 | 28 | 21 | **12** | 61 | **528** |
| 08:15 AM | 5 | 146 | 22 | 173 | 10 | 30 | 2 | 42 | 13 | 109 | 1 | 123 | **34** | 19 | 10 | 63 | 401 |
| Total Volume | 21 | 713 | 133 | 867 | 35 | 188 | 25 | 248 | 43 | 455 | 11 | 509 | 97 | 106 | 43 | 246 | 1870 |
| % App. Total | 2.4 | 82.2 | 15.3 | | 14.1 | 75.8 | 10.1 | | 8.4 | 89.4 | 2.2 | | 39.4 | 43.1 | 17.5 | | |
| PHF | .750 | .865 | .679 | .857 | .729 | .653 | .781 | .674 | .632 | .932 | .688 | .943 | .713 | .646 | .896 | .879 | .885 |

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City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 2




Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 4 | 164 | 31 | 199 | 4 | 35 | 7 | 46 | 4 | 121 | **4** | 129 | 17 | 25 | 10 | 52 |
| +15 mins. | 5 | **206** | 31 | 242 | 9 | 51 | **8** | 68 | 9 | **122** | 4 | **135** | 18 | **41** | 11 | **70** |
| +30 mins. | **7** | 197 | **49** | **253** | **12** | **72** | 8 | **92** | **17** | 103 | 2 | 122 | 28 | 21 | **12** | 61 |
| +45 mins. | 5 | 146 | 22 | 173 | 10 | 30 | 2 | 42 | 13 | 109 | 1 | 123 | **34** | 19 | 10 | 63 |
| Total Volume | 21 | 713 | 133 | 867 | 35 | 188 | 25 | 248 | 43 | 455 | 11 | 509 | 97 | 106 | 43 | 246 |
| % App. Total | 2.4 | 82.2 | 15.3 | | 14.1 | 75.8 | 10.1 | | 8.4 | 89.4 | 2.2 | | 39.4 | 43.1 | 17.5 | |
| PHF | .750 | .865 | .679 | .857 | .729 | .653 | .781 | .674 | .632 | .932 | .688 | .943 | .713 | .646 | .896 | .879 |

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City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Dual Wheeled

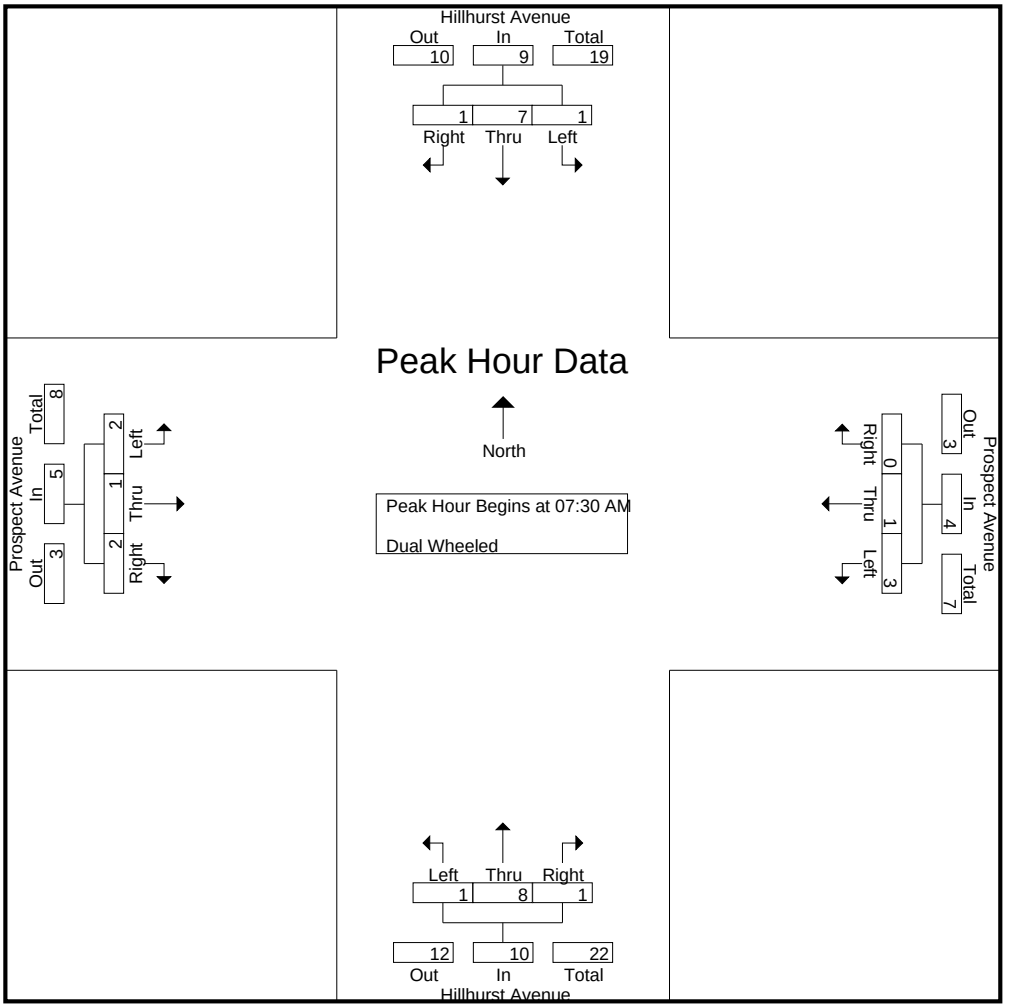
| | Hillhurst Avenue Southbound | | | | Prospect Avenue Westbound | | | | Hillhurst Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 07:15 AM | 0 | 2 | 1 | 3 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 7 |
| 07:30 AM | 0 | 1 | 0 | 1 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 6 |
| 07:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 4 |
| Total | 1 | 5 | 1 | 7 | 3 | 2 | 1 | 6 | 0 | 5 | 0 | 5 | 1 | 1 | 1 | 3 | 21 |
| 08:00 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 1 | 1 | 6 |
| 08:15 AM | 1 | 3 | 1 | 5 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 5 | 1 | 0 | 1 | 2 | 12 |
| 08:30 AM | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 8 |
| 08:45 AM | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 2 | 3 | 9 |
| Total | 3 | 7 | 2 | 12 | 0 | 0 | 1 | 1 | 2 | 13 | 1 | 16 | 1 | 1 | 4 | 6 | 35 |
| 09:00 AM | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 6 |
| 09:15 AM | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 2 | 3 | 0 | 0 | 3 | 9 |
| 09:30 AM | 0 | 4 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| 09:45 AM | 0 | 8 | 0 | 8 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Total | 0 | 15 | 0 | 15 | 2 | 2 | 1 | 5 | 0 | 8 | 0 | 8 | 3 | 0 | 0 | 3 | 31 |
| Grand Total | 4 | 27 | 3 | 34 | 5 | 4 | 3 | 12 | 2 | 26 | 1 | 29 | 5 | 2 | 5 | 12 | 87 |
| Apprch % | 11.8 | 79.4 | 8.8 | | 41.7 | 33.3 | 25 | | 6.9 | 89.7 | 3.4 | | 41.7 | 16.7 | 41.7 | | |
| Total % | 4.6 | 31 | 3.4 | 39.1 | 5.7 | 4.6 | 3.4 | 13.8 | 2.3 | 29.9 | 1.1 | 33.3 | 5.7 | 2.3 | 5.7 | 13.8 | |

| | Hillhurst Avenue Southbound | | | | Prospect Avenue Westbound | | | | Hillhurst Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 1 | 0 | 1 | **3** | **1** | 0 | **4** | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 1 | 6 |
| 07:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | **1** | 0 | 1 | 4 |
| 08:00 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | **1** | 3 | 0 | 0 | **1** | 1 | 6 |
| 08:15 AM | **1** | **3** | **1** | **5** | 0 | 0 | 0 | 0 | **1** | **4** | 0 | **5** | 1 | 0 | 1 | **2** | **12** |
| Total Volume | 1 | 7 | 1 | 9 | 3 | 1 | 0 | 4 | 1 | 8 | 1 | 10 | 2 | 1 | 2 | 5 | 28 |
| % App. Total | 11.1 | 77.8 | 11.1 | | 75 | 25 | 0 | | 10 | 80 | 10 | | 40 | 20 | 40 | | |
| PHF | .250 | .583 | .250 | .450 | .250 | .250 | .000 | .250 | .250 | .500 | .250 | .500 | .500 | .250 | .500 | .625 | .583 |

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City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 2




Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 1 | 0 | 1 | **3** | **1** | 0 | **4** | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 1 |
| +15 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | **1** | 0 | 1 |
| +30 mins. | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | **1** | 3 | 0 | 0 | **1** | 1 |
| +45 mins. | **1** | **3** | **1** | **5** | 0 | 0 | 0 | 0 | **1** | **4** | 0 | **5** | 1 | 0 | 1 | **2** |
| Total Volume | 1 | 7 | 1 | 9 | 3 | 1 | 0 | 4 | 1 | 8 | 1 | 10 | 2 | 1 | 2 | 5 |
| % App. Total | 11.1 | 77.8 | 11.1 | | 75 | 25 | 0 | | 10 | 80 | 10 | | 40 | 20 | 40 | |
| PHF | .250 | .583 | .250 | .450 | .250 | .250 | .000 | .250 | .250 | .500 | .250 | .500 | .500 | .250 | .500 | .625 |

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City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Buses

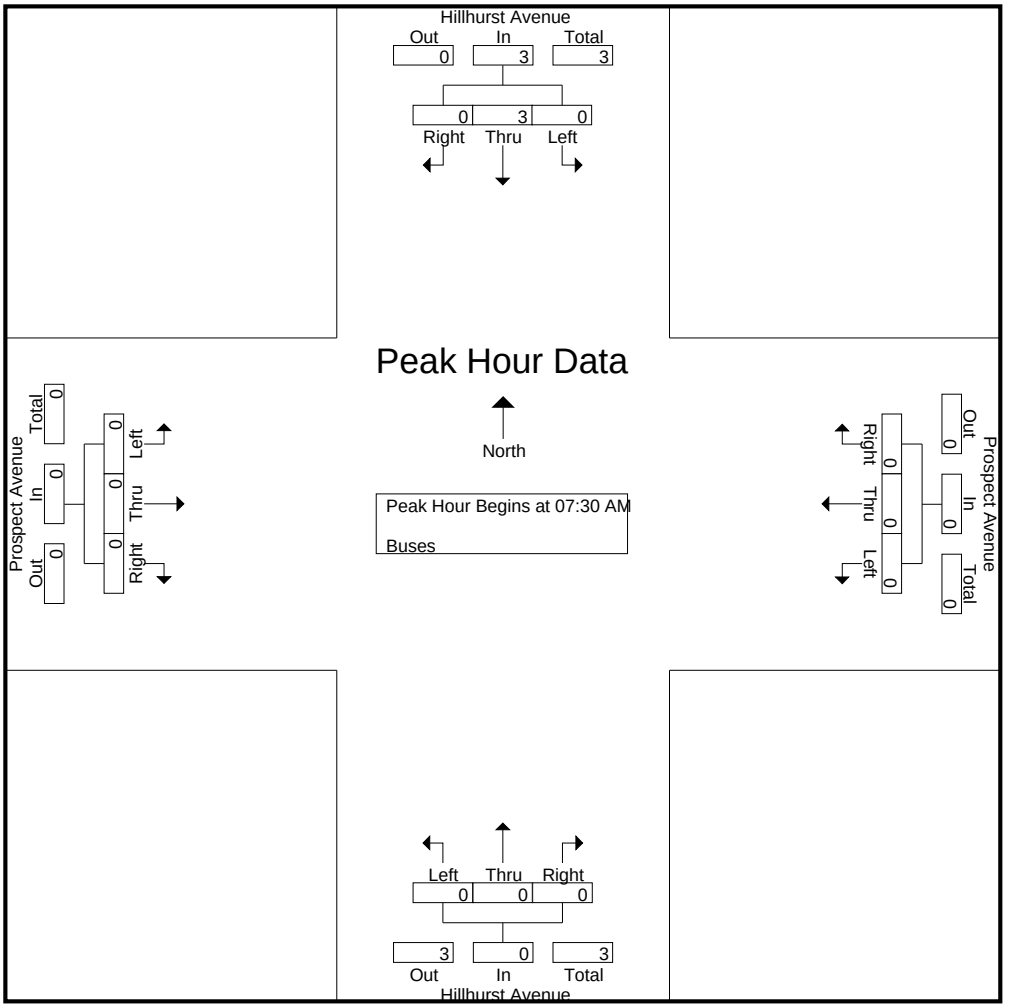
| | Hillhurst Avenue Southbound | | | | Prospect Avenue Westbound | | | | Hillhurst Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 4 |
| 07:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 07:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 1 | 9 |
| 08:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 09:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 09:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:45 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 8 |
| Grand Total | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 1 | 0 | 0 | 1 | 21 |
| Apprch % | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 100 | 0 | 0 | | |
| Total % | 0 | 57.1 | 0 | 57.1 | 0 | 0 | 0 | 0 | 0 | 38.1 | 0 | 38.1 | 4.8 | 0 | 0 | 4.8 | |

| | Hillhurst Avenue Southbound | | | | Prospect Avenue Westbound | | | | Hillhurst Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | **1** | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 07:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .750 | .000 | .750 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .750 |

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City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 2




Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **1** | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .750 | .000 | .750 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

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City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect PM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

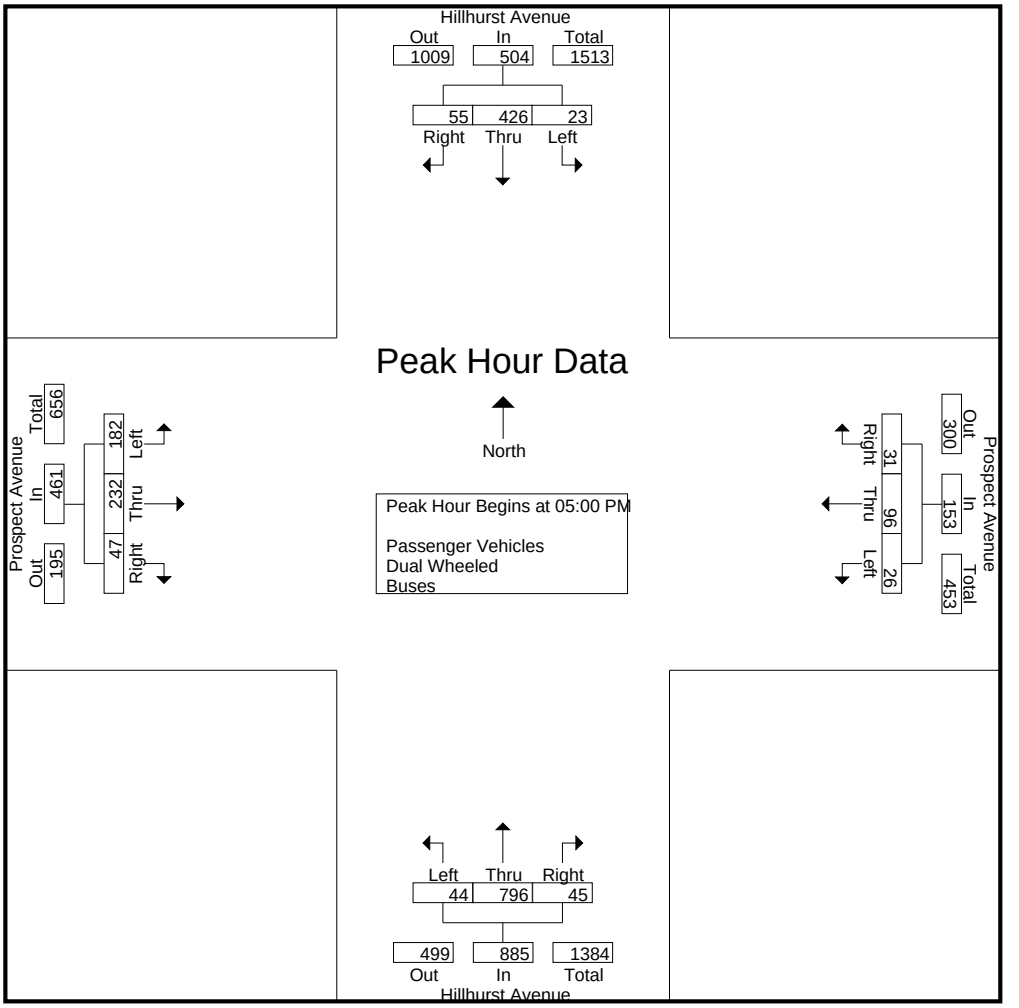
| | Hillhurst Avenue Southbound | | | | Prospect Avenue Westbound | | | | Hillhurst Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 03:00 PM | 6 | 131 | 19 | 156 | 8 | 17 | 11 | 36 | 3 | 150 | 4 | 157 | 35 | 34 | 14 | 83 | 432 |
| 03:15 PM | 7 | 142 | 14 | 163 | 13 | 36 | 16 | 65 | 11 | 184 | 3 | 198 | 33 | 42 | 10 | 85 | 511 |
| 03:30 PM | 8 | 106 | 20 | 134 | 2 | 23 | 3 | 28 | 8 | 161 | 6 | 175 | 48 | 35 | 15 | 98 | 435 |
| 03:45 PM | 8 | 118 | 16 | 142 | 6 | 24 | 8 | 38 | 6 | 181 | 7 | 194 | 56 | 33 | 10 | 99 | 473 |
| Total | 29 | 497 | 69 | 595 | 29 | 100 | 38 | 167 | 28 | 676 | 20 | 724 | 172 | 144 | 49 | 365 | 1851 |
| 04:00 PM | 4 | 107 | 13 | 124 | 5 | 23 | 6 | 34 | 14 | 150 | 7 | 171 | 35 | 44 | 10 | 89 | 418 |
| 04:15 PM | 6 | 92 | 21 | 119 | 11 | 25 | 7 | 43 | 14 | 187 | 13 | 214 | 44 | 45 | 9 | 98 | 474 |
| 04:30 PM | 10 | 138 | 16 | 164 | 5 | 18 | 7 | 30 | 5 | 169 | 10 | 184 | 47 | 43 | 6 | 96 | 474 |
| 04:45 PM | 5 | 122 | 19 | 146 | 8 | 18 | 4 | 30 | 8 | 188 | 17 | 213 | 48 | 48 | 17 | 113 | 502 |
| Total | 25 | 459 | 69 | 553 | 29 | 84 | 24 | 137 | 41 | 694 | 47 | 782 | 174 | 180 | 42 | 396 | 1868 |
| 05:00 PM | 6 | 95 | 10 | 111 | 6 | 20 | 6 | 32 | 9 | 191 | 7 | 207 | 40 | 67 | 14 | 121 | 471 |
| 05:15 PM | 9 | 118 | 15 | 142 | 9 | 19 | 9 | 37 | 13 | 183 | 12 | 208 | 41 | 76 | 16 | 133 | 520 |
| 05:30 PM | 4 | 111 | 13 | 128 | 7 | 23 | 8 | 38 | 9 | 213 | 16 | 238 | 49 | 35 | 6 | 90 | 494 |
| 05:45 PM | 4 | 102 | 17 | 123 | 4 | 34 | 8 | 46 | 13 | 209 | 10 | 232 | 52 | 54 | 11 | 117 | 518 |
| Total | 23 | 426 | 55 | 504 | 26 | 96 | 31 | 153 | 44 | 796 | 45 | 885 | 182 | 232 | 47 | 461 | 2003 |
| Grand Total | 77 | 1382 | 193 | 1652 | 84 | 280 | 93 | 457 | 113 | 2166 | 112 | 2391 | 528 | 556 | 138 | 1222 | 5722 |
| Apprch % | 4.7 | 83.7 | 11.7 | | 18.4 | 61.3 | 20.4 | | 4.7 | 90.6 | 4.7 | | 43.2 | 45.5 | 11.3 | | |
| Total % | 1.3 | 24.2 | 3.4 | 28.9 | 1.5 | 4.9 | 1.6 | 8 | 2 | 37.9 | 2 | 41.8 | 9.2 | 9.7 | 2.4 | 21.4 | |
| Passenger Vehicles | 77 | 1349 | 192 | 1618 | 80 | 275 | 92 | 447 | 112 | 2136 | 111 | 2359 | 525 | 550 | 130 | 1205 | 5629 |
| % Passenger Vehicles | 100 | 97.6 | 99.5 | 97.9 | 95.2 | 98.2 | 98.9 | 97.8 | 99.1 | 98.6 | 99.1 | 98.7 | 99.4 | 98.9 | 94.2 | 98.6 | 98.4 |
| Dual Wheeled | 0 | 14 | 1 | 15 | 2 | 4 | 1 | 7 | 1 | 26 | 1 | 28 | 3 | 6 | 8 | 17 | 67 |
| % Dual Wheeled | 0 | 1 | 0.5 | 0.9 | 2.4 | 1.4 | 1.1 | 1.5 | 0.9 | 1.2 | 0.9 | 1.2 | 0.6 | 1.1 | 5.8 | 1.4 | 1.2 |
| Buses | 0 | 19 | 0 | 19 | 2 | 1 | 0 | 3 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 26 |
| % Buses | 0 | 1.4 | 0 | 1.2 | 2.4 | 0.4 | 0 | 0.7 | 0 | 0.2 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0.5 |

| | Hillhurst Avenue Southbound | | | | Prospect Avenue Westbound | | | | Hillhurst Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 6 | 95 | 10 | 111 | 6 | 20 | 6 | 32 | 9 | 191 | 7 | 207 | 40 | 67 | 14 | 121 | 471 |
| 05:15 PM | **9** | **118** | 15 | **142** | **9** | 19 | **9** | 37 | **13** | 183 | 12 | 208 | 41 | **76** | **16** | **133** | **520** |
| 05:30 PM | 4 | 111 | 13 | 128 | 7 | 23 | 8 | 38 | 9 | **213** | **16** | **238** | 49 | 35 | 6 | 90 | 494 |
| 05:45 PM | 4 | 102 | **17** | 123 | 4 | **34** | 8 | **46** | 13 | 209 | 10 | 232 | **52** | 54 | 11 | 117 | 518 |
| Total Volume | 23 | 426 | 55 | 504 | 26 | 96 | 31 | 153 | 44 | 796 | 45 | 885 | 182 | 232 | 47 | 461 | 2003 |
| % App. Total | 4.6 | 84.5 | 10.9 | | 17 | 62.7 | 20.3 | | 5 | 89.9 | 5.1 | | 39.5 | 50.3 | 10.2 | | |
| PHF | .639 | .903 | .809 | .887 | .722 | .706 | .861 | .832 | .846 | .934 | .703 | .930 | .875 | .763 | .734 | .867 | .963 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect PM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 2




Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | | 03:00 PM | | | | 05:00 PM | | | | 04:30 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 6 | 131 | 19 | 156 | 8 | 17 | 11 | 36 | 9 | 191 | 7 | 207 | 47 | 43 | 6 | 96 |
| +15 mins. | 7 | **142** | 14 | **163** | **13** | **36** | **16** | **65** | **13** | 183 | 12 | 208 | **48** | 48 | **17** | 113 |
| +30 mins. | **8** | 106 | **20** | 134 | 2 | 23 | 3 | 28 | 9 | **213** | **16** | **238** | 40 | 67 | 14 | 121 |
| +45 mins. | 8 | 118 | 16 | 142 | 6 | 24 | 8 | 38 | 13 | 209 | 10 | 232 | 41 | **76** | 16 | **133** |
| Total Volume | 29 | 497 | 69 | 595 | 29 | 100 | 38 | 167 | 44 | 796 | 45 | 885 | 176 | 234 | 53 | 463 |
| % App. Total | 4.9 | 83.5 | 11.6 | | 17.4 | 59.9 | 22.8 | | 5 | 89.9 | 5.1 | | 38 | 50.5 | 11.4 | |
| PHF | .906 | .875 | .863 | .913 | .558 | .694 | .594 | .642 | .846 | .934 | .703 | .930 | .917 | .770 | .779 | .870 |

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(951) 268-6268

City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect PM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Passenger Vehicles

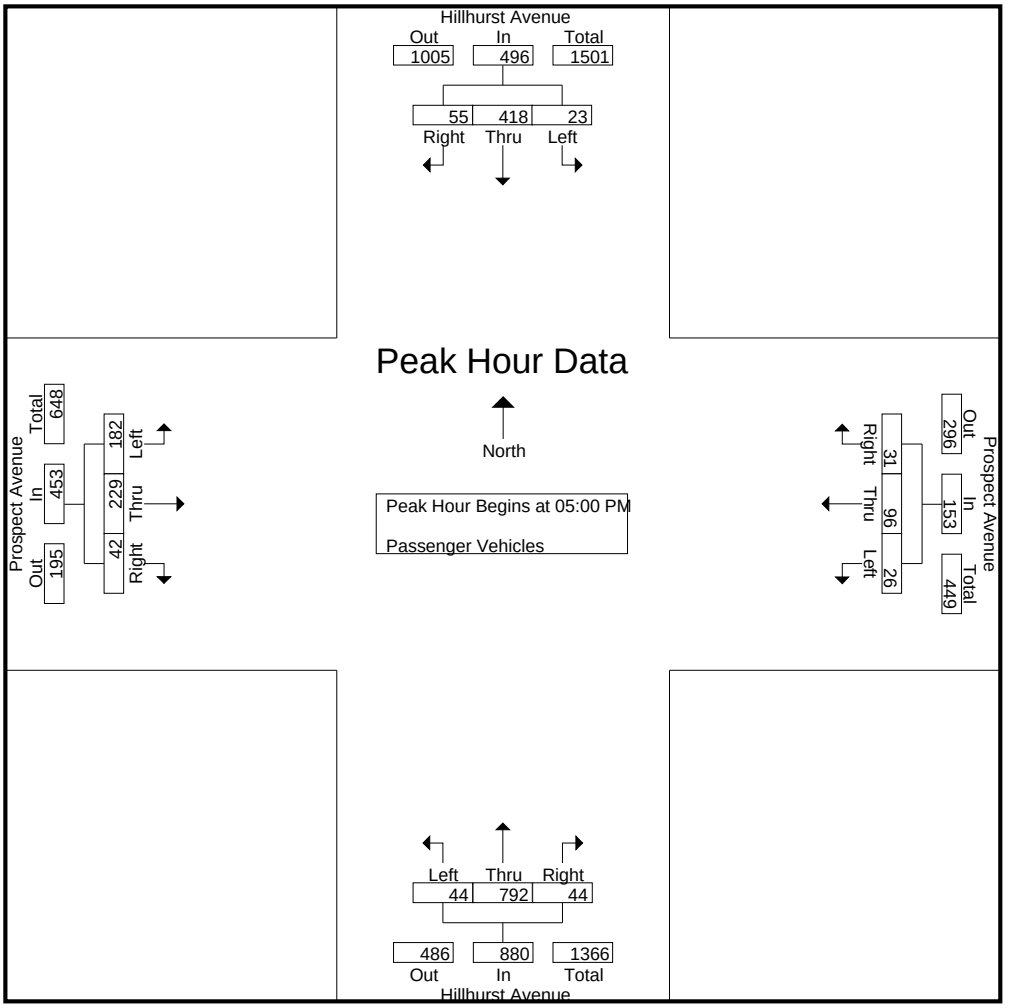
| | Hillhurst Avenue Southbound | | | | Prospect Avenue Westbound | | | | Hillhurst Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 03:00 PM | 6 | 128 | 19 | 153 | 7 | 17 | 11 | 35 | 3 | 145 | 4 | 152 | 34 | 33 | 14 | 81 | 421 |
| 03:15 PM | 7 | 140 | 14 | 161 | 11 | 34 | 15 | 60 | 11 | 181 | 3 | 195 | 32 | 41 | 10 | 83 | 499 |
| 03:30 PM | 8 | 101 | 20 | 129 | 2 | 22 | 3 | 27 | 8 | 155 | 6 | 169 | 48 | 35 | 14 | 97 | 422 |
| 03:45 PM | 8 | 115 | 16 | 139 | 6 | 24 | 8 | 38 | 6 | 175 | 7 | 188 | 56 | 33 | 10 | 99 | 464 |
| Total | 29 | 484 | 69 | 582 | 26 | 97 | 37 | 160 | 28 | 656 | 20 | 704 | 170 | 142 | 48 | 360 | 1806 |
| 04:00 PM | 4 | 103 | 12 | 119 | 5 | 23 | 6 | 34 | 13 | 148 | 7 | 168 | 34 | 43 | 10 | 87 | 408 |
| 04:15 PM | 6 | 91 | 21 | 118 | 11 | 25 | 7 | 43 | 14 | 187 | 13 | 214 | 44 | 45 | 8 | 97 | 472 |
| 04:30 PM | 10 | 133 | 16 | 159 | 4 | 17 | 7 | 28 | 5 | 166 | 10 | 181 | 47 | 43 | 6 | 96 | 464 |
| 04:45 PM | 5 | 120 | 19 | 144 | 8 | 17 | 4 | 29 | 8 | 187 | 17 | 212 | 48 | 48 | 16 | 112 | 497 |
| Total | 25 | 447 | 68 | 540 | 28 | 82 | 24 | 134 | 40 | 688 | 47 | 775 | 173 | 179 | 40 | 392 | 1841 |
| 05:00 PM | 6 | 95 | 10 | 111 | 6 | 20 | 6 | 32 | 9 | 191 | 7 | 207 | 40 | 67 | 13 | 120 | 470 |
| 05:15 PM | 9 | 116 | 15 | 140 | 9 | 19 | 9 | 37 | 13 | 182 | 12 | 207 | 41 | 73 | 14 | 128 | 512 |
| 05:30 PM | 4 | 108 | 13 | 125 | 7 | 23 | 8 | 38 | 9 | 211 | 15 | 235 | 49 | 35 | 5 | 89 | 487 |
| 05:45 PM | 4 | 99 | 17 | 120 | 4 | 34 | 8 | 46 | 13 | 208 | 10 | 231 | 52 | 54 | 10 | 116 | 513 |
| Total | 23 | 418 | 55 | 496 | 26 | 96 | 31 | 153 | 44 | 792 | 44 | 880 | 182 | 229 | 42 | 453 | 1982 |
| Grand Total | 77 | 1349 | 192 | 1618 | 80 | 275 | 92 | 447 | 112 | 2136 | 111 | 2359 | 525 | 550 | 130 | 1205 | 5629 |
| Apprch % | 4.8 | 83.4 | 11.9 | | 17.9 | 61.5 | 20.6 | | 4.7 | 90.5 | 4.7 | | 43.6 | 45.6 | 10.8 | | |
| Total % | 1.4 | 24 | 3.4 | 28.7 | 1.4 | 4.9 | 1.6 | 7.9 | 2 | 37.9 | 2 | 41.9 | 9.3 | 9.8 | 2.3 | 21.4 | |

| | Hillhurst Avenue Southbound | | | | Prospect Avenue Westbound | | | | Hillhurst Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 6 | 95 | 10 | 111 | 6 | 20 | 6 | 32 | 9 | 191 | 7 | 207 | 40 | 67 | 13 | 120 | 470 |
| 05:15 PM | **9** | **116** | 15 | **140** | **9** | 19 | **9** | 37 | **13** | 182 | 12 | 207 | 41 | **73** | **14** | **128** | 512 |
| 05:30 PM | 4 | 108 | 13 | 125 | 7 | 23 | 8 | 38 | 9 | **211** | **15** | **235** | 49 | 35 | 5 | 89 | 487 |
| 05:45 PM | 4 | 99 | **17** | 120 | 4 | **34** | 8 | **46** | 13 | 208 | 10 | 231 | **52** | 54 | 10 | 116 | **513** |
| Total Volume | 23 | 418 | 55 | 496 | 26 | 96 | 31 | 153 | 44 | 792 | 44 | 880 | 182 | 229 | 42 | 453 | 1982 |
| % App. Total | 4.6 | 84.3 | 11.1 | | 17 | 62.7 | 20.3 | | 5 | 90 | 5 | | 40.2 | 50.6 | 9.3 | | |
| PHF | .639 | .901 | .809 | .886 | .722 | .706 | .861 | .832 | .846 | .938 | .733 | .936 | .875 | .784 | .750 | .885 | .966 |

Counts Unlimited
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Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect PM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 2




Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 6 | 95 | 10 | 111 | 6 | 20 | 6 | 32 | 9 | 191 | 7 | 207 | 40 | 67 | 13 | 120 |
| +15 mins. | **9** | **116** | 15 | **140** | **9** | 19 | **9** | 37 | **13** | 182 | 12 | 207 | 41 | **73** | **14** | **128** |
| +30 mins. | 4 | 108 | 13 | 125 | 7 | 23 | 8 | 38 | 9 | **211** | **15** | **235** | 49 | 35 | 5 | 89 |
| +45 mins. | 4 | 99 | **17** | 120 | 4 | **34** | 8 | **46** | 13 | 208 | 10 | 231 | **52** | 54 | 10 | 116 |
| Total Volume | 23 | 418 | 55 | 496 | 26 | 96 | 31 | 153 | 44 | 792 | 44 | 880 | 182 | 229 | 42 | 453 |
| % App. Total | 4.6 | 84.3 | 11.1 | | 17 | 62.7 | 20.3 | | 5 | 90 | 5 | | 40.2 | 50.6 | 9.3 | |
| PHF | .639 | .901 | .809 | .886 | .722 | .706 | .861 | .832 | .846 | .938 | .733 | .936 | .875 | .784 | .750 | .885 |

Counts Unlimited
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Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect PM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Dual Wheeled

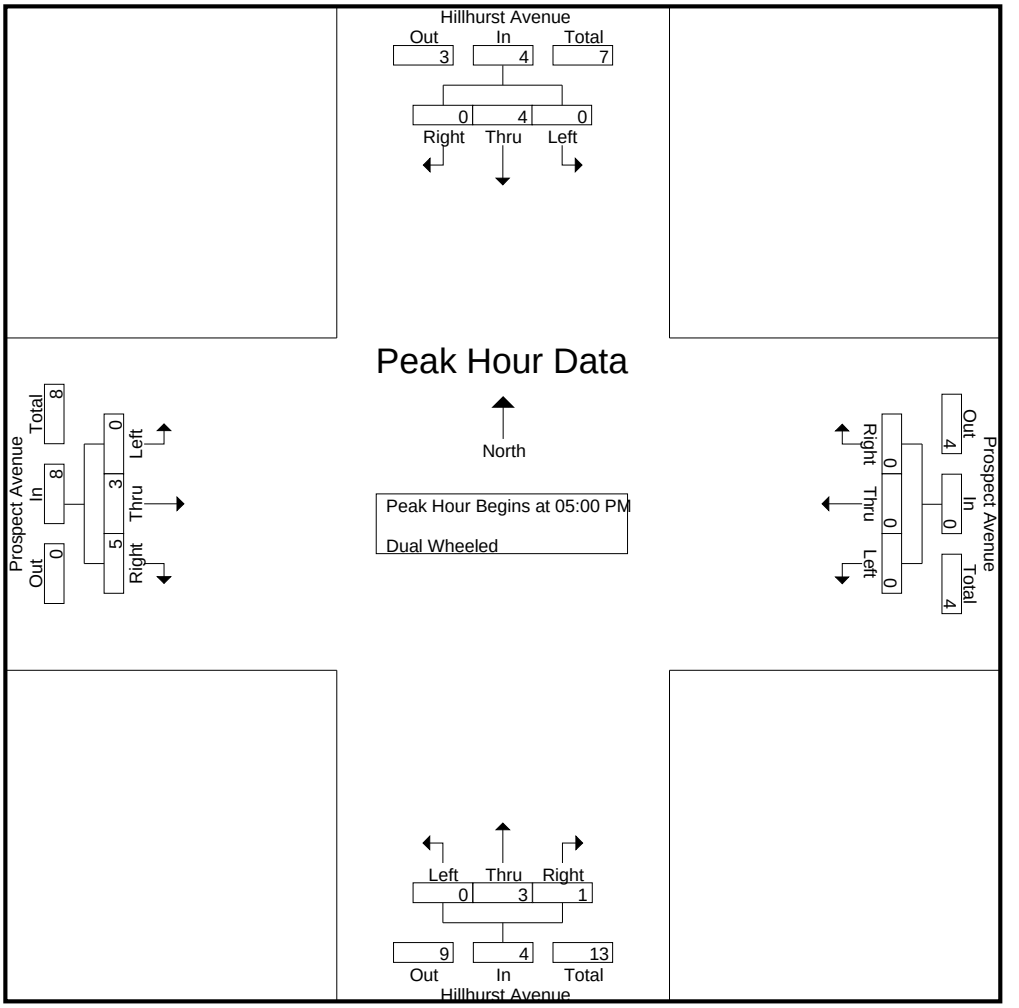
| | Hillhurst Avenue Southbound | | | | Prospect Avenue Westbound | | | | Hillhurst Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 03:00 PM | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 5 | 0 | 5 | 1 | 1 | 0 | 2 | 10 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 5 |
| 03:30 PM | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 6 | 0 | 0 | 1 | 1 | 9 |
| 03:45 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 7 |
| Total | 0 | 5 | 0 | 5 | 1 | 2 | 1 | 4 | 0 | 17 | 0 | 17 | 2 | 2 | 1 | 5 | 31 |
| 04:00 PM | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 1 | 1 | 0 | 2 | 9 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 04:30 PM | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 7 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 3 |
| Total | 0 | 5 | 1 | 6 | 1 | 2 | 0 | 3 | 1 | 6 | 0 | 7 | 1 | 1 | 2 | 4 | 20 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 2 | 5 | 6 |
| 05:30 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 1 | 1 | 6 |
| 05:45 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 |
| Total | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 3 | 5 | 8 | 16 |
| Grand Total | 0 | 14 | 1 | 15 | 2 | 4 | 1 | 7 | 1 | 26 | 1 | 28 | 3 | 6 | 8 | 17 | 67 |
| Apprch % | 0 | 93.3 | 6.7 | | 28.6 | 57.1 | 14.3 | | 3.6 | 92.9 | 3.6 | | 17.6 | 35.3 | 47.1 | | |
| Total % | 0 | 20.9 | 1.5 | 22.4 | 3 | 6 | 1.5 | 10.4 | 1.5 | 38.8 | 1.5 | 41.8 | 4.5 | 9 | 11.9 | 25.4 | |

| | Hillhurst Avenue Southbound | | | | Prospect Avenue Westbound | | | | Hillhurst Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | **3** | **2** | **5** | **6** |
| 05:30 PM | 0 | **2** | 0 | **2** | 0 | 0 | 0 | 0 | 0 | **2** | **1** | **3** | 0 | 0 | 1 | 1 | 6 |
| 05:45 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 |
| Total Volume | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 3 | 5 | 8 | 16 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 75 | 25 | | 0 | 37.5 | 62.5 | | |
| PHF | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .375 | .250 | .333 | .000 | .250 | .625 | .400 | .667 |

Counts Unlimited
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Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect PM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 2




Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | **3** | **2** | **5** |
| +30 mins. | 0 | **2** | 0 | **2** | 0 | 0 | 0 | 0 | 0 | **2** | **1** | **3** | 0 | 0 | 1 | 1 |
| +45 mins. | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total Volume | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 3 | 5 | 8 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 75 | 25 | | 0 | 37.5 | 62.5 | |
| PHF | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .375 | .250 | .333 | .000 | .250 | .625 | .400 |

Counts Unlimited
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Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect PM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Buses

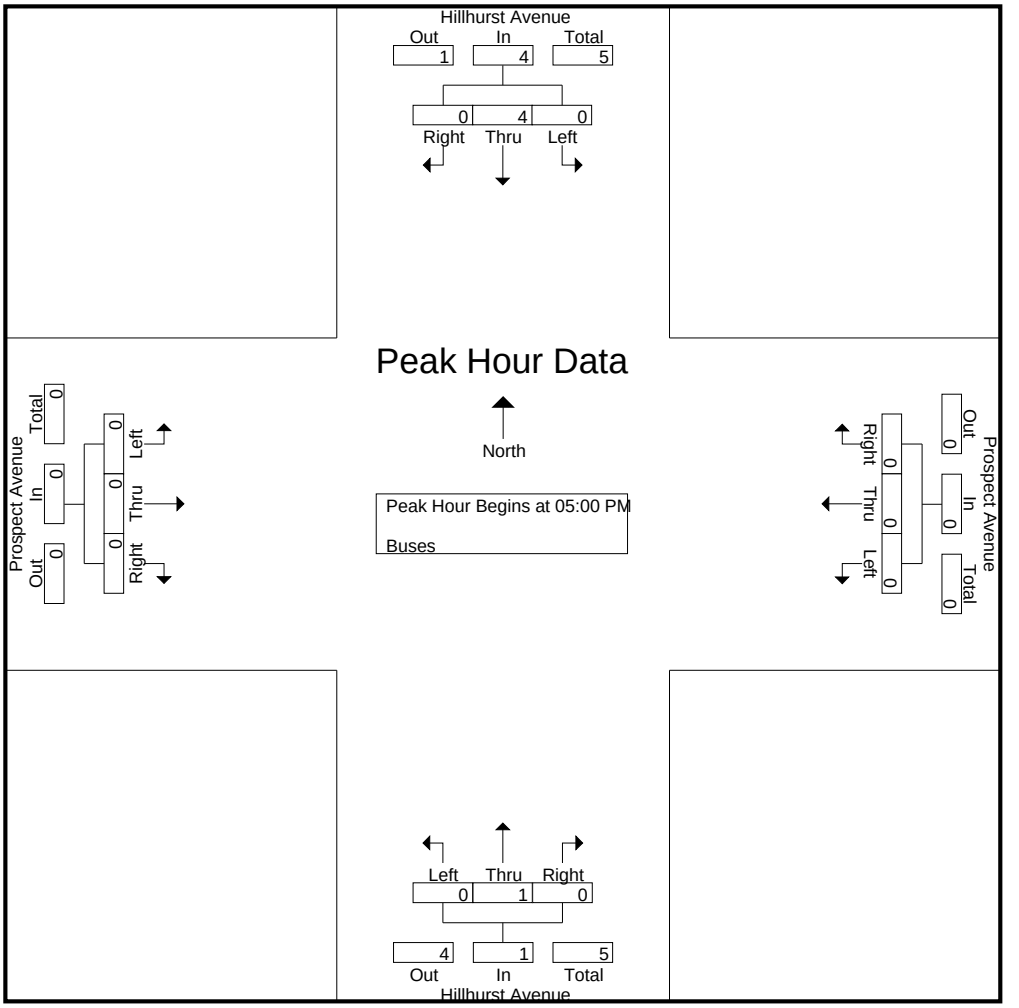
| | Hillhurst Avenue Southbound | | | | Prospect Avenue Westbound | | | | Hillhurst Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 03:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:15 PM | 0 | 2 | 0 | 2 | 2 | 1 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| 03:30 PM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 8 | 0 | 8 | 2 | 1 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 14 |
| 04:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:30 PM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:45 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| Grand Total | 0 | 19 | 0 | 19 | 2 | 1 | 0 | 3 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 26 |
| Apprch % | 0 | 100 | 0 | | 66.7 | 33.3 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 73.1 | 0 | 73.1 | 7.7 | 3.8 | 0 | 11.5 | 0 | 15.4 | 0 | 15.4 | 0 | 0 | 0 | 0 | |

| | Hillhurst Avenue Southbound | | | | Prospect Avenue Westbound | | | | Hillhurst Avenue Northbound | | | | Prospect Avenue Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | **2** | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 05:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .625 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 03_LAC_Hillhurst_Prospect PM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 2




Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | **2** | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

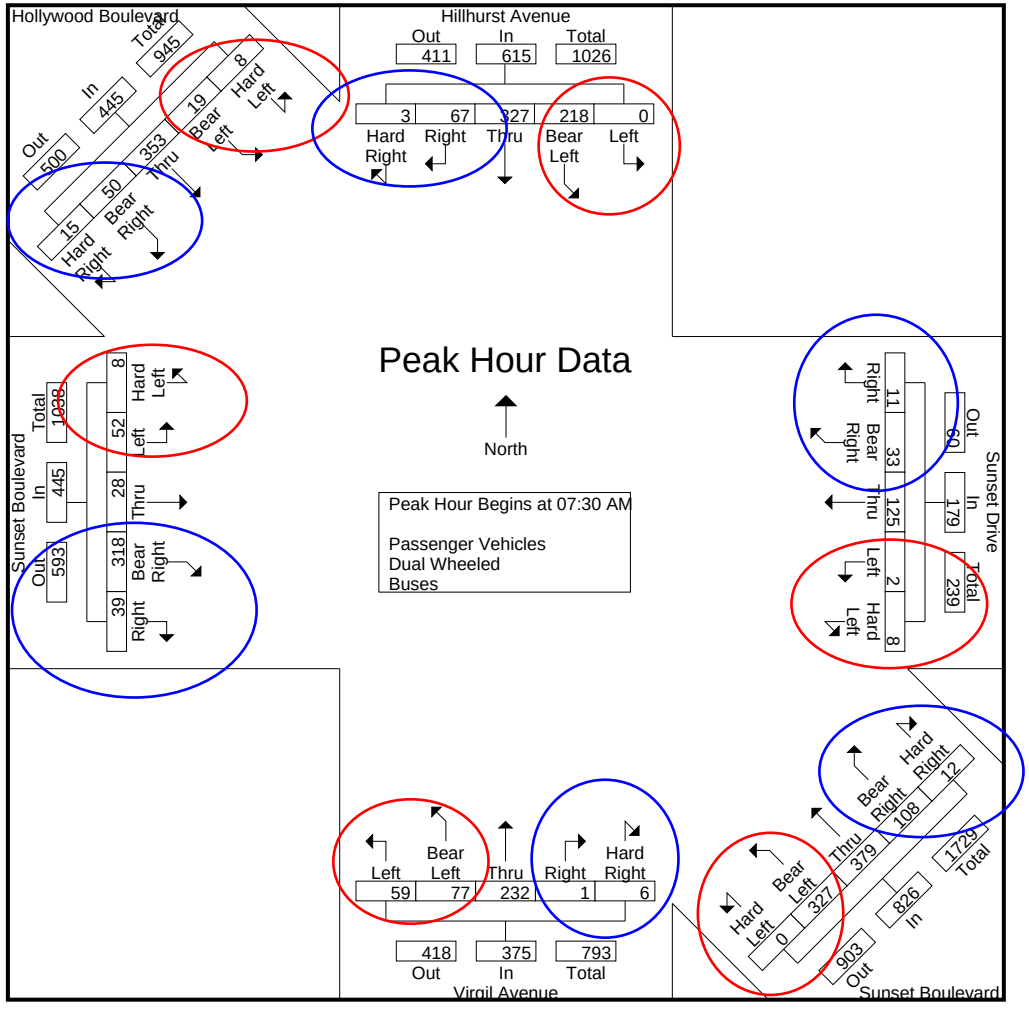
| | Hillhurst Avenue Southbound | | | | | | Sunset Drive Westbound | | | | | | Sunset Boulevard Northwestbound | | | | | | Virgil Avenue Northbound | | | | | | Sunset Boulevard Eastbound | | | | | | Hollywood Boulevard Southeastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Int. Total |
| 07:00 AM | 1 | 34 | 55 | 17 | 4 | 111 | 0 | 0 | 14 | 7 | 1 | 22 | 0 | 84 | 74 | 16 | 1 | 175 | 13 | 13 | 51 | 1 | 2 | 80 | 3 | 8 | 5 | 78 | 4 | 98 | 2 | 2 | 55 | 17 | 2 | 78 | 564 |
| 07:15 AM | 1 | 46 | 58 | 8 | 2 | 115 | 0 | 2 | 10 | 4 | 2 | 18 | 0 | 85 | 74 | 15 | 3 | 177 | 14 | 17 | 55 | 3 | 1 | 90 | 6 | 7 | 2 | 53 | 9 | 77 | 1 | 3 | 50 | 12 | 5 | 71 | 548 |
| 07:30 AM | 0 | 52 | 82 | 14 | 1 | 149 | 0 | 0 | 22 | 13 | 0 | 35 | 0 | 85 | 85 | 19 | 5 | 194 | 19 | 21 | 65 | 0 | 2 | 107 | 2 | 11 | 6 | 63 | 7 | 89 | 1 | 3 | 77 | 13 | 3 | 97 | 671 |
| 07:45 AM | 0 | 43 | 81 | 19 | 1 | 144 | 3 | 1 | 44 | 9 | 4 | 61 | 0 | 79 | 91 | 29 | 1 | 200 | 19 | 19 | 47 | 1 | 0 | 86 | 0 | 13 | 12 | 79 | 14 | 118 | 1 | 6 | 101 | 20 | 2 | 130 | 739 |
| Total | 2 | 175 | 276 | 58 | 8 | 519 | 3 | 3 | 90 | 33 | 7 | 136 | 0 | 333 | 324 | 79 | 10 | 746 | 65 | 70 | 218 | 5 | 5 | 363 | 11 | 39 | 25 | 273 | 34 | 382 | 5 | 14 | 283 | 62 | 12 | 376 | 2522 |
| 08:00 AM | 0 | 67 | 94 | 17 | 0 | 178 | 4 | 1 | 47 | 8 | 4 | 64 | 0 | 78 | 101 | 30 | 4 | 213 | 9 | 17 | 67 | 0 | 2 | 95 | 5 | 11 | 5 | 101 | 12 | 134 | 5 | 9 | 79 | 8 | 3 | 104 | 788 |
| 08:15 AM | 0 | 56 | 70 | 17 | 1 | 144 | 1 | 0 | 12 | 3 | 3 | 19 | 0 | 85 | 102 | 30 | 2 | 219 | 12 | 20 | 53 | 0 | 2 | 87 | 1 | 17 | 5 | 75 | 6 | 104 | 1 | 1 | 96 | 9 | 7 | 114 | 687 |
| 08:30 AM | 1 | 43 | 56 | 17 | 5 | 122 | 1 | 2 | 13 | 1 | 2 | 19 | 0 | 88 | 91 | 25 | 6 | 210 | 6 | 7 | 27 | 2 | 2 | 44 | 2 | 4 | 3 | 45 | 2 | 56 | 2 | 10 | 79 | 9 | 3 | 103 | 554 |
| 08:45 AM | 1 | 41 | 45 | 9 | 1 | 97 | 0 | 2 | 15 | 6 | 0 | 23 | 0 | 78 | 77 | 43 | 1 | 199 | 17 | 12 | 61 | 3 | 0 | 93 | 3 | 11 | 5 | 47 | 7 | 73 | 2 | 7 | 68 | 16 | 3 | 96 | 581 |
| Total | 2 | 207 | 265 | 60 | 7 | 541 | 6 | 5 | 87 | 18 | 9 | 125 | 0 | 329 | 371 | 128 | 13 | 841 | 44 | 56 | 208 | 5 | 6 | 319 | 11 | 43 | 18 | 268 | 27 | 367 | 10 | 27 | 322 | 42 | 16 | 417 | 2610 |
| 09:00 AM | 0 | 54 | 60 | 15 | 0 | 129 | 1 | 0 | 6 | 4 | 0 | 11 | 0 | 64 | 76 | 30 | 1 | 171 | 14 | 13 | 81 | 1 | 5 | 114 | 2 | 7 | 17 | 70 | 7 | 103 | 1 | 0 | 75 | 13 | 4 | 93 | 621 |
| 09:15 AM | 0 | 42 | 44 | 11 | 6 | 103 | 2 | 1 | 11 | 3 | 1 | 18 | 0 | 84 | 77 | 28 | 1 | 190 | 12 | 20 | 67 | 3 | 0 | 102 | 0 | 8 | 22 | 64 | 7 | 101 | 2 | 1 | 75 | 20 | 4 | 102 | 616 |
| 09:30 AM | 0 | 50 | 59 | 18 | 5 | 132 | 0 | 2 | 14 | 8 | 0 | 24 | 0 | 73 | 93 | 28 | 2 | 196 | 17 | 12 | 48 | 2 | 1 | 80 | 2 | 8 | 5 | 82 | 7 | 104 | 6 | 0 | 54 | 12 | 2 | 74 | 610 |
| 09:45 AM | 0 | 58 | 52 | 19 | 9 | 138 | 2 | 0 | 11 | 6 | 1 | 20 | 0 | 72 | 73 | 37 | 5 | 187 | 20 | 10 | 69 | 2 | 0 | 101 | 1 | 12 | 3 | 64 | 3 | 83 | 3 | 3 | 71 | 7 | 3 | 87 | 616 |
| Total | 0 | 204 | 215 | 63 | 20 | 502 | 5 | 3 | 42 | 21 | 2 | 73 | 0 | 293 | 319 | 123 | 9 | 744 | 63 | 55 | 265 | 8 | 6 | 397 | 5 | 35 | 47 | 280 | 24 | 391 | 12 | 4 | 275 | 52 | 13 | 356 | 2463 |
| Grand Total | 4 | 586 | 756 | 181 | 35 | 1562 | 14 | 11 | 219 | 72 | 18 | 334 | 0 | 955 | 1014 | 330 | 32 | 2331 | 172 | 181 | 691 | 18 | 17 | 1079 | 27 | 117 | 90 | 821 | 85 | 1140 | 27 | 45 | 880 | 156 | 41 | 1149 | 7595 |
| Apprch % | 0.3 | 37.5 | 48.4 | 11.6 | 2.2 | | 4.2 | 3.3 | 65.6 | 21.6 | 5.4 | | 0 | 41 | 43.5 | 14.2 | 1.4 | | 15.9 | 16.8 | 64 | 1.7 | 1.6 | | 2.4 | 10.3 | 7.9 | 72 | 7.5 | | 2.3 | 3.9 | 76.6 | 13.6 | 3.6 | | |
| Total % | 0.1 | 7.7 | 10 | 2.4 | 0.5 | 20.6 | 0.2 | 0.1 | 2.9 | 0.9 | 0.2 | 4.4 | 0 | 12.6 | 13.4 | 4.3 | 0.4 | 30.7 | 2.3 | 2.4 | 9.1 | 0.2 | 0.2 | 14.2 | 0.4 | 1.5 | 1.2 | 10.8 | 1.1 | 15 | 0.4 | 0.6 | 11.6 | 2.1 | 0.5 | 15.1 | |
| Passenger Vehicles | 4 | 575 | 743 | 168 | 33 | 1523 | 14 | 11 | 219 | 71 | 17 | 332 | 0 | 907 | 980 | 314 | 32 | 2233 | 166 | 175 | 675 | 18 | 16 | 1050 | 9 | 108 | 87 | 779 | 79 | 1062 | 24 | 44 | 853 | 144 | 13 | 1078 | 7278 |
| % Passenger Vehicles | 100 | 98.1 | 98.3 | 92.8 | 94.3 | 97.5 | 100 | 100 | 100 | 98.6 | 94.4 | 99.4 | 0 | 95 | 96.6 | 95.2 | 100 | 95.8 | 96.5 | 96.7 | 97.7 | 100 | 94.1 | 97.3 | 33.3 | 92.3 | 96.7 | 94.9 | 92.9 | 93.2 | 88.9 | 97.8 | 96.9 | 92.3 | 31.7 | 93.8 | 95.8 |
| Dual Wheeled | 0 | 11 | 12 | 3 | 1 | 27 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 20 | 33 | 14 | 0 | 67 | 3 | 6 | 12 | 0 | 1 | 22 | 3 | 8 | 1 | 22 | 1 | 35 | 1 | 0 | 24 | 1 | 1 | 27 | 180 |
| % Dual Wheeled | 0 | 1.9 | 1.6 | 1.7 | 2.9 | 1.7 | 0 | 0 | 0 | 1.4 | 5.6 | 0.6 | 0 | 2.1 | 3.3 | 4.2 | 0 | 2.9 | 1.7 | 3.3 | 1.7 | 0 | 5.9 | 2 | 11.1 | 6.8 | 1.1 | 2.7 | 1.2 | 3.1 | 3.7 | 0 | 2.7 | 0.6 | 2.4 | 2.3 | 2.4 |
| Buses | 0 | 0 | 1 | 10 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 1 | 2 | 0 | 31 | 3 | 0 | 4 | 0 | 0 | 7 | 15 | 1 | 2 | 20 | 5 | 43 | 2 | 1 | 3 | 11 | 27 | 44 | 137 |
| % Buses | 0 | 0 | 0.1 | 5.5 | 2.9 | 0.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.9 | 0.1 | 0.6 | 0 | 1.3 | 1.7 | 0 | 0.6 | 0 | 0 | 0.6 | 55.6 | 0.9 | 2.2 | 2.4 | 5.9 | 3.8 | 7.4 | 2.2 | 0.3 | 7.1 | 65.9 | 3.8 | 1.8 |

| | Hillhurst Avenue Southbound | | | | | | Sunset Drive Westbound | | | | | | Sunset Boulevard Northwestbound | | | | | | Virgil Avenue Northbound | | | | | | Sunset Boulevard Eastbound | | | | | | Hollywood Boulevard Southeastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 52 | 82 | 14 | 1 | 149 | 0 | 0 | 22 | 13 | 0 | 35 | 0 | 85 | 85 | 19 | 5 | 194 | 19 | 21 | 65 | 0 | 2 | 107 | 2 | 11 | 6 | 63 | 7 | 89 | 1 | 3 | 77 | 13 | 3 | 97 | 671 |
| 07:45 AM | 0 | 43 | 81 | 19 | 1 | 144 | 3 | 1 | 44 | 9 | 4 | 61 | 0 | 79 | 91 | 29 | 1 | 200 | 19 | 19 | 47 | 1 | 0 | 86 | 0 | 13 | 12 | 79 | 14 | 118 | 1 | 6 | 101 | 20 | 2 | 130 | 739 |
| 08:00 AM | 0 | 67 | 94 | 17 | 0 | 178 | 4 | 1 | 47 | 8 | 4 | 64 | 0 | 78 | 101 | 30 | 4 | 213 | 9 | 17 | 67 | 0 | 2 | 95 | 5 | 11 | 5 | 101 | 12 | 134 | 5 | 9 | 79 | 8 | 3 | 104 | 788 |
| 08:15 AM | 0 | 56 | 70 | 17 | 1 | 144 | 1 | 0 | 12 | 3 | 3 | 19 | 0 | 85 | 102 | 30 | 2 | 219 | 12 | 20 | 53 | 0 | 2 | 87 | 1 | 17 | 5 | 75 | 6 | 104 | 1 | 1 | 96 | 9 | 7 | 114 | 687 |
| Total Volume | 0 | 218 | 327 | 67 | 3 | 615 | 8 | 2 | 125 | 33 | 11 | 179 | 0 | 327 | 379 | 108 | 12 | 826 | 59 | 77 | 232 | 1 | 6 | 375 | 8 | 52 | 28 | 318 | 39 | 445 | 8 | 19 | 353 | 50 | 15 | 445 | 2885 |
| % App. Total | 0 | 35.4 | 53.2 | 10.9 | 0.5 | | 4.5 | 1.1 | 69.8 | 18.4 | 6.1 | | 0 | 39.6 | 45.9 | 13.1 | 1.5 | | 15.7 | 20.5 | 61.9 | 0.3 | 1.6 | | 1.8 | 11.7 | 6.3 | 71.5 | 8.8 | | 1.8 | 4.3 | 79.3 | 11.2 | 3.4 | | |
| PHF | .000 | .813 | .870 | .882 | .750 | .864 | .500 | .500 | .665 | .635 | .688 | .699 | .000 | .962 | .929 | .900 | .600 | .943 | .776 | .917 | .866 | .250 | .750 | .876 | .400 | .765 | .583 | .787 | .696 | .830 | .400 | .528 | .874 | .625 | .536 | .856 | .915 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 2



Counts Unlimited
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(951) 268-6268

City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 3

| | Hillhurst Avenue Southbound | | | | | | Sunset Drive Westbound | | | | | | Sunset Boulevard Northwestbound | | | | | | Virgil Avenue Northbound | | | | | | Sunset Boulevard Eastbound | | | | | | Hollywood Boulevard Southeastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 07:30 AM | | | | | | 07:30 AM | | | | | | 07:45 AM | | | | | | 09:00 AM | | | | | | 07:30 AM | | | | | | 07:45 AM | | | | | | |
| +0 mins. | 0 | 52 | 82 | 14 | 1 | 149 | 0 | 0 | 22 | 13 | 0 | 35 | 0 | 79 | 91 | 29 | 1 | 200 | 14 | 13 | 81 | 1 | 5 | 114 | 2 | 11 | 6 | 63 | 7 | 89 | 1 | 6 | 101 | 20 | 2 | 130 | |
| +15 mins. | 0 | 43 | 81 | 19 | 1 | 144 | 3 | 1 | 44 | 9 | 4 | 61 | 0 | 78 | 101 | 30 | 4 | 213 | 12 | 20 | 67 | 3 | 0 | 102 | 0 | 13 | 12 | 79 | 14 | 118 | 5 | 9 | 79 | 8 | 3 | 104 | |
| +30 mins. | 0 | 67 | 94 | 17 | 0 | 178 | 4 | 1 | 47 | 8 | 4 | 64 | 0 | 85 | 102 | 30 | 2 | 219 | 17 | 12 | 48 | 2 | 1 | 80 | 5 | 11 | 5 | 101 | 12 | 134 | 1 | 1 | 96 | 9 | 7 | 114 | |
| +45 mins. | 0 | 56 | 70 | 17 | 1 | 144 | 1 | 0 | 12 | 3 | 3 | 19 | 0 | 88 | 91 | 25 | 6 | 210 | 20 | 10 | 69 | 2 | 0 | 101 | 1 | 17 | 5 | 75 | 6 | 104 | 2 | 10 | 79 | 9 | 3 | 103 | |
| Total Volume | 0 | 218 | 327 | 67 | 3 | 615 | 8 | 2 | 125 | 33 | 11 | 179 | 0 | 330 | 385 | 114 | 13 | 842 | 63 | 55 | 265 | 8 | 6 | 397 | 8 | 52 | 28 | 318 | 39 | 445 | 9 | 26 | 355 | 46 | 15 | 451 | |
| % App. Total | 0 | 35.4 | 53.2 | 10.9 | 0.5 | | 4.5 | 1.1 | 69.8 | 18.4 | 6.1 | | 0 | 39.2 | 45.7 | 13.5 | 1.5 | | 15.9 | 13.9 | 66.8 | 2 | 1.5 | | 1.8 | 11.7 | 6.3 | 71.5 | 8.8 | | 2 | 5.8 | 78.7 | 10.2 | 3.3 | | |
| PHF | .000 | .813 | .870 | .882 | .750 | .864 | .500 | .500 | .665 | .635 | .688 | .699 | .000 | .938 | .944 | .950 | .542 | .961 | .788 | .688 | .818 | .667 | .300 | .871 | .400 | .765 | .583 | .787 | .696 | .830 | .450 | .650 | .879 | .575 | .536 | .867 | |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Passenger Vehicles

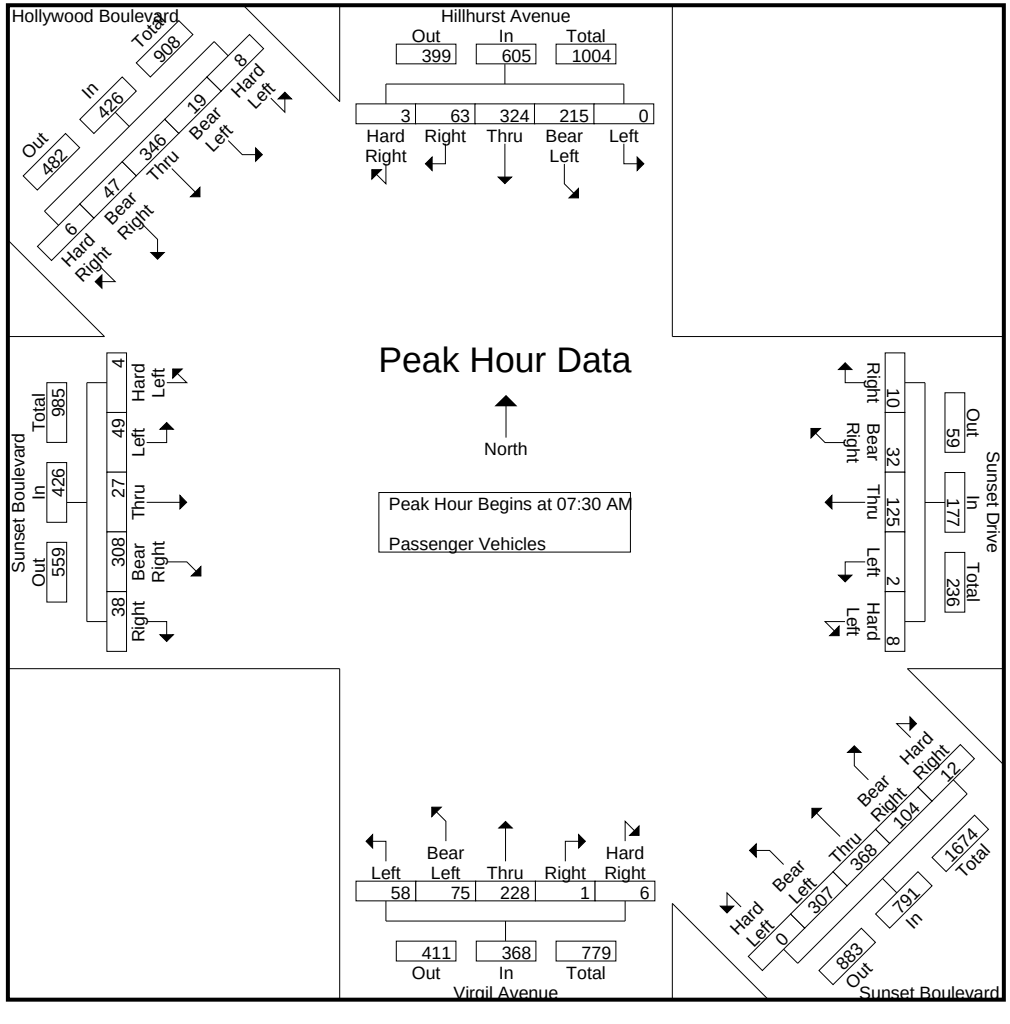
| | Hillhurst Avenue Southbound | | | | | | Sunset Drive Westbound | | | | | | Sunset Boulevard Northwestbound | | | | | | Virgil Avenue Northbound | | | | | | Sunset Boulevard Eastbound | | | | | | Hollywood Boulevard Southeastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Int. Total |
| 07:00 AM | 1 | 33 | 54 | 16 | 3 | 107 | 0 | 0 | 14 | 7 | 1 | 22 | 0 | 81 | 72 | 16 | 1 | 170 | 13 | 13 | 50 | 1 | 2 | 79 | 0 | 7 | 5 | 74 | 4 | 90 | 1 | 2 | 54 | 16 | 0 | 73 | 541 |
| 07:15 AM | 1 | 46 | 55 | 8 | 2 | 112 | 0 | 2 | 10 | 4 | 2 | 18 | 0 | 78 | 72 | 12 | 3 | 165 | 13 | 17 | 55 | 3 | 1 | 89 | 2 | 6 | 2 | 51 | 8 | 69 | 1 | 3 | 48 | 10 | 3 | 65 | 518 |
| 07:30 AM | 0 | 51 | 81 | 13 | 1 | 146 | 0 | 0 | 22 | 12 | 0 | 34 | 0 | 78 | 83 | 19 | 5 | 185 | 19 | 20 | 63 | 0 | 2 | 104 | 2 | 11 | 5 | 61 | 7 | 86 | 1 | 3 | 77 | 12 | 1 | 94 | 649 |
| 07:45 AM | 0 | 42 | 81 | 18 | 1 | 142 | 3 | 1 | 44 | 9 | 3 | 60 | 0 | 76 | 89 | 28 | 1 | 194 | 19 | 18 | 46 | 1 | 0 | 84 | 0 | 12 | 12 | 76 | 13 | 113 | 1 | 6 | 99 | 18 | 0 | 124 | 717 |
| Total | 2 | 172 | 271 | 55 | 7 | 507 | 3 | 3 | 90 | 32 | 6 | 134 | 0 | 313 | 316 | 75 | 10 | 714 | 64 | 68 | 214 | 5 | 5 | 356 | 4 | 36 | 24 | 262 | 32 | 358 | 4 | 14 | 278 | 56 | 4 | 356 | 2425 |
| 08:00 AM | 0 | 66 | 92 | 16 | 0 | 174 | 4 | 1 | 47 | 8 | 4 | 64 | 0 | 73 | 96 | 29 | 4 | 202 | 9 | 17 | 66 | 0 | 2 | 94 | 2 | 10 | 5 | 99 | 12 | 128 | 5 | 9 | 76 | 8 | 2 | 100 | 762 |
| 08:15 AM | 0 | 56 | 70 | 16 | 1 | 143 | 1 | 0 | 12 | 3 | 3 | 19 | 0 | 80 | 100 | 28 | 2 | 210 | 11 | 20 | 53 | 0 | 2 | 86 | 0 | 16 | 5 | 72 | 6 | 99 | 1 | 1 | 94 | 9 | 3 | 108 | 665 |
| 08:30 AM | 1 | 43 | 55 | 15 | 5 | 119 | 1 | 2 | 13 | 1 | 2 | 19 | 0 | 85 | 88 | 25 | 6 | 204 | 5 | 6 | 25 | 2 | 2 | 40 | 0 | 4 | 2 | 42 | 1 | 49 | 1 | 10 | 78 | 8 | 1 | 98 | 529 |
| 08:45 AM | 1 | 39 | 45 | 8 | 1 | 94 | 0 | 2 | 15 | 6 | 0 | 23 | 0 | 72 | 75 | 40 | 1 | 188 | 16 | 11 | 58 | 3 | 0 | 88 | 2 | 10 | 5 | 44 | 6 | 67 | 2 | 6 | 66 | 15 | 0 | 89 | 549 |
| Total | 2 | 204 | 262 | 55 | 7 | 530 | 6 | 5 | 87 | 18 | 9 | 125 | 0 | 310 | 359 | 122 | 13 | 804 | 41 | 54 | 202 | 5 | 6 | 308 | 4 | 40 | 17 | 257 | 25 | 343 | 9 | 26 | 314 | 40 | 6 | 395 | 2505 |
| 09:00 AM | 0 | 54 | 58 | 14 | 0 | 126 | 1 | 0 | 6 | 4 | 0 | 11 | 0 | 60 | 72 | 27 | 1 | 160 | 14 | 13 | 80 | 1 | 4 | 112 | 0 | 7 | 17 | 68 | 5 | 97 | 1 | 0 | 73 | 11 | 0 | 85 | 591 |
| 09:15 AM | 0 | 40 | 44 | 11 | 6 | 101 | 2 | 1 | 11 | 3 | 1 | 18 | 0 | 82 | 73 | 26 | 1 | 182 | 11 | 20 | 66 | 3 | 0 | 100 | 0 | 7 | 22 | 59 | 7 | 95 | 2 | 1 | 71 | 20 | 2 | 96 | 592 |
| 09:30 AM | 0 | 49 | 58 | 16 | 5 | 128 | 0 | 2 | 14 | 8 | 0 | 24 | 0 | 72 | 88 | 28 | 2 | 190 | 16 | 11 | 47 | 2 | 1 | 77 | 1 | 7 | 4 | 75 | 7 | 94 | 5 | 0 | 52 | 10 | 0 | 67 | 580 |
| 09:45 AM | 0 | 56 | 50 | 17 | 8 | 131 | 2 | 0 | 11 | 6 | 1 | 20 | 0 | 70 | 72 | 36 | 5 | 183 | 20 | 9 | 66 | 2 | 0 | 97 | 0 | 11 | 3 | 58 | 3 | 75 | 3 | 3 | 65 | 7 | 1 | 79 | 585 |
| Total | 0 | 199 | 210 | 58 | 19 | 486 | 5 | 3 | 42 | 21 | 2 | 73 | 0 | 284 | 305 | 117 | 9 | 715 | 61 | 53 | 259 | 8 | 5 | 386 | 1 | 32 | 46 | 260 | 22 | 361 | 11 | 4 | 261 | 48 | 3 | 327 | 2348 |
| Grand Total | 4 | 575 | 743 | 168 | 33 | 1523 | 14 | 11 | 219 | 71 | 17 | 332 | 0 | 907 | 980 | 314 | 32 | 2233 | 166 | 175 | 675 | 18 | 16 | 1050 | 9 | 108 | 87 | 779 | 79 | 1062 | 24 | 44 | 853 | 144 | 13 | 1078 | 7278 |
| Apprch % | 0.3 | 37.8 | 48.8 | 11 | 2.2 | | 4.2 | 3.3 | 66 | 21.4 | 5.1 | | 0 | 40.6 | 43.9 | 14.1 | 1.4 | | 15.8 | 16.7 | 64.3 | 1.7 | 1.5 | | 0.8 | 10.2 | 8.2 | 73.4 | 7.4 | | 2.2 | 4.1 | 79.1 | 13.4 | 1.2 | | |
| Total % | 0.1 | 7.9 | 10.2 | 2.3 | 0.5 | 20.9 | 0.2 | 0.2 | 3 | 1 | 0.2 | 4.6 | 0 | 12.5 | 13.5 | 4.3 | 0.4 | 30.7 | 2.3 | 2.4 | 9.3 | 0.2 | 0.2 | 14.4 | 0.1 | 1.5 | 1.2 | 10.7 | 1.1 | 14.6 | 0.3 | 0.6 | 11.7 | 2 | 0.2 | 14.8 | |

| | Hillhurst Avenue Southbound | | | | | | Sunset Drive Westbound | | | | | | Sunset Boulevard Northwestbound | | | | | | Virgil Avenue Northbound | | | | | | Sunset Boulevard Eastbound | | | | | | Hollywood Boulevard Southeastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 51 | 81 | 13 | 1 | 146 | 0 | 0 | 22 | 12 | 0 | 34 | 0 | 78 | 83 | 19 | 5 | 185 | 19 | 20 | 63 | 0 | 2 | 104 | 2 | 11 | 5 | 61 | 7 | 86 | 1 | 3 | 77 | 12 | 1 | 94 | 649 |
| 07:45 AM | 0 | 42 | 81 | 18 | 1 | 142 | 3 | 1 | 44 | 9 | 3 | 60 | 0 | 76 | 89 | 28 | 1 | 194 | 19 | 18 | 46 | 1 | 0 | 84 | 0 | 12 | 12 | 76 | 13 | 113 | 1 | 6 | 99 | 18 | 0 | 124 | 717 |
| 08:00 AM | 0 | 66 | 92 | 16 | 0 | 174 | 4 | 1 | 47 | 8 | 4 | 64 | 0 | 73 | 96 | 29 | 4 | 202 | 9 | 17 | 66 | 0 | 2 | 94 | 2 | 10 | 5 | 99 | 12 | 128 | 5 | 9 | 76 | 8 | 2 | 100 | 762 |
| 08:15 AM | 0 | 56 | 70 | 16 | 1 | 143 | 1 | 0 | 12 | 3 | 3 | 19 | 0 | 80 | 100 | 28 | 2 | 210 | 11 | 20 | 53 | 0 | 2 | 86 | 0 | 16 | 5 | 72 | 6 | 99 | 1 | 1 | 94 | 9 | 3 | 108 | 665 |
| Total Volume | 0 | 215 | 324 | 63 | 3 | 605 | 8 | 2 | 125 | 32 | 10 | 177 | 0 | 307 | 368 | 104 | 12 | 791 | 58 | 75 | 228 | 1 | 6 | 368 | 4 | 49 | 27 | 308 | 38 | 426 | 8 | 19 | 346 | 47 | 6 | 426 | 2793 |
| % App. Total | 0 | 35.5 | 53.6 | 10.4 | 0.5 | | 4.5 | 1.1 | 70.6 | 18.1 | 5.6 | | 0 | 38.8 | 46.5 | 13.1 | 1.5 | | 15.8 | 20.4 | 62 | 0.3 | 1.6 | | 0.9 | 11.5 | 6.3 | 72.3 | 8.9 | | 1.9 | 4.5 | 81.2 | 11 | 1.4 | | |
| PHF | .000 | .814 | .880 | .875 | .750 | .869 | .500 | .500 | .665 | .667 | .625 | .691 | .000 | .959 | .920 | .897 | .600 | .942 | .763 | .938 | .864 | .250 | .750 | .885 | .500 | .766 | .563 | .778 | .731 | .832 | .400 | .528 | .874 | .653 | .500 | .859 | .916 |

Counts Unlimited
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City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 2



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City of Los Angeles
N/S: Hillhurst Avenue
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File Name : 04_LAC_Hillhurst_Hollywood_Sunset_AM
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Page No : 3

| | Hillhurst Avenue Southbound | | | | | | Sunset Drive Westbound | | | | | | Sunset Boulevard Northwestbound | | | | | | Virgil Avenue Northbound | | | | | | Sunset Boulevard Eastbound | | | | | | Hollywood Boulevard Southeastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 07:30 AM | | | | | | 07:30 AM | | | | | | 07:30 AM | | | | | | 07:30 AM | | | | | | 07:30 AM | | | | | | 07:30 AM | | | | | | |
| +0 mins. | 0 | 51 | 81 | 13 | 1 | 146 | 0 | 0 | 22 | 12 | 0 | 34 | 0 | 78 | 83 | 19 | 5 | 185 | 19 | 20 | 63 | 0 | 2 | 104 | 2 | 11 | 5 | 61 | 7 | 86 | 1 | 3 | 77 | 12 | 1 | 94 | |
| +15 mins. | 0 | 42 | 81 | 18 | 1 | 142 | 3 | 1 | 44 | 9 | 3 | 60 | 0 | 76 | 89 | 28 | 1 | 194 | 19 | 18 | 46 | 1 | 0 | 84 | 0 | 12 | 12 | 76 | 13 | 113 | 1 | 6 | 99 | 18 | 0 | 124 | |
| +30 mins. | 0 | 66 | 92 | 16 | 0 | 174 | 4 | 1 | 47 | 8 | 4 | 64 | 0 | 73 | 96 | 29 | 4 | 202 | 9 | 17 | 66 | 0 | 2 | 94 | 2 | 10 | 5 | 99 | 12 | 128 | 5 | 9 | 76 | 8 | 2 | 100 | |
| +45 mins. | 0 | 56 | 70 | 16 | 1 | 143 | 1 | 0 | 12 | 3 | 3 | 19 | 0 | 80 | 100 | 28 | 2 | 210 | 11 | 20 | 53 | 0 | 2 | 86 | 0 | 16 | 5 | 72 | 6 | 99 | 1 | 1 | 94 | 9 | 3 | 108 | |
| Total Volume | 0 | 215 | 324 | 63 | 3 | 605 | 8 | 2 | 125 | 32 | 10 | 177 | 0 | 307 | 368 | 104 | 12 | 791 | 58 | 75 | 228 | 1 | 6 | 368 | 4 | 49 | 27 | 308 | 38 | 426 | 8 | 19 | 346 | 47 | 6 | 426 | |
| % App. Total | 0 | 35.5 | 53.6 | 10.4 | 0.5 | | 4.5 | 1.1 | 70.6 | 18.1 | 5.6 | | 0 | 38.8 | 46.5 | 13.1 | 1.5 | | 15.8 | 20.4 | 62 | 0.3 | 1.6 | | 0.9 | 11.5 | 6.3 | 72.3 | 8.9 | | 1.9 | 4.5 | 81.2 | 11 | 1.4 | | |
| PHF | .000 | .814 | .880 | .875 | .750 | .869 | .500 | .500 | .665 | .667 | .625 | .691 | .000 | .959 | .920 | .897 | .600 | .942 | .763 | .938 | .864 | .250 | .750 | .885 | .500 | .766 | .563 | .778 | .731 | .832 | .400 | .528 | .874 | .653 | .500 | .859 | |

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E/W: Prospect Avenue
Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Dual Wheeled

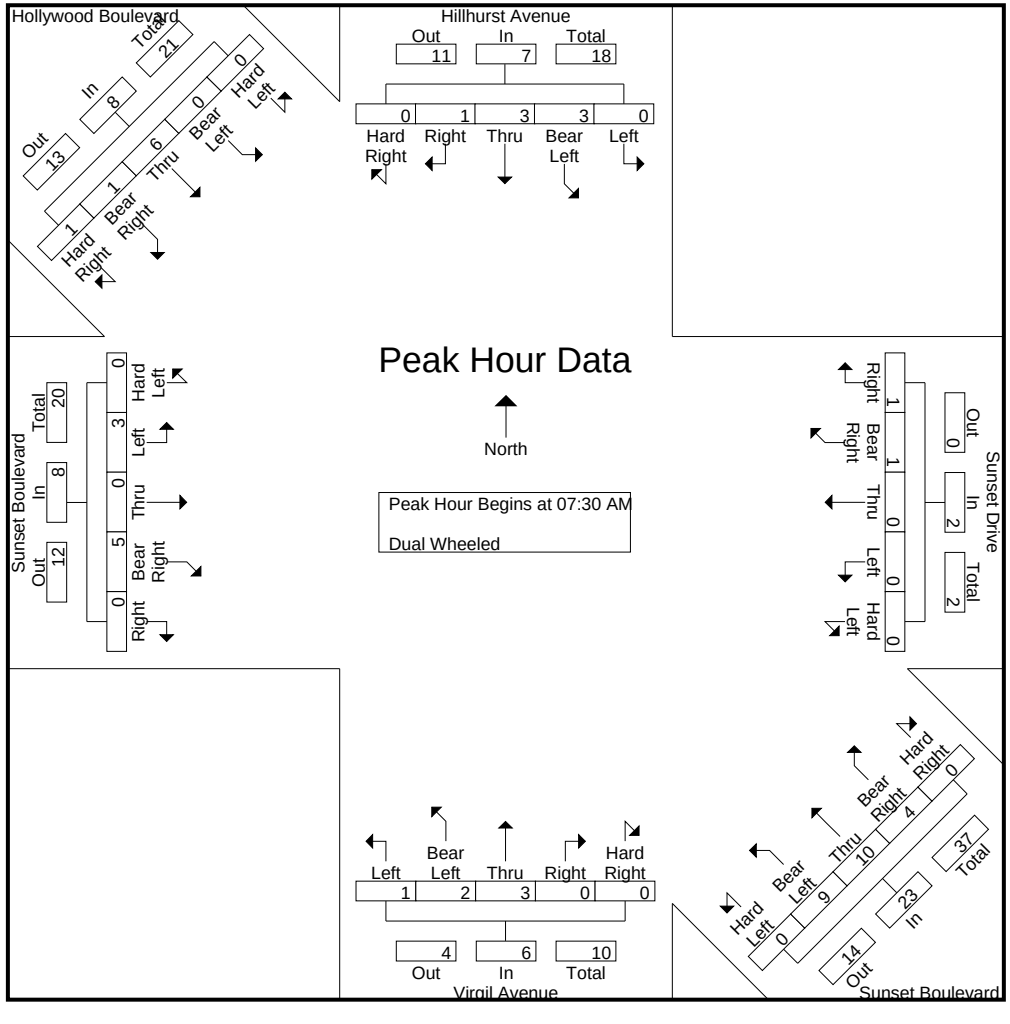
| | Hillhurst Avenue Southbound | | | | | | Sunset Drive Westbound | | | | | | Sunset Boulevard Northwestbound | | | | | | Virgil Avenue Northbound | | | | | | Sunset Boulevard Eastbound | | | | | | Hollywood Boulevard Southeastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 2 | 12 |
| 07:15 AM | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 14 |
| 07:30 AM | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 5 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 13 |
| 07:45 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 11 |
| Total | 0 | 3 | 4 | 0 | 1 | 8 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 7 | 7 | 3 | 0 | 17 | 0 | 2 | 3 | 0 | 0 | 5 | 2 | 2 | 0 | 7 | 1 | 12 | 1 | 0 | 3 | 1 | 1 | 6 | 50 |
| 08:00 AM | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 3 | 17 |
| 08:15 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 13 |
| 08:30 AM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 08:45 AM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 3 | 0 | 8 | 1 | 1 | 2 | 0 | 0 | 4 | 0 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 2 | 20 |
| Total | 0 | 3 | 3 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 12 | 6 | 0 | 27 | 2 | 2 | 3 | 0 | 0 | 7 | 1 | 3 | 0 | 6 | 0 | 10 | 0 | 0 | 7 | 0 | 0 | 7 | 58 |
| 09:00 AM | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 0 | 9 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 16 |
| 09:15 AM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 4 | 19 |
| 09:30 AM | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 4 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 2 | 18 |
| 09:45 AM | 0 | 2 | 2 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 6 | 19 |
| Total | 0 | 5 | 5 | 2 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 5 | 0 | 23 | 1 | 2 | 6 | 0 | 1 | 10 | 0 | 3 | 1 | 9 | 0 | 13 | 0 | 0 | 14 | 0 | 0 | 14 | 72 |
| Grand Total | 0 | 11 | 12 | 3 | 1 | 27 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 20 | 33 | 14 | 0 | 67 | 3 | 6 | 12 | 0 | 1 | 22 | 3 | 8 | 1 | 22 | 1 | 35 | 1 | 0 | 24 | 1 | 1 | 27 | 180 |
| Apprch % | 0 | 40.7 | 44.4 | 11.1 | 3.7 | | 0 | 0 | 0 | 50 | 50 | | 0 | 29.9 | 49.3 | 20.9 | 0 | | 13.6 | 27.3 | 54.5 | 0 | 4.5 | | 8.6 | 22.9 | 2.9 | 62.9 | 2.9 | | 3.7 | 0 | 88.9 | 3.7 | 3.7 | | |
| Total % | 0 | 6.1 | 6.7 | 1.7 | 0.6 | 15 | 0 | 0 | 0 | 0.6 | 0.6 | 1.1 | 0 | 11.1 | 18.3 | 7.8 | 0 | 37.2 | 1.7 | 3.3 | 6.7 | 0 | 0.6 | 12.2 | 1.7 | 4.4 | 0.6 | 12.2 | 0.6 | 19.4 | 0.6 | 0 | 13.3 | 0.6 | 0.6 | 15 | |

| | Hillhurst Avenue Southbound | | | | | | Sunset Drive Westbound | | | | | | Sunset Boulevard Northwestbound | | | | | | Virgil Avenue Northbound | | | | | | Sunset Boulevard Eastbound | | | | | | Hollywood Boulevard Southeastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 5 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 13 |
| 07:45 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 11 |
| 08:00 AM | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 3 | 17 |
| 08:15 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 13 |
| Total Volume | 0 | 3 | 3 | 1 | 0 | 7 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 9 | 10 | 4 | 0 | 23 | 1 | 2 | 3 | 0 | 0 | 6 | 0 | 3 | 0 | 5 | 0 | 8 | 0 | 0 | 6 | 1 | 1 | 8 | 54 |
| % App. Total | 0 | 42.9 | 42.9 | 14.3 | 0 | | 0 | 0 | 0 | 50 | 50 | | 0 | 39.1 | 43.5 | 17.4 | 0 | | 16.7 | 33.3 | 50 | 0 | 0 | | 0 | 37.5 | 0 | 62.5 | 0 | | 0 | 0 | 75 | 12.5 | 12.5 | | |
| PHF | .000 | .750 | .375 | .250 | .000 | .583 | .000 | .000 | .000 | .250 | .250 | .500 | .000 | .750 | .500 | .500 | .000 | .719 | .250 | .500 | .375 | .000 | .000 | .500 | .000 | .750 | .000 | .417 | .000 | .500 | .000 | .000 | .500 | .250 | .250 | .667 | .794 |

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City of Los Angeles
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E/W: Prospect Avenue
Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 2



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City of Los Angeles
N/S: Hillhurst Avenue
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| | Hillhurst Avenue Southbound | | | | | | Sunset Drive Westbound | | | | | | Sunset Boulevard Northwestbound | | | | | | Virgil Avenue Northbound | | | | | | Sunset Boulevard Eastbound | | | | | | Hollywood Boulevard Southeastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 07:30 AM | | | | | | 07:30 AM | | | | | | 07:30 AM | | | | | | 07:30 AM | | | | | | 07:30 AM | | | | | | 07:30 AM | | | | | | |
| +0 mins. | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 5 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | |
| +15 mins. | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | |
| +30 mins. | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 3 | |
| +45 mins. | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | |
| Total Volume | 0 | 3 | 3 | 1 | 0 | 7 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 9 | 10 | 4 | 0 | 23 | 1 | 2 | 3 | 0 | 0 | 6 | 0 | 3 | 0 | 5 | 0 | 8 | 0 | 0 | 6 | 1 | 1 | 8 | |
| % App. Total | 0 | 42.9 | 42.9 | 14.3 | 0 | | 0 | 0 | 0 | 50 | 50 | | 0 | 39.1 | 43.5 | 17.4 | 0 | | 16.7 | 33.3 | 50 | 0 | 0 | | 0 | 37.5 | 0 | 62.5 | 0 | | 0 | 0 | 75 | 12.5 | 12.5 | | |
| PHF | .000 | .750 | .375 | .250 | .000 | .583 | .000 | .000 | .000 | .250 | .250 | .500 | .000 | .750 | .500 | .500 | .000 | .719 | .250 | .500 | .375 | .000 | .000 | .500 | .000 | .750 | .000 | .417 | .000 | .500 | .000 | .000 | .500 | .250 | .250 | .667 | |

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City of Los Angeles
N/S: Hillhurst Avenue
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Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Buses

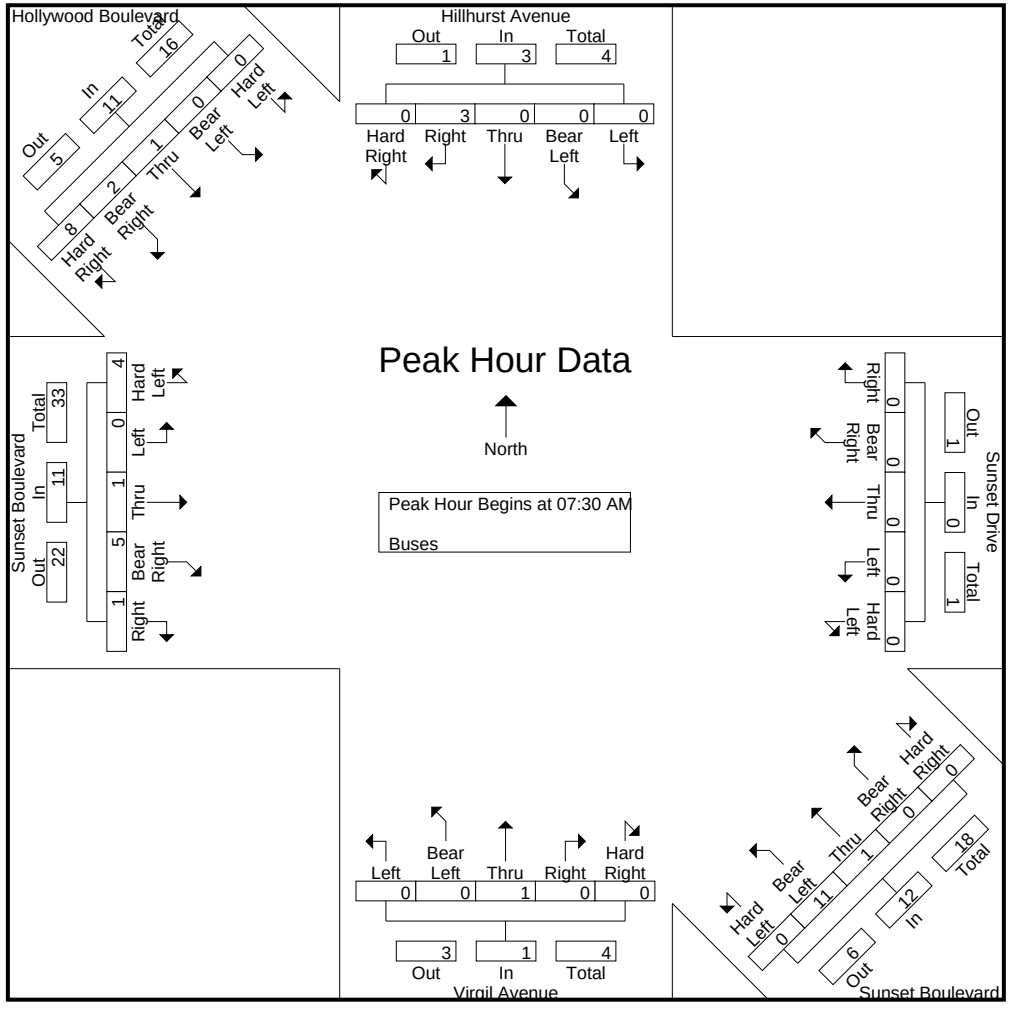
| | Hillhurst Avenue Southbound | | | | | | Sunset Drive Westbound | | | | | | Sunset Boulevard Northwestbound | | | | | | Virgil Avenue Northbound | | | | | | Sunset Boulevard Eastbound | | | | | | Hollywood Boulevard Southeastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 1 | 2 | 3 | 11 |
| 07:15 AM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 2 | 2 | 5 | 16 |
| 07:30 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 9 |
| 07:45 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 2 | 5 | 11 |
| Total | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 1 | 0 | 15 | 1 | 0 | 1 | 0 | 0 | 2 | 5 | 1 | 1 | 4 | 1 | 12 | 0 | 0 | 2 | 5 | 7 | 14 | 47 |
| 08:00 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 9 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 4 | 4 | 9 |
| 08:30 AM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 3 | 1 | 0 | 1 | 2 | 1 | 5 | 1 | 0 | 1 | 1 | 2 | 5 | 17 |
| 08:45 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 3 | 5 | 12 |
| Total | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 1 | 0 | 3 | 0 | 0 | 4 | 6 | 0 | 1 | 5 | 2 | 14 | 1 | 1 | 1 | 2 | 10 | 15 | 47 |
| 09:00 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 5 | 0 | 0 | 0 | 2 | 4 | 6 | 14 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 5 |
| 09:30 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 4 | 1 | 0 | 0 | 2 | 2 | 5 | 12 |
| 09:45 AM | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 2 | 12 |
| Total | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 11 | 2 | 17 | 1 | 0 | 0 | 4 | 10 | 15 | 43 |
| Grand Total | 0 | 0 | 1 | 10 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 1 | 2 | 0 | 31 | 3 | 0 | 4 | 0 | 0 | 7 | 15 | 1 | 2 | 20 | 5 | 43 | 2 | 1 | 3 | 11 | 27 | 44 | 137 |
| Apprch % | 0 | 0 | 8.3 | 83.3 | 8.3 | | 0 | 0 | 0 | 0 | 0 | | 0 | 90.3 | 3.2 | 6.5 | 0 | | 42.9 | 0 | 57.1 | 0 | 0 | | 34.9 | 2.3 | 4.7 | 46.5 | 11.6 | | 4.5 | 2.3 | 6.8 | 25 | 61.4 | | |
| Total % | 0 | 0 | 0.7 | 7.3 | 0.7 | 8.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.4 | 0.7 | 1.5 | 0 | 22.6 | 2.2 | 0 | 2.9 | 0 | 0 | 5.1 | 10.9 | 0.7 | 1.5 | 14.6 | 3.6 | 31.4 | 1.5 | 0.7 | 2.2 | 8 | 19.7 | 32.1 | |

| | Hillhurst Avenue Southbound | | | | | | Sunset Drive Westbound | | | | | | Sunset Boulevard Northwestbound | | | | | | Virgil Avenue Northbound | | | | | | Sunset Boulevard Eastbound | | | | | | Hollywood Boulevard Southeastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 9 |
| 07:45 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 2 | 5 | 11 |
| 08:00 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 9 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 4 | 4 | 9 |
| Total Volume | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 1 | 5 | 1 | 11 | 0 | 0 | 1 | 2 | 8 | 11 | 38 |
| % App. Total | 0 | 0 | 0 | 100 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 91.7 | 8.3 | 0 | 0 | | 0 | 0 | 100 | 0 | 0 | | 36.4 | 0 | 9.1 | 45.5 | 9.1 | | 0 | 0 | 9.1 | 18.2 | 72.7 | | |
| PHF | .000 | .000 | .000 | .750 | .000 | .750 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .688 | .250 | .000 | .000 | .750 | .000 | .000 | .250 | .000 | .000 | .250 | .333 | .000 | .250 | .625 | .250 | .688 | .000 | .000 | .250 | .250 | .500 | .550 | .864 |

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City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_AM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 2



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| | Hillhurst Avenue Southbound | | | | | | Sunset Drive Westbound | | | | | | Sunset Boulevard Northwestbound | | | | | | Virgil Avenue Northbound | | | | | | Sunset Boulevard Eastbound | | | | | | Hollywood Boulevard Southeastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 07:30 AM | | | | | | 07:30 AM | | | | | | 07:30 AM | | | | | | 07:30 AM | | | | | | 07:30 AM | | | | | | 07:30 AM | | | | | | |
| +0 mins. | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | |
| +15 mins. | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 2 | 5 | |
| +30 mins. | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 4 | 4 | |
| Total Volume | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 1 | 5 | 1 | 11 | 0 | 0 | 1 | 2 | 8 | 11 | |
| % App. Total | 0 | 0 | 0 | 100 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 91.7 | 8.3 | 0 | 0 | | 0 | 0 | 100 | 0 | 0 | | 36.4 | 0 | 9.1 | 45.5 | 9.1 | | 0 | 0 | 9.1 | 18.2 | 72.7 | | |
| PHF | .000 | .000 | .000 | .750 | .000 | .750 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .688 | .250 | .000 | .000 | .750 | .000 | .000 | .250 | .000 | .000 | .250 | .333 | .000 | .250 | .625 | .250 | .688 | .000 | .000 | .250 | .250 | .500 | .550 | |

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City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_PM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

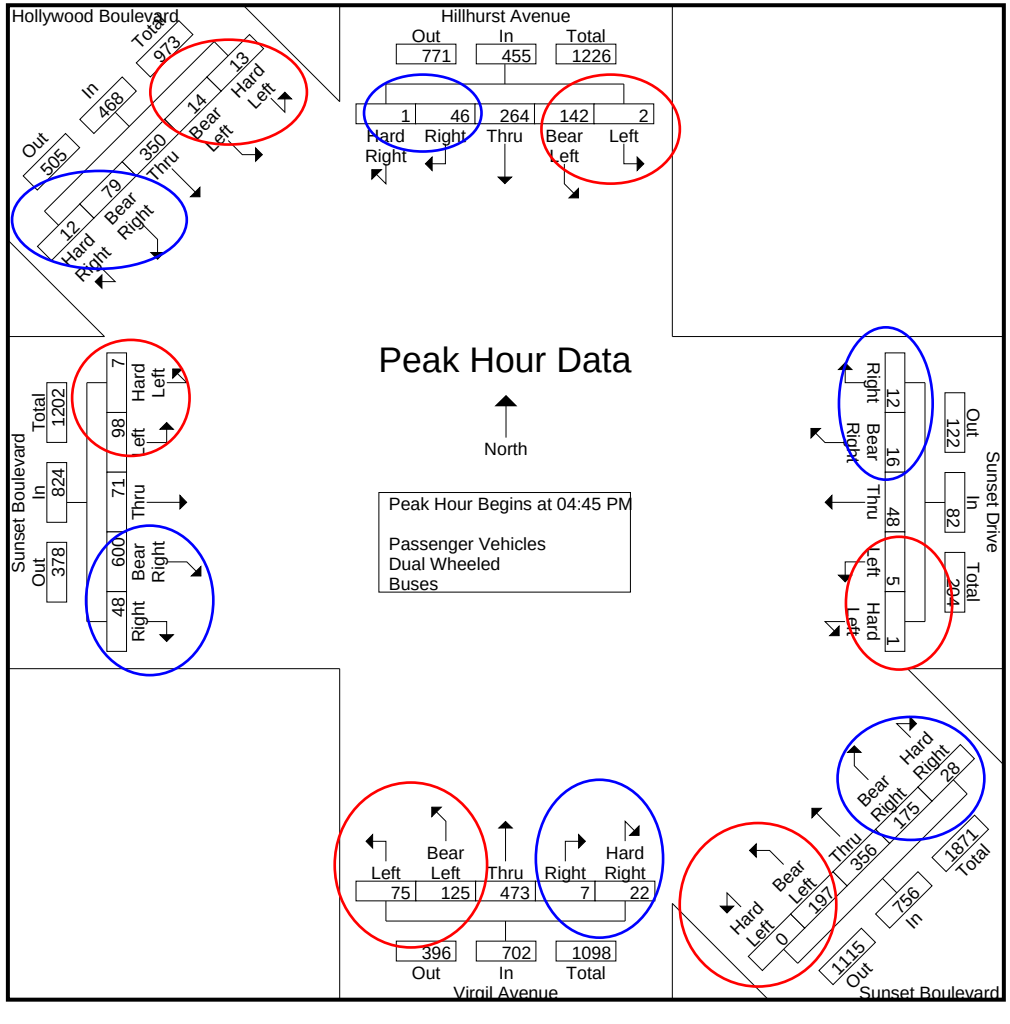
| | Hillhurst Avenue Southbound | | | | | | Sunset Drive Westbound | | | | | | Sunset Boulevard Northwestbound | | | | | | Virgil Avenue Northbound | | | | | | Sunset Boulevard Eastbound | | | | | | Hollywood Boulevard Southeastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Int. Total |
| 03:00 PM | 0 | 42 | 57 | 6 | 2 | 107 | 2 | 0 | 8 | 3 | 5 | 18 | 0 | 52 | 85 | 25 | 4 | 166 | 16 | 18 | 91 | 3 | 4 | 132 | 4 | 19 | 18 | 134 | 12 | 187 | 1 | 6 | 104 | 27 | 4 | 142 | 752 |
| 03:15 PM | 1 | 43 | 111 | 7 | 1 | 163 | 2 | 0 | 39 | 3 | 3 | 47 | 0 | 70 | 79 | 38 | 5 | 192 | 9 | 23 | 96 | 5 | 6 | 139 | 0 | 16 | 14 | 138 | 13 | 181 | 1 | 7 | 93 | 14 | 5 | 120 | 842 |
| 03:30 PM | 1 | 27 | 55 | 16 | 2 | 101 | 4 | 4 | 18 | 3 | 5 | 34 | 0 | 47 | 82 | 36 | 4 | 169 | 27 | 11 | 93 | 6 | 5 | 142 | 3 | 18 | 12 | 158 | 14 | 205 | 3 | 6 | 87 | 14 | 2 | 112 | 763 |
| 03:45 PM | 0 | 31 | 69 | 10 | 4 | 114 | 1 | 0 | 12 | 0 | 2 | 15 | 0 | 44 | 70 | 36 | 2 | 152 | 16 | 30 | 111 | 2 | 4 | 163 | 3 | 17 | 8 | 105 | 13 | 146 | 7 | 3 | 106 | 16 | 5 | 137 | 727 |
| Total | 2 | 143 | 292 | 39 | 9 | 485 | 9 | 4 | 77 | 9 | 15 | 114 | 0 | 213 | 316 | 135 | 15 | 679 | 68 | 82 | 391 | 16 | 19 | 576 | 10 | 70 | 52 | 535 | 52 | 719 | 12 | 22 | 390 | 71 | 16 | 511 | 3084 |
| 04:00 PM | 0 | 26 | 41 | 7 | 2 | 76 | 2 | 1 | 9 | 4 | 1 | 17 | 0 | 59 | 73 | 38 | 6 | 176 | 15 | 32 | 103 | 1 | 1 | 152 | 2 | 13 | 20 | 125 | 17 | 177 | 4 | 2 | 100 | 18 | 9 | 133 | 731 |
| 04:15 PM | 0 | 35 | 81 | 10 | 0 | 126 | 7 | 2 | 18 | 6 | 1 | 34 | 0 | 53 | 66 | 31 | 4 | 154 | 10 | 24 | 106 | 0 | 5 | 145 | 0 | 23 | 20 | 161 | 13 | 217 | 6 | 2 | 78 | 9 | 7 | 102 | 778 |
| 04:30 PM | 0 | 37 | 41 | 11 | 1 | 90 | 1 | 0 | 6 | 0 | 1 | 8 | 0 | 49 | 91 | 42 | 7 | 189 | 11 | 22 | 89 | 2 | 8 | 132 | 3 | 18 | 17 | 158 | 15 | 211 | 4 | 2 | 124 | 10 | 3 | 143 | 773 |
| 04:45 PM | 0 | 50 | 80 | 15 | 0 | 145 | 0 | 3 | 14 | 4 | 2 | 23 | 0 | 44 | 85 | 42 | 9 | 180 | 21 | 23 | 120 | 3 | 14 | 181 | 1 | 26 | 14 | 139 | 14 | 194 | 2 | 1 | 105 | 9 | 3 | 120 | 843 |
| Total | 0 | 148 | 243 | 43 | 3 | 437 | 10 | 6 | 47 | 14 | 5 | 82 | 0 | 205 | 315 | 153 | 26 | 699 | 57 | 101 | 418 | 6 | 28 | 610 | 6 | 80 | 71 | 583 | 59 | 799 | 16 | 7 | 407 | 46 | 22 | 498 | 3125 |
| 05:00 PM | 1 | 28 | 49 | 13 | 0 | 91 | 0 | 0 | 7 | 2 | 4 | 13 | 0 | 51 | 97 | 46 | 9 | 203 | 10 | 34 | 101 | 1 | 4 | 150 | 2 | 28 | 19 | 182 | 8 | 239 | 5 | 2 | 77 | 27 | 2 | 113 | 809 |
| 05:15 PM | 1 | 38 | 76 | 11 | 1 | 127 | 0 | 1 | 9 | 4 | 3 | 17 | 0 | 40 | 63 | 37 | 4 | 144 | 25 | 34 | 135 | 3 | 3 | 200 | 1 | 22 | 16 | 120 | 12 | 171 | 3 | 7 | 77 | 24 | 6 | 117 | 776 |
| 05:30 PM | 0 | 26 | 59 | 7 | 0 | 92 | 1 | 1 | 18 | 6 | 3 | 29 | 0 | 62 | 111 | 50 | 6 | 229 | 19 | 34 | 117 | 0 | 1 | 171 | 3 | 22 | 22 | 159 | 14 | 220 | 3 | 4 | 91 | 19 | 1 | 118 | 859 |
| 05:45 PM | 1 | 41 | 57 | 5 | 7 | 111 | 1 | 0 | 5 | 4 | 1 | 11 | 0 | 52 | 86 | 42 | 3 | 183 | 7 | 37 | 144 | 1 | 2 | 191 | 2 | 28 | 17 | 148 | 11 | 206 | 5 | 3 | 88 | 14 | 3 | 113 | 815 |
| Total | 3 | 133 | 241 | 36 | 8 | 421 | 2 | 2 | 39 | 16 | 11 | 70 | 0 | 205 | 357 | 175 | 22 | 759 | 61 | 139 | 497 | 5 | 10 | 712 | 8 | 100 | 74 | 609 | 45 | 836 | 16 | 16 | 333 | 84 | 12 | 461 | 3259 |
| Grand Total | 5 | 424 | 776 | 118 | 20 | 1343 | 21 | 12 | 163 | 39 | 31 | 266 | 0 | 623 | 988 | 463 | 63 | 2137 | 186 | 322 | 1306 | 27 | 57 | 1898 | 24 | 250 | 197 | 1727 | 156 | 2354 | 44 | 45 | 1130 | 201 | 50 | 1470 | 9468 |
| Apprch % | 0.4 | 31.6 | 57.8 | 8.8 | 1.5 | | 7.9 | 4.5 | 61.3 | 14.7 | 11.7 | | 0 | 29.2 | 46.2 | 21.7 | 2.9 | | 9.8 | 17 | 68.8 | 1.4 | 3 | | 1 | 10.6 | 8.4 | 73.4 | 6.6 | | 3 | 3.1 | 76.9 | 13.7 | 3.4 | | |
| Total % | 0.1 | 4.5 | 8.2 | 1.2 | 0.2 | 14.2 | 0.2 | 0.1 | 1.7 | 0.4 | 0.3 | 2.8 | 0 | 6.6 | 10.4 | 4.9 | 0.7 | 22.6 | 2 | 3.4 | 13.8 | 0.3 | 0.6 | 20 | 0.3 | 2.6 | 2.1 | 18.2 | 1.6 | 24.9 | 0.5 | 0.5 | 11.9 | 2.1 | 0.5 | 15.5 | |
| Passenger Vehicles | 5 | 419 | 763 | 101 | 20 | 1308 | 19 | 12 | 162 | 39 | 29 | 261 | 0 | 598 | 980 | 453 | 63 | 2094 | 186 | 320 | 1294 | 25 | 56 | 1881 | 8 | 248 | 196 | 1686 | 149 | 2287 | 42 | 43 | 1107 | 183 | 24 | 1399 | 9230 |
| % Passenger Vehicles | 100 | 98.8 | 98.3 | 85.6 | 100 | 97.4 | 90.5 | 100 | 99.4 | 100 | 93.5 | 98.1 | 0 | 96 | 99.2 | 97.8 | 100 | 98 | 100 | 99.4 | 99.1 | 92.6 | 98.2 | 99.1 | 33.3 | 99.2 | 99.5 | 97.6 | 95.5 | 97.2 | 95.5 | 95.6 | 98 | 91 | 48 | 95.2 | 97.5 |
| Dual Wheeled | 0 | 3 | 9 | 2 | 0 | 14 | 2 | 0 | 0 | 0 | 2 | 4 | 0 | 9 | 5 | 7 | 0 | 21 | 0 | 2 | 11 | 1 | 1 | 15 | 0 | 1 | 1 | 17 | 3 | 22 | 2 | 2 | 22 | 2 | 1 | 29 | 105 |
| % Dual Wheeled | 0 | 0.7 | 1.2 | 1.7 | 0 | 1 | 9.5 | 0 | 0 | 0 | 6.5 | 1.5 | 0 | 1.4 | 0.5 | 1.5 | 0 | 1 | 0 | 0.6 | 0.8 | 3.7 | 1.8 | 0.8 | 0 | 0.4 | 0.5 | 1 | 1.9 | 0.9 | 4.5 | 4.4 | 1.9 | 1 | 2 | 2 | 1.1 |
| Buses | 0 | 2 | 4 | 15 | 0 | 21 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 16 | 3 | 3 | 0 | 22 | 0 | 0 | 1 | 1 | 0 | 2 | 16 | 1 | 0 | 24 | 4 | 45 | 0 | 0 | 1 | 16 | 25 | 42 | 133 |
| % Buses | 0 | 0.5 | 0.5 | 12.7 | 0 | 1.6 | 0 | 0 | 0.6 | 0 | 0 | 0.4 | 0 | 2.6 | 0.3 | 0.6 | 0 | 1 | 0 | 0 | 0.1 | 3.7 | 0 | 0.1 | 66.7 | 0.4 | 0 | 1.4 | 2.6 | 1.9 | 0 | 0 | 0.1 | 8 | 50 | 2.9 | 1.4 |

| | Hillhurst Avenue Southbound | | | | | | Sunset Drive Westbound | | | | | | Sunset Boulevard Northwestbound | | | | | | Virgil Avenue Northbound | | | | | | Sunset Boulevard Eastbound | | | | | | Hollywood Boulevard Southeastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 50 | 80 | 15 | 0 | 145 | 0 | 3 | 14 | 4 | 2 | 23 | 0 | 44 | 85 | 42 | 9 | 180 | 21 | 23 | 120 | 3 | 14 | 181 | 1 | 26 | 14 | 139 | 14 | 194 | 2 | 1 | 105 | 9 | 3 | 120 | 843 |
| 05:00 PM | 1 | 28 | 49 | 13 | 0 | 91 | 0 | 0 | 7 | 2 | 4 | 13 | 0 | 51 | 97 | 46 | 9 | 203 | 10 | 34 | 101 | 1 | 4 | 150 | 2 | 28 | 19 | 182 | 8 | 239 | 5 | 2 | 77 | 27 | 2 | 113 | 809 |
| 05:15 PM | 1 | 38 | 76 | 11 | 1 | 127 | 0 | 1 | 9 | 4 | 3 | 17 | 0 | 40 | 63 | 37 | 4 | 144 | 25 | 34 | 135 | 3 | 3 | 200 | 1 | 22 | 16 | 120 | 12 | 171 | 3 | 7 | 77 | 24 | 6 | 117 | 776 |
| 05:30 PM | 0 | 26 | 59 | 7 | 0 | 92 | 1 | 1 | 18 | 6 | 3 | 29 | 0 | 62 | 111 | 50 | 6 | 229 | 19 | 34 | 117 | 0 | 1 | 171 | 3 | 22 | 22 | 159 | 14 | 220 | 3 | 4 | 91 | 19 | 1 | 118 | 859 |
| Total Volume | 2 | 142 | 264 | 46 | 1 | 455 | 1 | 5 | 48 | 16 | 12 | 82 | 0 | 197 | 356 | 175 | 28 | 756 | 75 | 125 | 473 | 7 | 22 | 702 | 7 | 98 | 71 | 600 | 48 | 824 | 13 | 14 | 350 | 79 | 12 | 468 | 3287 |
| % App. Total | 0.4 | 31.2 | 58 | 10.1 | 0.2 | | 1.2 | 6.1 | 58.5 | 19.5 | 14.6 | | 0 | 26.1 | 47.1 | 23.1 | 3.7 | | 10.7 | 17.8 | 67.4 | 1 | 3.1 | | 0.8 | 11.9 | 8.6 | 72.8 | 5.8 | | 2.8 | 3 | 74.8 | 16.9 | 2.6 | | |
| PHF | .500 | .710 | .825 | .767 | .250 | .784 | .250 | .417 | .667 | .667 | .750 | .707 | .000 | .794 | .802 | .875 | .778 | .825 | .750 | .919 | .876 | .583 | .393 | .878 | .583 | .875 | .807 | .824 | .857 | .862 | .650 | .500 | .833 | .731 | .500 | .975 | .957 |

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City of Los Angeles
N/S: Hillhurst Avenue
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Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_PM
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| | Hillhurst Avenue Southbound | | | | | | Sunset Drive Westbound | | | | | | Sunset Boulevard Northwestbound | | | | | | Virgil Avenue Northbound | | | | | | Sunset Boulevard Eastbound | | | | | | Hollywood Boulevard Southeastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 03:00 PM | | | | | | 03:00 PM | | | | | | 05:00 PM | | | | | | 05:00 PM | | | | | | 04:15 PM | | | | | | 03:45 PM | | | | | | |
| +0 mins. | 0 | 42 | 57 | 6 | 2 | 107 | 2 | 0 | 8 | 3 | 5 | 18 | 0 | 51 | 97 | 46 | 9 | 203 | 10 | 34 | 101 | 1 | 4 | 150 | 0 | 23 | 20 | 161 | 13 | 217 | 7 | 3 | 106 | 16 | 5 | 137 | |
| +15 mins. | 1 | 43 | 111 | 7 | 1 | 163 | 2 | 0 | 39 | 3 | 3 | 47 | 0 | 40 | 63 | 37 | 4 | 144 | 25 | 34 | 135 | 3 | 3 | 200 | 3 | 18 | 17 | 158 | 15 | 211 | 4 | 2 | 100 | 18 | 9 | 133 | |
| +30 mins. | 1 | 27 | 55 | 16 | 2 | 101 | 4 | 4 | 18 | 3 | 5 | 34 | 0 | 62 | 111 | 50 | 6 | 229 | 19 | 34 | 117 | 0 | 1 | 171 | 1 | 26 | 14 | 139 | 14 | 194 | 6 | 2 | 78 | 9 | 7 | 102 | |
| +45 mins. | 0 | 31 | 69 | 10 | 4 | 114 | 1 | 0 | 12 | 0 | 2 | 15 | 0 | 52 | 86 | 42 | 3 | 183 | 7 | 37 | 144 | 1 | 2 | 191 | 2 | 28 | 19 | 182 | 8 | 239 | 4 | 2 | 124 | 10 | 3 | 143 | |
| Total Volume | 2 | 143 | 292 | 39 | 9 | 485 | 9 | 4 | 77 | 9 | 15 | 114 | 0 | 205 | 357 | 175 | 22 | 759 | 61 | 139 | 497 | 5 | 10 | 712 | 6 | 95 | 70 | 640 | 50 | 861 | 21 | 9 | 408 | 53 | 24 | 515 | |
| % App. Total | 0.4 | 29.5 | 60.2 | 8 | 1.9 | | 7.9 | 3.5 | 67.5 | 7.9 | 13.2 | | 0 | 27 | 47 | 23.1 | 2.9 | | 8.6 | 19.5 | 69.8 | 0.7 | 1.4 | | 0.7 | 11 | 8.1 | 74.3 | 5.8 | | 4.1 | 1.7 | 79.2 | 10.3 | 4.7 | | |
| PHF | .500 | .831 | .658 | .609 | .563 | .744 | .563 | .250 | .494 | .750 | .750 | .606 | .000 | .827 | .804 | .875 | .611 | .829 | .610 | .939 | .863 | .417 | .625 | .890 | .500 | .848 | .875 | .879 | .833 | .901 | .750 | .750 | .823 | .736 | .667 | .900 | |

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City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_PM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Passenger Vehicles

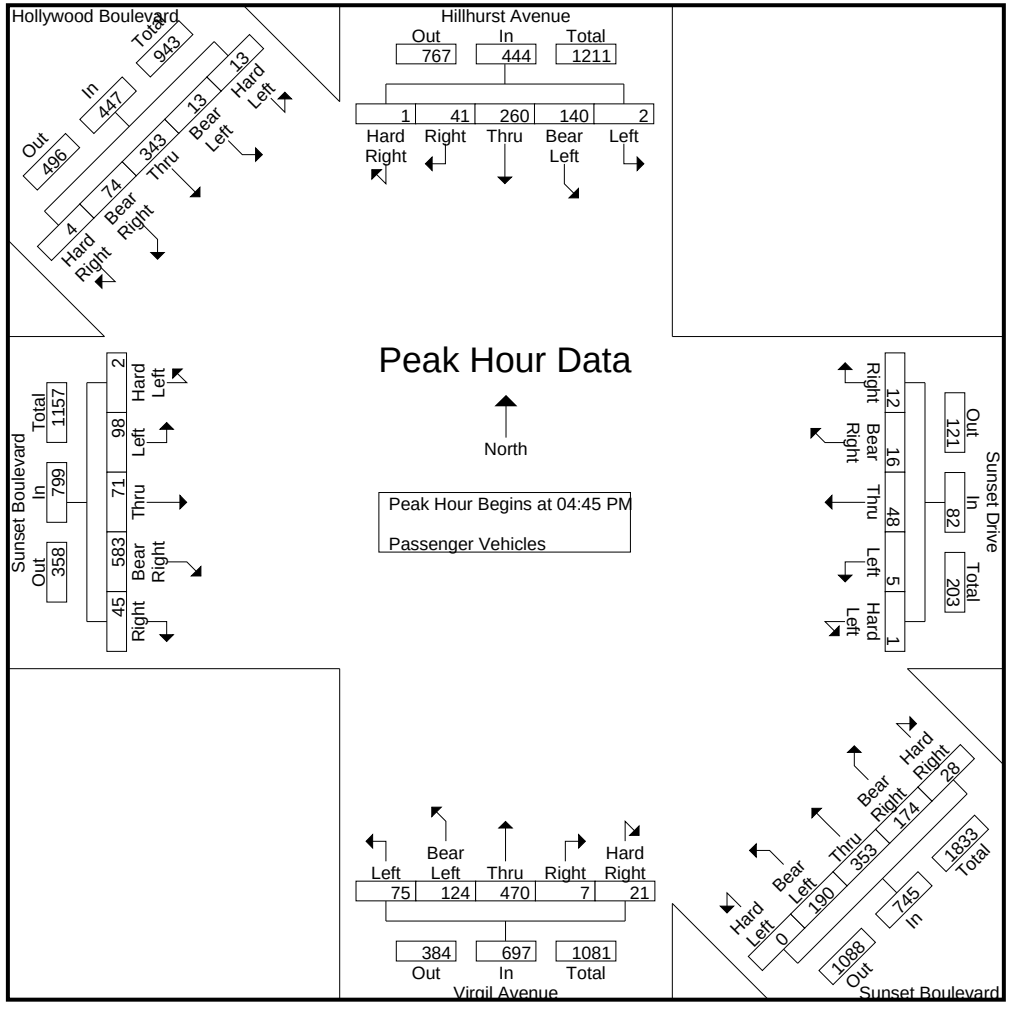
| | Hillhurst Avenue Southbound | | | | | | Sunset Drive Westbound | | | | | | Sunset Boulevard Northwestbound | | | | | | Virgil Avenue Northbound | | | | | | Sunset Boulevard Eastbound | | | | | | Hollywood Boulevard Southeastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Int. Total |
| 03:00 PM | 0 | 40 | 56 | 5 | 2 | 103 | 2 | 0 | 8 | 3 | 5 | 18 | 0 | 49 | 85 | 24 | 4 | 162 | 16 | 18 | 91 | 3 | 4 | 132 | 2 | 18 | 18 | 130 | 12 | 180 | 1 | 5 | 103 | 24 | 1 | 134 | 729 |
| 03:15 PM | 1 | 42 | 109 | 6 | 1 | 159 | 2 | 0 | 38 | 3 | 3 | 46 | 0 | 66 | 79 | 35 | 5 | 185 | 9 | 23 | 96 | 5 | 6 | 139 | 0 | 16 | 14 | 135 | 12 | 177 | 1 | 7 | 91 | 13 | 2 | 114 | 820 |
| 03:30 PM | 1 | 27 | 53 | 13 | 2 | 96 | 4 | 4 | 18 | 3 | 5 | 34 | 0 | 46 | 81 | 32 | 4 | 163 | 27 | 11 | 90 | 5 | 5 | 138 | 2 | 18 | 12 | 155 | 14 | 201 | 3 | 6 | 83 | 13 | 0 | 105 | 737 |
| 03:45 PM | 0 | 31 | 67 | 9 | 4 | 111 | 1 | 0 | 12 | 0 | 1 | 14 | 0 | 43 | 69 | 36 | 2 | 150 | 16 | 30 | 109 | 1 | 4 | 160 | 1 | 16 | 7 | 102 | 11 | 137 | 6 | 3 | 104 | 14 | 2 | 129 | 701 |
| Total | 2 | 140 | 285 | 33 | 9 | 469 | 9 | 4 | 76 | 9 | 14 | 112 | 0 | 204 | 314 | 127 | 15 | 660 | 68 | 82 | 386 | 14 | 19 | 569 | 5 | 68 | 51 | 522 | 49 | 695 | 11 | 21 | 381 | 64 | 5 | 482 | 2987 |
| 04:00 PM | 0 | 26 | 39 | 5 | 2 | 72 | 1 | 1 | 9 | 4 | 0 | 15 | 0 | 58 | 72 | 38 | 6 | 174 | 15 | 32 | 101 | 1 | 1 | 150 | 1 | 13 | 20 | 122 | 16 | 172 | 4 | 2 | 97 | 16 | 7 | 126 | 709 |
| 04:15 PM | 0 | 35 | 81 | 9 | 0 | 125 | 6 | 2 | 18 | 6 | 1 | 33 | 0 | 48 | 66 | 31 | 4 | 149 | 10 | 24 | 106 | 0 | 5 | 145 | 0 | 23 | 20 | 160 | 13 | 216 | 6 | 2 | 76 | 8 | 4 | 96 | 764 |
| 04:30 PM | 0 | 37 | 41 | 9 | 1 | 88 | 1 | 0 | 6 | 0 | 1 | 8 | 0 | 48 | 89 | 41 | 7 | 185 | 11 | 21 | 88 | 2 | 8 | 130 | 0 | 18 | 17 | 154 | 15 | 204 | 4 | 2 | 122 | 10 | 2 | 140 | 755 |
| 04:45 PM | 0 | 48 | 77 | 14 | 0 | 139 | 0 | 3 | 14 | 4 | 2 | 23 | 0 | 42 | 84 | 41 | 9 | 176 | 21 | 23 | 120 | 3 | 13 | 180 | 0 | 26 | 14 | 138 | 13 | 191 | 2 | 1 | 104 | 6 | 1 | 114 | 823 |
| Total | 0 | 146 | 238 | 37 | 3 | 424 | 8 | 6 | 47 | 14 | 4 | 79 | 0 | 196 | 311 | 151 | 26 | 684 | 57 | 100 | 415 | 6 | 27 | 605 | 1 | 80 | 71 | 574 | 57 | 783 | 16 | 7 | 399 | 40 | 14 | 476 | 3051 |
| 05:00 PM | 1 | 28 | 49 | 12 | 0 | 90 | 0 | 0 | 7 | 2 | 4 | 13 | 0 | 49 | 95 | 46 | 9 | 199 | 10 | 34 | 101 | 1 | 4 | 150 | 0 | 28 | 19 | 174 | 8 | 229 | 5 | 1 | 75 | 27 | 0 | 108 | 789 |
| 05:15 PM | 1 | 38 | 76 | 9 | 1 | 125 | 0 | 1 | 9 | 4 | 3 | 17 | 0 | 38 | 63 | 37 | 4 | 142 | 25 | 33 | 134 | 3 | 3 | 198 | 1 | 22 | 16 | 114 | 12 | 165 | 3 | 7 | 74 | 22 | 3 | 109 | 756 |
| 05:30 PM | 0 | 26 | 58 | 6 | 0 | 90 | 1 | 1 | 18 | 6 | 3 | 29 | 0 | 61 | 111 | 50 | 6 | 228 | 19 | 34 | 115 | 0 | 1 | 169 | 1 | 22 | 22 | 157 | 12 | 214 | 3 | 4 | 90 | 19 | 0 | 116 | 846 |
| 05:45 PM | 1 | 41 | 57 | 4 | 7 | 110 | 1 | 0 | 5 | 4 | 1 | 11 | 0 | 50 | 86 | 42 | 3 | 181 | 7 | 37 | 143 | 1 | 2 | 190 | 0 | 28 | 17 | 145 | 11 | 201 | 4 | 3 | 88 | 11 | 2 | 108 | 801 |
| Total | 3 | 133 | 240 | 31 | 8 | 415 | 2 | 2 | 39 | 16 | 11 | 70 | 0 | 198 | 355 | 175 | 22 | 750 | 61 | 138 | 493 | 5 | 10 | 707 | 2 | 100 | 74 | 590 | 43 | 809 | 15 | 15 | 327 | 79 | 5 | 441 | 3192 |
| Grand Total | 5 | 419 | 763 | 101 | 20 | 1308 | 19 | 12 | 162 | 39 | 29 | 261 | 0 | 598 | 980 | 453 | 63 | 2094 | 186 | 320 | 1294 | 25 | 56 | 1881 | 8 | 248 | 196 | 1686 | 149 | 2287 | 42 | 43 | 1107 | 183 | 24 | 1399 | 9230 |
| Apprch % | 0.4 | 32 | 58.3 | 7.7 | 1.5 | | 7.3 | 4.6 | 62.1 | 14.9 | 11.1 | | 0 | 28.6 | 46.8 | 21.6 | 3 | | 9.9 | 17 | 68.8 | 1.3 | 3 | | 0.3 | 10.8 | 8.6 | 73.7 | 6.5 | | 3 | 3.1 | 79.1 | 13.1 | 1.7 | | |
| Total % | 0.1 | 4.5 | 8.3 | 1.1 | 0.2 | 14.2 | 0.2 | 0.1 | 1.8 | 0.4 | 0.3 | 2.8 | 0 | 6.5 | 10.6 | 4.9 | 0.7 | 22.7 | 2 | 3.5 | 14 | 0.3 | 0.6 | 20.4 | 0.1 | 2.7 | 2.1 | 18.3 | 1.6 | 24.8 | 0.5 | 0.5 | 12 | 2 | 0.3 | 15.2 | |

| | Hillhurst Avenue Southbound | | | | | | Sunset Drive Westbound | | | | | | Sunset Boulevard Northwestbound | | | | | | Virgil Avenue Northbound | | | | | | Sunset Boulevard Eastbound | | | | | | Hollywood Boulevard Southeastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 48 | 77 | 14 | 0 | 139 | 0 | 3 | 14 | 4 | 2 | 23 | 0 | 42 | 84 | 41 | 9 | 176 | 21 | 23 | 120 | 3 | 13 | 180 | 0 | 26 | 14 | 138 | 13 | 191 | 2 | 1 | 104 | 6 | 1 | 114 | 823 |
| 05:00 PM | 1 | 28 | 49 | 12 | 0 | 90 | 0 | 0 | 7 | 2 | 4 | 13 | 0 | 49 | 95 | 46 | 9 | 199 | 10 | 34 | 101 | 1 | 4 | 150 | 0 | 28 | 19 | 174 | 8 | 229 | 5 | 1 | 75 | 27 | 0 | 108 | 789 |
| 05:15 PM | 1 | 38 | 76 | 9 | 1 | 125 | 0 | 1 | 9 | 4 | 3 | 17 | 0 | 38 | 63 | 37 | 4 | 142 | 25 | 33 | 134 | 3 | 3 | 198 | 1 | 22 | 16 | 114 | 12 | 165 | 3 | 7 | 74 | 22 | 3 | 109 | 756 |
| 05:30 PM | 0 | 26 | 58 | 6 | 0 | 90 | 1 | 1 | 18 | 6 | 3 | 29 | 0 | 61 | 111 | 50 | 6 | 228 | 19 | 34 | 115 | 0 | 1 | 169 | 1 | 22 | 22 | 157 | 12 | 214 | 3 | 4 | 90 | 19 | 0 | 116 | 846 |
| Total Volume | 2 | 140 | 260 | 41 | 1 | 444 | 1 | 5 | 48 | 16 | 12 | 82 | 0 | 190 | 353 | 174 | 28 | 745 | 75 | 124 | 470 | 7 | 21 | 697 | 2 | 98 | 71 | 583 | 45 | 799 | 13 | 13 | 343 | 74 | 4 | 447 | 3214 |
| % App. Total | 0.5 | 31.5 | 58.6 | 9.2 | 0.2 | | 1.2 | 6.1 | 58.5 | 19.5 | 14.6 | | 0 | 25.5 | 47.4 | 23.4 | 3.8 | | 10.8 | 17.8 | 67.4 | 1 | 3 | | 0.3 | 12.3 | 8.9 | 73 | 5.6 | | 2.9 | 2.9 | 76.7 | 16.6 | 0.9 | | |
| PHF | .500 | .729 | .844 | .732 | .250 | .799 | .250 | .417 | .667 | .667 | .750 | .707 | .000 | .779 | .795 | .870 | .778 | .817 | .750 | .912 | .877 | .583 | .404 | .880 | .500 | .875 | .807 | .838 | .865 | .872 | .650 | .464 | .825 | .685 | .333 | .963 | .950 |

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City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_PM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 2



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File Name : 04_LAC_Hillhurst_Hollywood_Sunset_PM
Site Code : 99919717
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Page No : 3

| | Hillhurst Avenue Southbound | | | | | | Sunset Drive Westbound | | | | | | Sunset Boulevard Northwestbound | | | | | | Virgil Avenue Northbound | | | | | | Sunset Boulevard Eastbound | | | | | | Hollywood Boulevard Southeastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 04:45 PM | | | | | | 04:45 PM | | | | | | 04:45 PM | | | | | | 04:45 PM | | | | | | 04:45 PM | | | | | | 04:45 PM | | | | | | |
| +0 mins. | 0 | 48 | 77 | 14 | 0 | 139 | 0 | 3 | 14 | 4 | 2 | 23 | 0 | 42 | 84 | 41 | 9 | 176 | 21 | 23 | 120 | 3 | 13 | 180 | 0 | 26 | 14 | 138 | 13 | 191 | 2 | 1 | 104 | 6 | 1 | 114 | |
| +15 mins. | 1 | 28 | 49 | 12 | 0 | 90 | 0 | 0 | 7 | 2 | 4 | 13 | 0 | 49 | 95 | 46 | 9 | 199 | 10 | 34 | 101 | 1 | 4 | 150 | 0 | 28 | 19 | 174 | 8 | 229 | 5 | 1 | 75 | 27 | 0 | 108 | |
| +30 mins. | 1 | 38 | 76 | 9 | 1 | 125 | 0 | 1 | 9 | 4 | 3 | 17 | 0 | 38 | 63 | 37 | 4 | 142 | 25 | 33 | 134 | 3 | 3 | 198 | 1 | 22 | 16 | 114 | 12 | 165 | 3 | 7 | 74 | 22 | 3 | 109 | |
| +45 mins. | 0 | 26 | 58 | 6 | 0 | 90 | 1 | 1 | 18 | 6 | 3 | 29 | 0 | 61 | 111 | 50 | 6 | 228 | 19 | 34 | 115 | 0 | 1 | 169 | 1 | 22 | 22 | 157 | 12 | 214 | 3 | 4 | 90 | 19 | 0 | 116 | |
| Total Volume | 2 | 140 | 260 | 41 | 1 | 444 | 1 | 5 | 48 | 16 | 12 | 82 | 0 | 190 | 353 | 174 | 28 | 745 | 75 | 124 | 470 | 7 | 21 | 697 | 2 | 98 | 71 | 583 | 45 | 799 | 13 | 13 | 343 | 74 | 4 | 447 | |
| % App. Total | 0.5 | 31.5 | 58.6 | 9.2 | 0.2 | | 1.2 | 6.1 | 58.5 | 19.5 | 14.6 | | 0 | 25.5 | 47.4 | 23.4 | 3.8 | | 10.8 | 17.8 | 67.4 | 1 | 3 | | 0.3 | 12.3 | 8.9 | 73 | 5.6 | | 2.9 | 2.9 | 76.7 | 16.6 | 0.9 | | |
| PHF | .500 | .729 | .844 | .732 | .250 | .799 | .250 | .417 | .667 | .667 | .750 | .707 | .000 | .779 | .795 | .870 | .778 | .817 | .750 | .912 | .877 | .583 | .404 | .880 | .500 | .875 | .807 | .838 | .865 | .872 | .650 | .464 | .825 | .685 | .333 | .963 | |

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City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_PM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 1

Groups Printed- Dual Wheeled

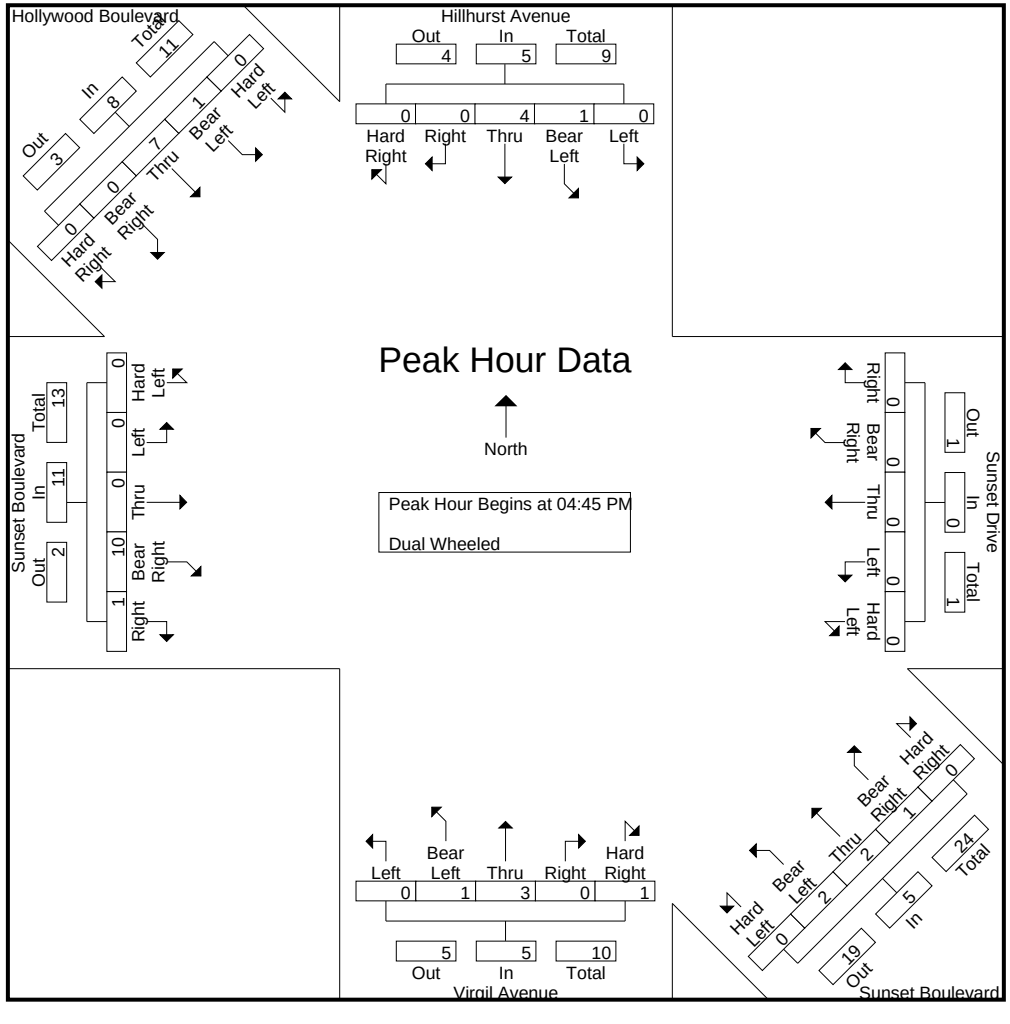
| | Hillhurst Avenue Southbound | | | | | | Sunset Drive Westbound | | | | | | Sunset Boulevard Northwestbound | | | | | | Virgil Avenue Northbound | | | | | | Sunset Boulevard Eastbound | | | | | | Hollywood Boulevard Southeastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Int. Total |
| 03:00 PM | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 4 | 0 | 1 | 1 | 1 | 0 | 3 | 13 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 3 | 7 |
| 03:30 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 5 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 14 |
| 03:45 PM | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 2 | 4 | 1 | 0 | 2 | 0 | 0 | 3 | 13 |
| Total | 0 | 2 | 3 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 5 | 1 | 5 | 0 | 11 | 0 | 0 | 5 | 1 | 0 | 6 | 0 | 1 | 1 | 6 | 2 | 10 | 1 | 1 | 9 | 1 | 1 | 13 | 47 |
| 04:00 PM | 0 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 3 | 12 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 6 |
| 04:45 PM | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 9 |
| Total | 0 | 1 | 5 | 1 | 0 | 7 | 2 | 0 | 0 | 0 | 1 | 3 | 0 | 2 | 2 | 2 | 0 | 6 | 0 | 1 | 3 | 0 | 1 | 5 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 7 | 1 | 0 | 8 | 31 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 1 | 2 | 0 | 0 | 3 | 10 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 3 | 0 | 0 | 3 | 9 |
| 05:30 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 6 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 |
| Total | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 9 | 1 | 10 | 1 | 1 | 6 | 0 | 0 | 8 | 27 |
| Grand Total | 0 | 3 | 9 | 2 | 0 | 14 | 2 | 0 | 0 | 0 | 2 | 4 | 0 | 9 | 5 | 7 | 0 | 21 | 0 | 2 | 11 | 1 | 1 | 15 | 0 | 1 | 1 | 17 | 3 | 22 | 2 | 2 | 22 | 2 | 1 | 29 | 105 |
| Apprch % | 0 | 21.4 | 64.3 | 14.3 | 0 | | 50 | 0 | 0 | 0 | 50 | | 0 | 42.9 | 23.8 | 33.3 | 0 | | 0 | 13.3 | 73.3 | 6.7 | 6.7 | | 0 | 4.5 | 4.5 | 77.3 | 13.6 | | 6.9 | 6.9 | 75.9 | 6.9 | 3.4 | | |
| Total % | 0 | 2.9 | 8.6 | 1.9 | 0 | 13.3 | 1.9 | 0 | 0 | 0 | 1.9 | 3.8 | 0 | 8.6 | 4.8 | 6.7 | 0 | 20 | 0 | 1.9 | 10.5 | 1 | 1 | 14.3 | 0 | 1 | 1 | 16.2 | 2.9 | 21 | 1.9 | 1.9 | 21 | 1.9 | 1 | 27.6 | |

| | Hillhurst Avenue Southbound | | | | | | Sunset Drive Westbound | | | | | | Sunset Boulevard Northwestbound | | | | | | Virgil Avenue Northbound | | | | | | Sunset Boulevard Eastbound | | | | | | Hollywood Boulevard Southeastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 9 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 1 | 2 | 0 | 0 | 3 | 10 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 3 | 0 | 0 | 3 | 9 |
| 05:30 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 6 |
| Total Volume | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 5 | 0 | 1 | 3 | 0 | 1 | 5 | 0 | 0 | 0 | 10 | 1 | 11 | 0 | 1 | 7 | 0 | 0 | 8 | 34 |
| % App. Total | 0 | 20 | 80 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 40 | 40 | 20 | 0 | | 0 | 20 | 60 | 0 | 20 | | 0 | 0 | 0 | 90.9 | 9.1 | | 0 | 12.5 | 87.5 | 0 | 0 | | |
| PHF | .000 | .250 | .333 | .000 | .000 | .313 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .250 | .250 | .000 | .417 | .000 | .250 | .375 | .000 | .250 | .625 | .000 | .000 | .000 | .625 | .250 | .688 | .000 | .250 | .583 | .000 | .000 | .667 | .850 |

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Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_PM
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| | Hillhurst Avenue Southbound | | | | | | Sunset Drive Westbound | | | | | | Sunset Boulevard Northwestbound | | | | | | Virgil Avenue Northbound | | | | | | Sunset Boulevard Eastbound | | | | | | Hollywood Boulevard Southeastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 04:45 PM | | | | | | 04:45 PM | | | | | | 04:45 PM | | | | | | 04:45 PM | | | | | | 04:45 PM | | | | | | 04:45 PM | | | | | | |
| +0 mins. | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 1 | 2 | 0 | 0 | 3 | |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 3 | 0 | 0 | 3 | |
| +45 mins. | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | |
| Total Volume | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 5 | 0 | 1 | 3 | 0 | 1 | 5 | 0 | 0 | 0 | 10 | 1 | 11 | 0 | 1 | 7 | 0 | 0 | 8 | |
| % App. Total | 0 | 20 | 80 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 40 | 40 | 20 | 0 | | 0 | 20 | 60 | 0 | 20 | | 0 | 0 | 0 | 90.9 | 9.1 | | 0 | 12.5 | 87.5 | 0 | 0 | | |
| PHF | .000 | .250 | .333 | .000 | .000 | .313 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .250 | .250 | .000 | .417 | .000 | .250 | .375 | .000 | .250 | .625 | .000 | .000 | .000 | .625 | .250 | .688 | .000 | .250 | .583 | .000 | .000 | .667 | |

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Page No : 1

Groups Printed- Buses

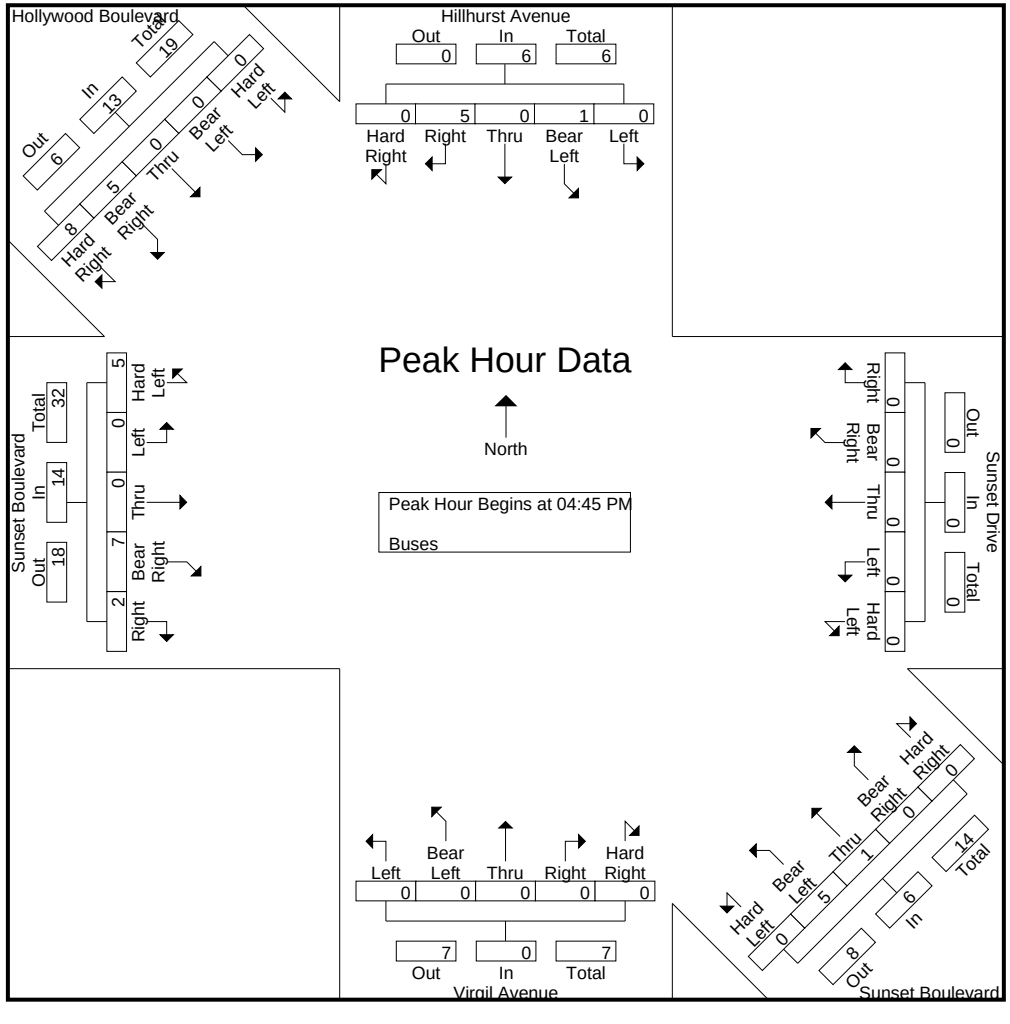
| | Hillhurst Avenue Southbound | | | | | | Sunset Drive Westbound | | | | | | Sunset Boulevard Northwestbound | | | | | | Virgil Avenue Northbound | | | | | | Sunset Boulevard Eastbound | | | | | | Hollywood Boulevard Southeastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Int. Total |
| 03:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 2 | 3 | 5 | 10 |
| 03:15 PM | 0 | 1 | 2 | 1 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 2 | 3 | 15 |
| 03:30 PM | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 1 | 2 | 3 | 12 |
| 03:45 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 2 | 3 | 5 | 13 |
| Total | 0 | 1 | 4 | 5 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 1 | 3 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 1 | 0 | 7 | 1 | 14 | 0 | 0 | 0 | 6 | 10 | 16 | 50 |
| 04:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 4 | 0 | 0 | 1 | 1 | 2 | 4 | 10 |
| 04:15 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 4 | 10 |
| 04:30 PM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 1 | 12 |
| 04:45 PM | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 2 | 5 | 11 |
| Total | 0 | 1 | 0 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 7 | 2 | 14 | 0 | 0 | 1 | 5 | 8 | 14 | 43 |
| 05:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 2 | 10 |
| 05:15 PM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 3 | 5 | 11 |
| 05:30 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 7 |
| 05:45 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 3 | 1 | 4 | 12 |
| Total | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 1 | 6 | 0 | 0 | 10 | 1 | 17 | 0 | 0 | 0 | 5 | 7 | 12 | 40 |
| Grand Total | 0 | 2 | 4 | 15 | 0 | 21 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 16 | 3 | 3 | 0 | 22 | 0 | 0 | 1 | 1 | 0 | 2 | 16 | 1 | 0 | 24 | 4 | 45 | 0 | 0 | 1 | 16 | 25 | 42 | 133 |
| Apprch % | 0 | 9.5 | 19 | 71.4 | 0 | | 0 | 0 | 100 | 0 | 0 | | 0 | 72.7 | 13.6 | 13.6 | 0 | | 0 | 0 | 50 | 50 | 0 | | 35.6 | 2.2 | 0 | 53.3 | 8.9 | | 0 | 0 | 2.4 | 38.1 | 59.5 | | |
| Total % | 0 | 1.5 | 3 | 11.3 | 0 | 15.8 | 0 | 0 | 0.8 | 0 | 0 | 0.8 | 0 | 12 | 2.3 | 2.3 | 0 | 16.5 | 0 | 0 | 0.8 | 0.8 | 0 | 1.5 | 12 | 0.8 | 0 | 18 | 3 | 33.8 | 0 | 0 | 0.8 | 12 | 18.8 | 31.6 | |

| | Hillhurst Avenue Southbound | | | | | | Sunset Drive Westbound | | | | | | Sunset Boulevard Northwestbound | | | | | | Virgil Avenue Northbound | | | | | | Sunset Boulevard Eastbound | | | | | | Hollywood Boulevard Southeastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 2 | 5 | 11 |
| 05:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 2 | 10 |
| 05:15 PM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 3 | 5 | 11 |
| 05:30 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 7 |
| Total Volume | 0 | 1 | 0 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 7 | 2 | 14 | 0 | 0 | 0 | 5 | 8 | 13 | 39 |
| % App. Total | 0 | 16.7 | 0 | 83.3 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 83.3 | 16.7 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 35.7 | 0 | 0 | 50 | 14.3 | | 0 | 0 | 0 | 38.5 | 61.5 | | |
| PHF | .000 | .250 | .000 | .625 | .000 | .750 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .625 | .250 | .000 | .000 | .750 | .000 | .000 | .000 | .000 | .000 | .000 | .625 | .000 | .000 | .438 | .500 | .583 | .000 | .000 | .000 | .417 | .667 | .650 | .886 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_PM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 2



Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Hillhurst Avenue
E/W: Prospect Avenue
Weather: Clear

File Name : 04_LAC_Hillhurst_Hollywood_Sunset_PM
Site Code : 99919717
Start Date : 10/8/2019
Page No : 3

| | Hillhurst Avenue Southbound | | | | | | Sunset Drive Westbound | | | | | | Sunset Boulevard Northwestbound | | | | | | Virgil Avenue Northbound | | | | | | Sunset Boulevard Eastbound | | | | | | Hollywood Boulevard Southeastbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Left | Bear Left | Thru | Right | Hard Right | App. Total | Hard Left | Left | Thru | Bear Right | Right | App. Total | Hard Left | Bear Left | Thru | Bear Right | Hard Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 04:45 PM | | | | | | 04:45 PM | | | | | | 04:45 PM | | | | | | 04:45 PM | | | | | | 04:45 PM | | | | | | 04:45 PM | | | | | | |
| +0 mins. | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 2 | 5 | |
| +15 mins. | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 2 | |
| +30 mins. | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 3 | 5 | |
| +45 mins. | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | |
| Total Volume | 0 | 1 | 0 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 7 | 2 | 14 | 0 | 0 | 0 | 5 | 8 | 13 | |
| % App. Total | 0 | 16.7 | 0 | 83.3 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 83.3 | 16.7 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 35.7 | 0 | 0 | 50 | 14.3 | | 0 | 0 | 0 | 38.5 | 61.5 | | |
| PHF | .000 | .250 | .000 | .625 | .000 | .750 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .625 | .250 | .000 | .000 | .750 | .000 | .000 | .000 | .000 | .000 | .000 | .625 | .000 | .000 | .438 | .500 | .583 | .000 | .000 | .000 | .417 | .667 | .650 | |

# TRAFFIC VOLUME FIGURES

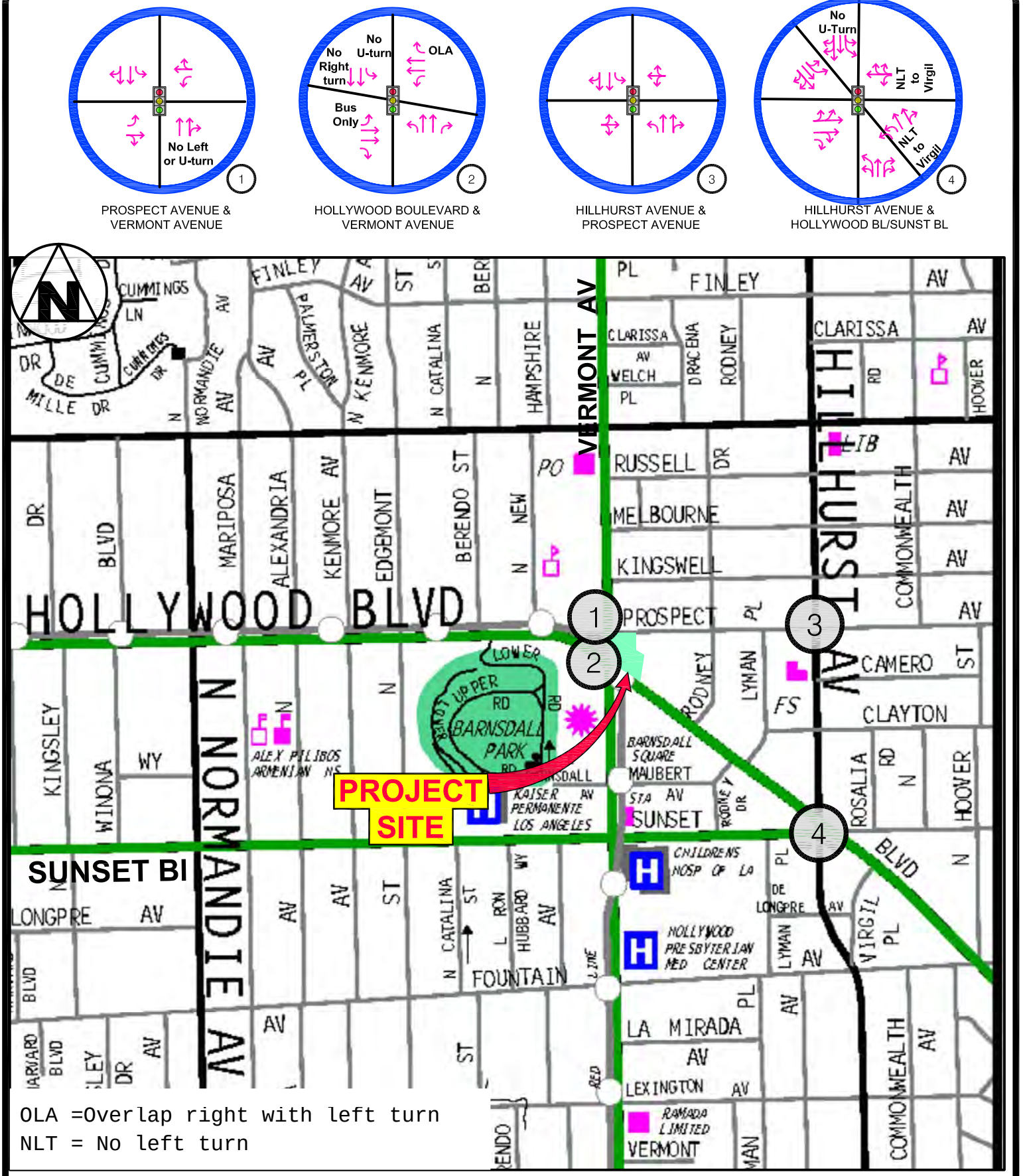
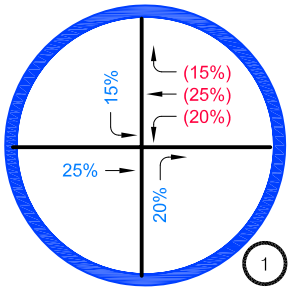



**FIGURE 4**

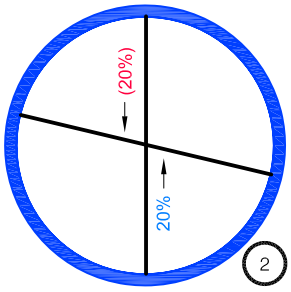
12/2019

**INTERSECTION LANE CONFIGURATIONS &TRAFFIC CONTROLS**

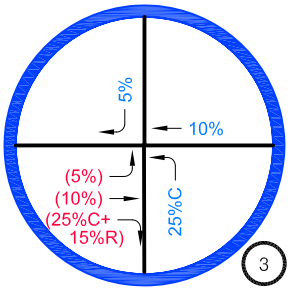
Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661)312-2694, liz@overlandtraffic.com



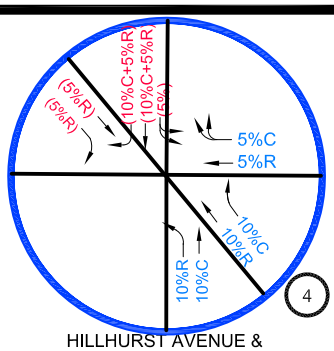

PROSPECT AVENUE &
VERMONT AVENUE




HOLLYWOOD BOULEVARD &
VERMONT AVENUE

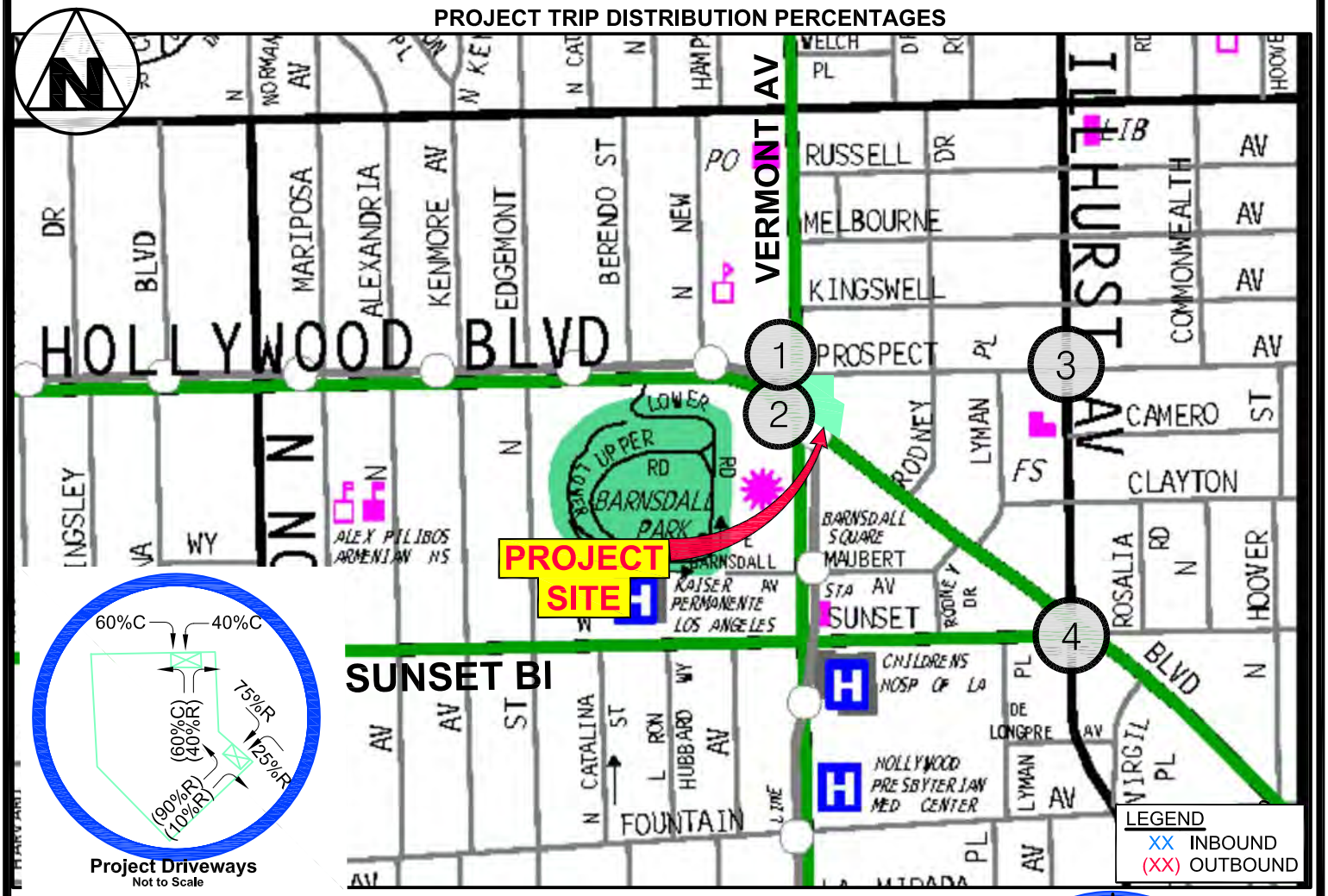



HILLHURST AVENUE &
PROSPECT AVENUE




HILLHURST AVENUE &
HOLLYWOOD BL/SUNST BL

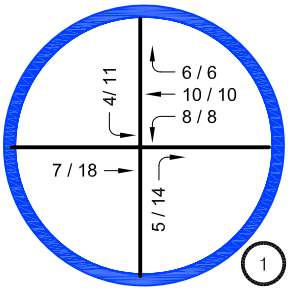
## PROJECT TRIP DISTRIBUTION PERCENTAGES



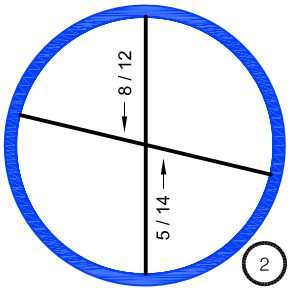




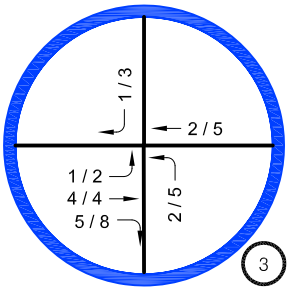
**Project Driveways**
Not to Scale



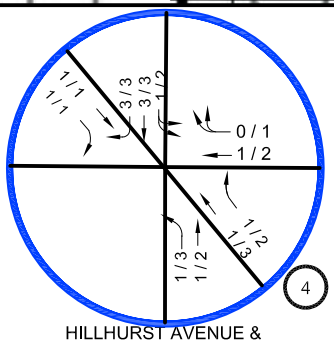

PROSPECT AVENUE &
VERMONT AVENUE




HOLLYWOOD BOULEVARD &
VERMONT AVENUE




HILLHURST AVENUE &
PROSPECT AVENUE




HILLHURST AVENUE &
HOLLYWOOD BL/SUNST BL

## PROJECT TRIPS ONLY

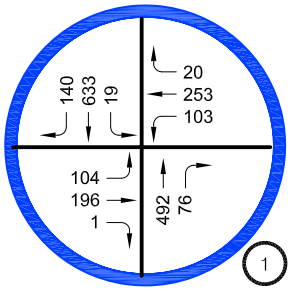
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**C = COMMERCIAL** **R = RESIDENTIAL**

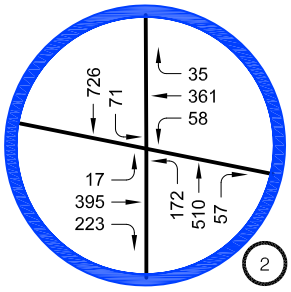
**FIGURE 5**

## PROJECT TRIP DISTRIBUTION PERCENTAGES & PROJECT TRIPS

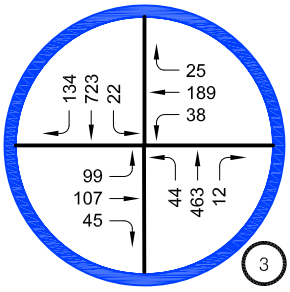
Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661)312-2694, liz@overlandtraffic.com



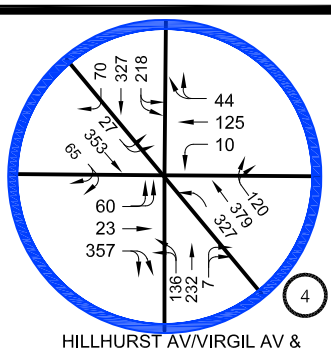

PROSPECT AVENUE &
VERMONT AVENUE




HOLLYWOOD BOULEVARD &
VERMONT AVENUE

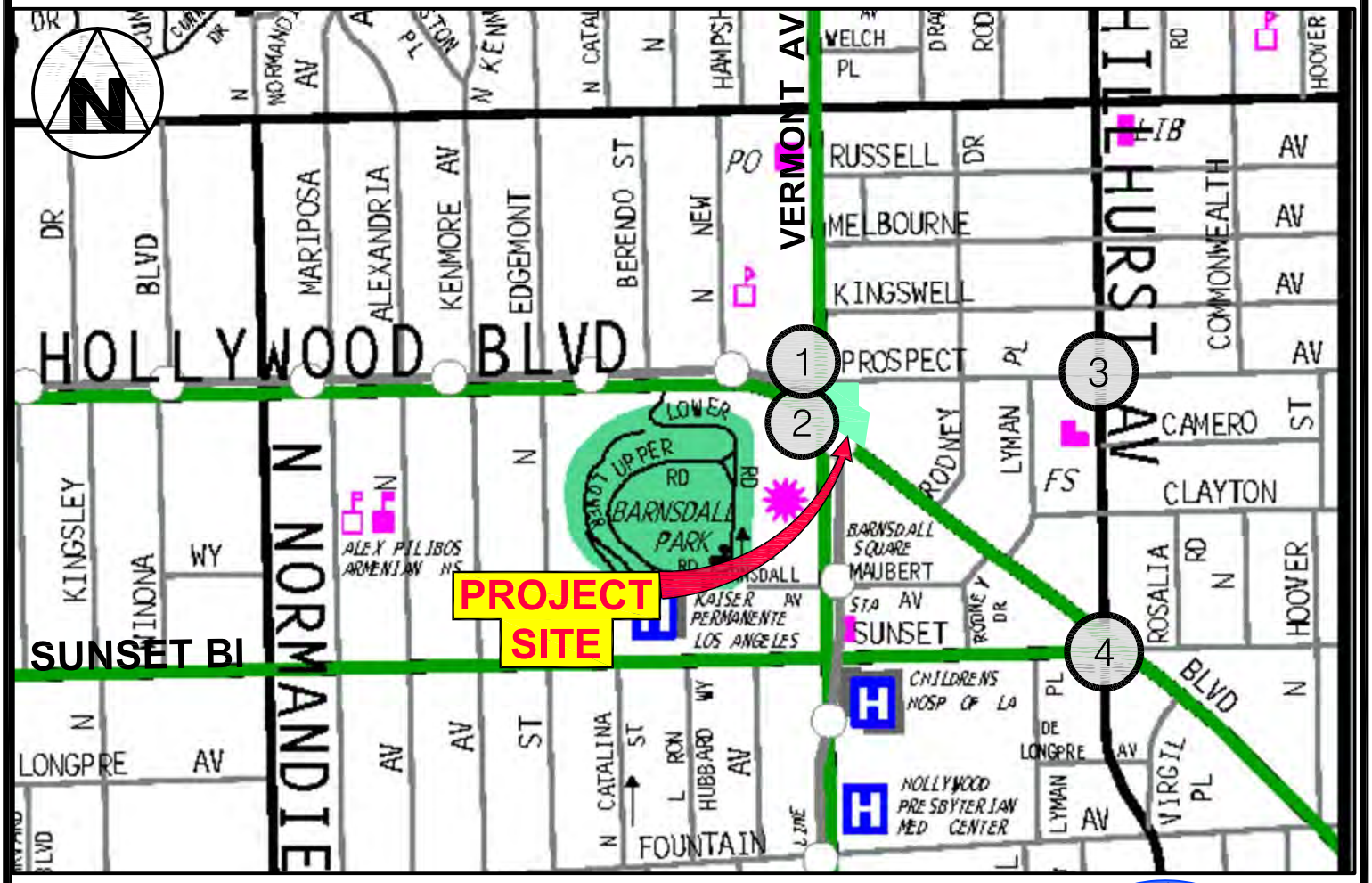


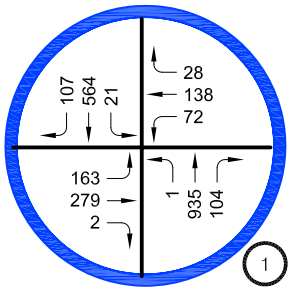

HILLHURST AVENUE &
PROSPECT AVENUE



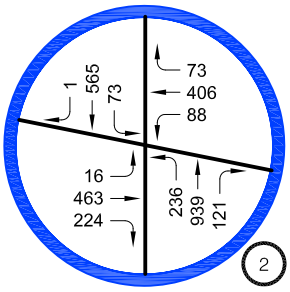

HILLHURST AV/VIRGIL AV &
HOLLYWOOD BL/SUNST BL/SUNSET DR

## AM PEAK HOUR

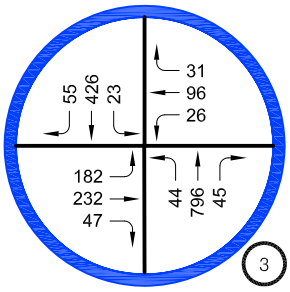


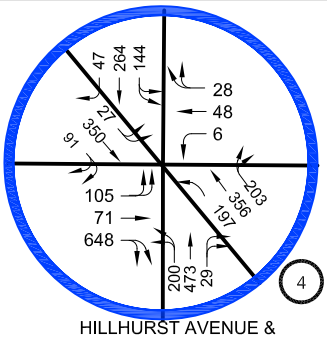

PROSPECT AVENUE &
VERMONT AVENUE




HOLLYWOOD BOULEVARD &
VERMONT AVENUE




HILLHURST AVENUE &
PROSPECT AVENUE




HILLHURST AVENUE &
HOLLYWOOD BL/SUNST BL

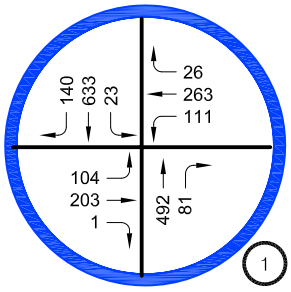
## PM PEAK HOUR

12/2019

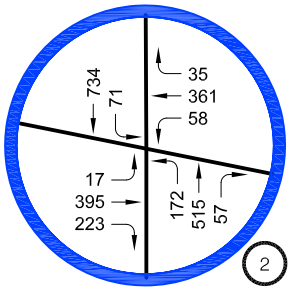
# FIGURE 6

# EXISTING (2019)TRAFFIC VOLUMES

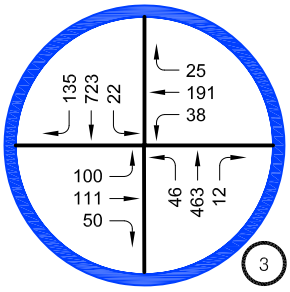
Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661)312-2694, liz@overlandtraffic.com



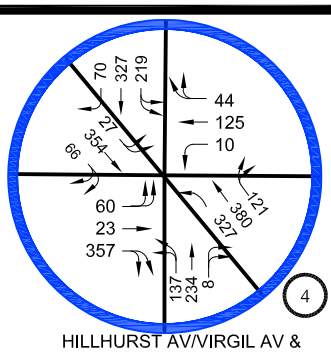

PROSPECT AVENUE &
VERMONT AVENUE




HOLLYWOOD BOULEVARD &
VERMONT AVENUE

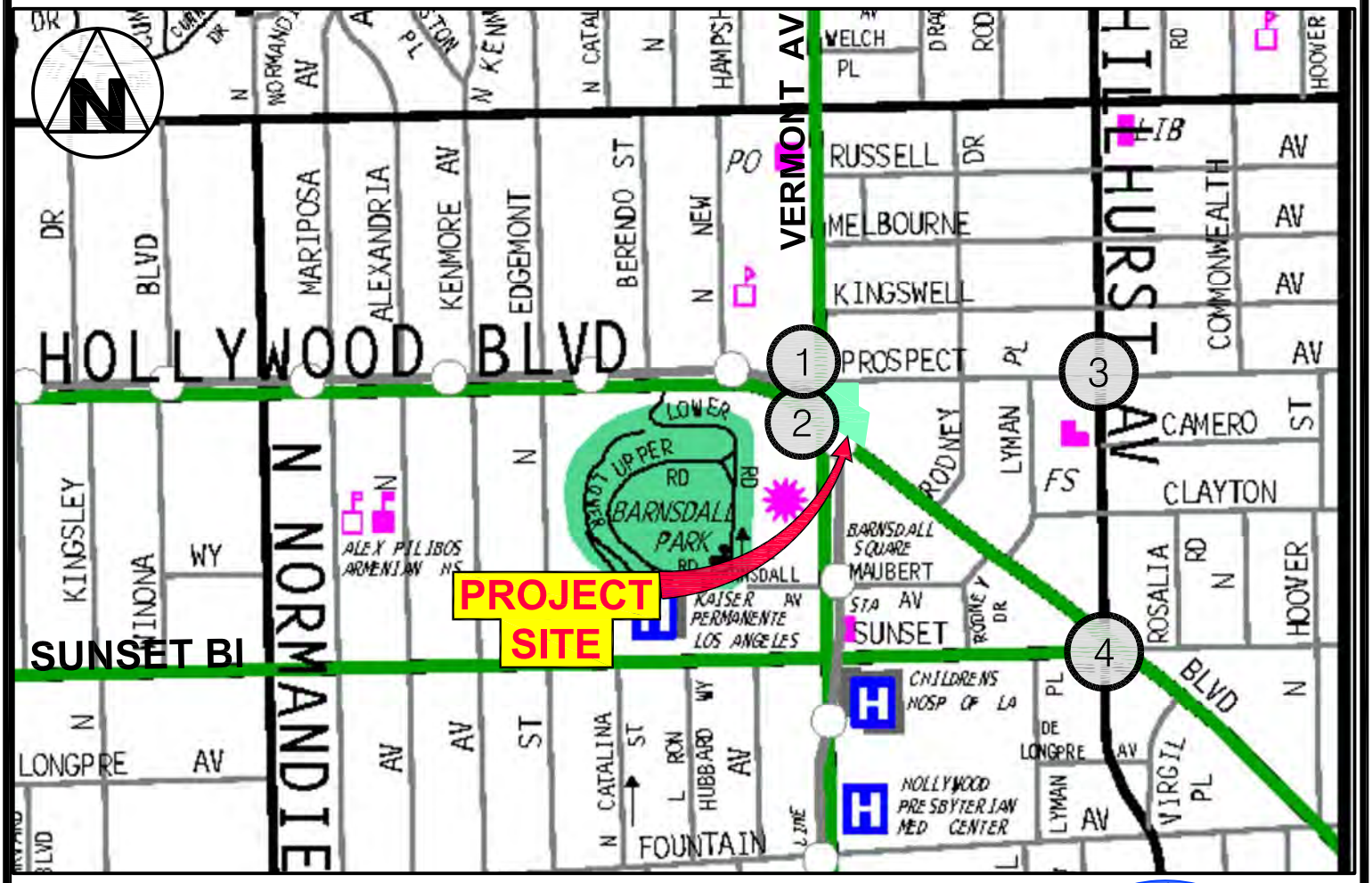


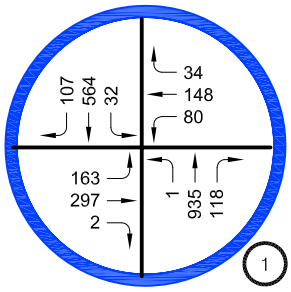

HILLHURST AVENUE &
PROSPECT AVENUE



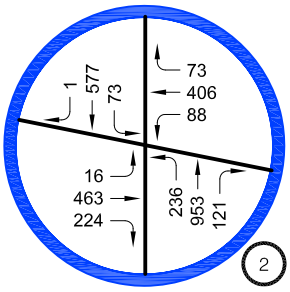

HILLHURST AV/VIRGIL AV &
HOLLYWOOD BL/SUNST BL/SUNSET DR

## AM PEAK HOUR

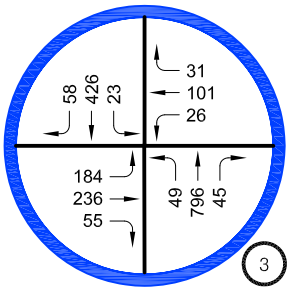


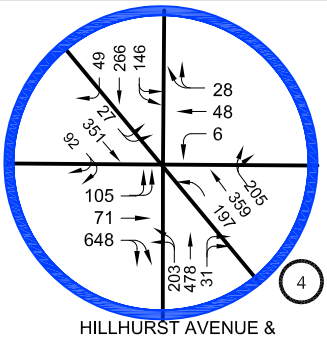

PROSPECT AVENUE &
VERMONT AVENUE




HOLLYWOOD BOULEVARD &
VERMONT AVENUE




HILLHURST AVENUE &
PROSPECT AVENUE




HILLHURST AVENUE &
HOLLYWOOD BL/SUNST BL

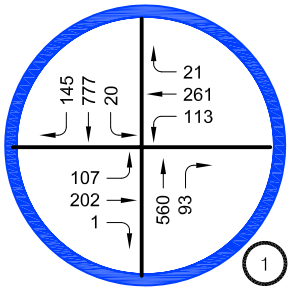
## PM PEAK HOUR

12/2019

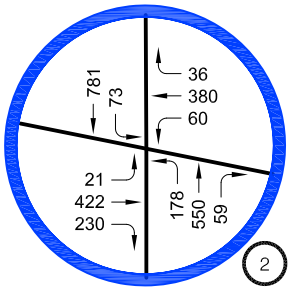
**EXISTING + PROJECT TRAFFIC VOLUMES**

**FIGURE 7**

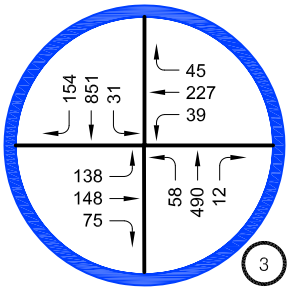
Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661)312-2694, liz@overlandtraffic.com



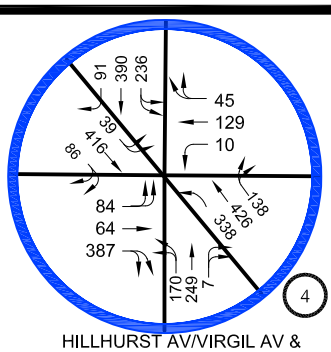

PROSPECT AVENUE &
VERMONT AVENUE




HOLLYWOOD BOULEVARD &
VERMONT AVENUE

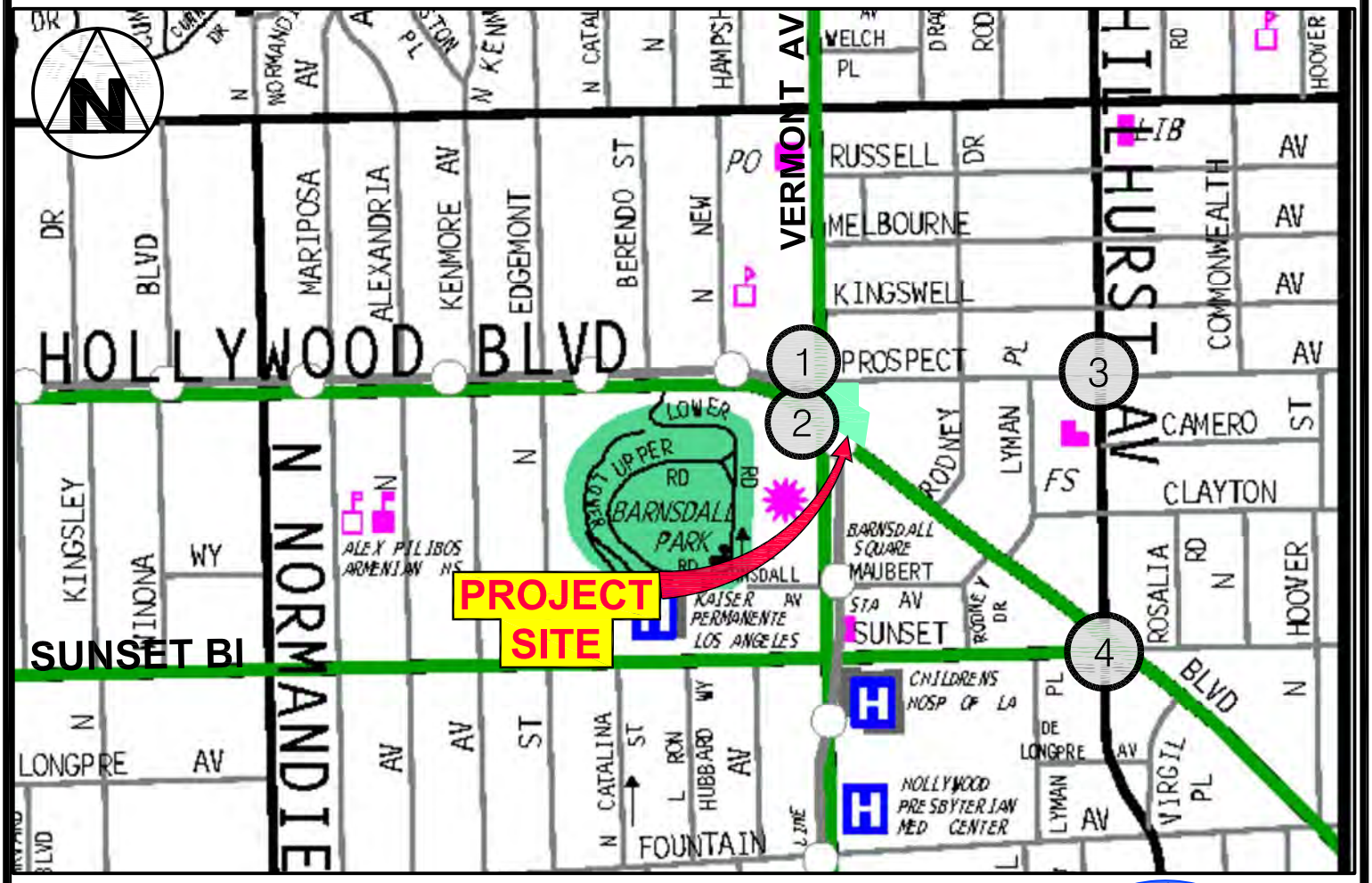


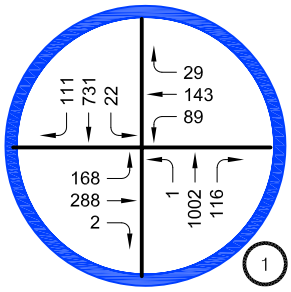

HILLHURST AVENUE &
PROSPECT AVENUE



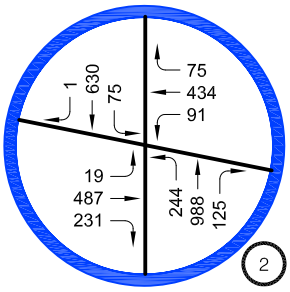

HILLHURST AV/VIRGIL AV &
HOLLYWOOD BL/SUNST BL/SUNSET DR

## AM PEAK HOUR

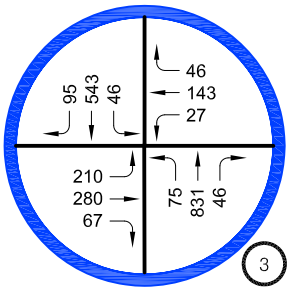


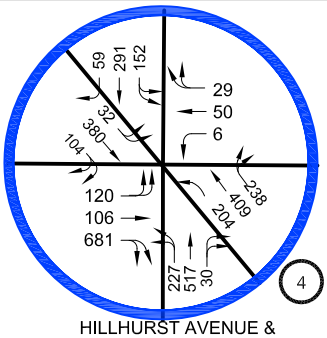

PROSPECT AVENUE &
VERMONT AVENUE




HOLLYWOOD BOULEVARD &
VERMONT AVENUE




HILLHURST AVENUE &
PROSPECT AVENUE




HILLHURST AVENUE &
HOLLYWOOD BL/SUNST BL

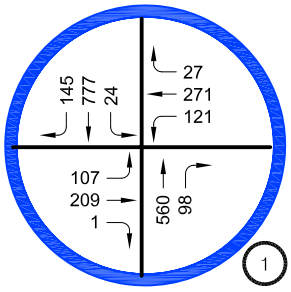
## PM PEAK HOUR

12/2019

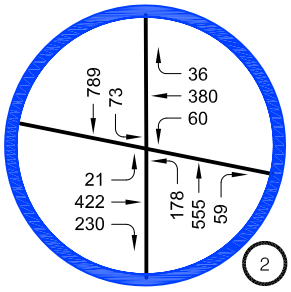
**FUTURE (2022)TRAFFIC VOLUMES WITHOUT PROJECT**

**FIGURE 8**

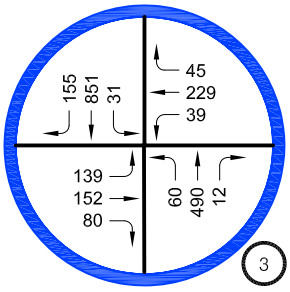
Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661)312-2694, liz@overlandtraffic.com



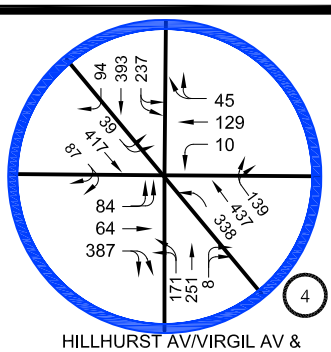

PROSPECT AVENUE &
VERMONT AVENUE




HOLLYWOOD BOULEVARD &
VERMONT AVENUE

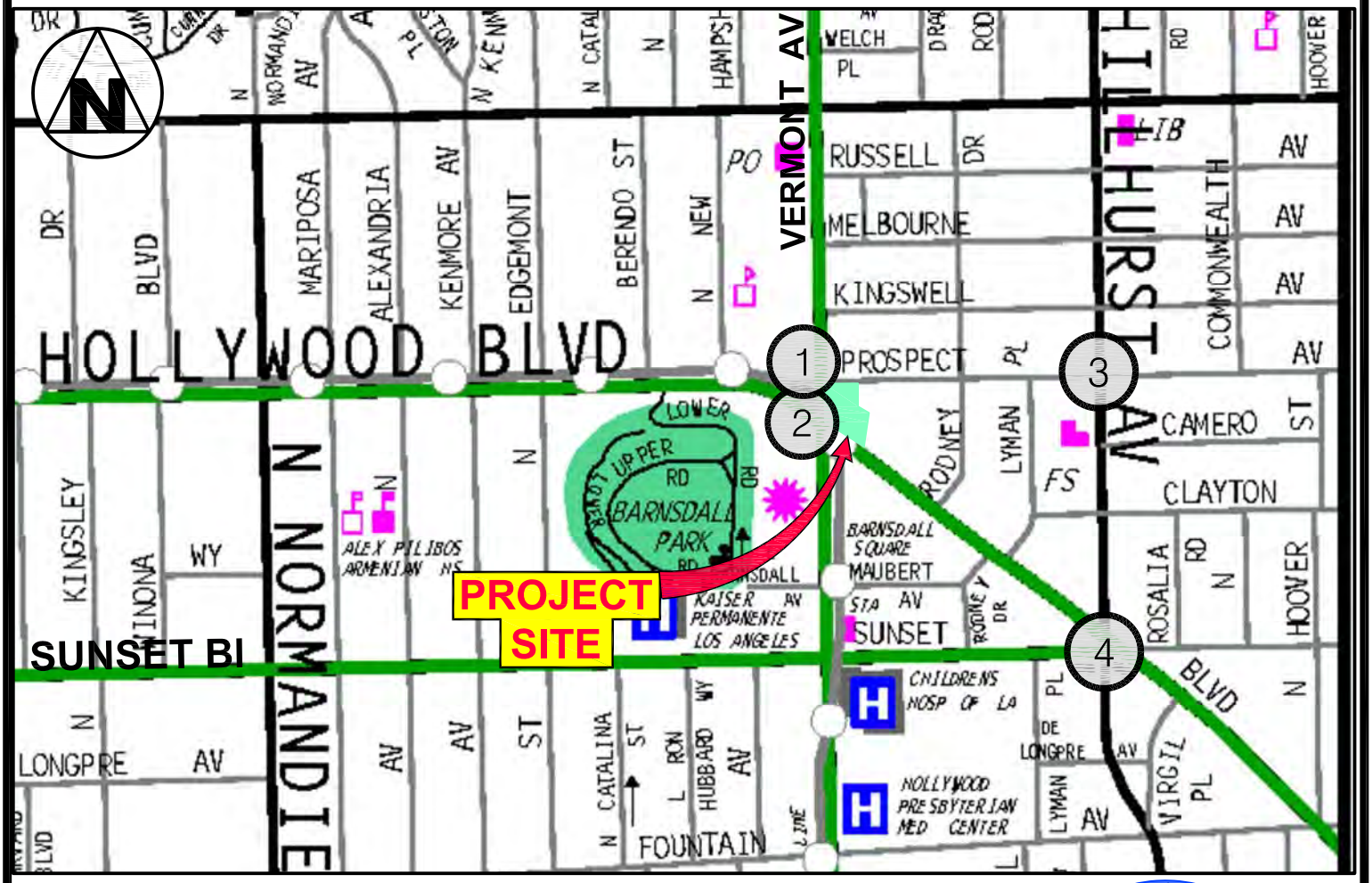


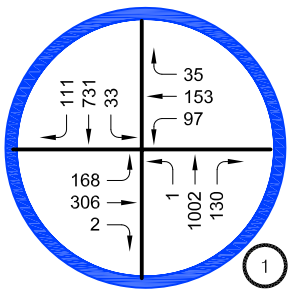

HILLHURST AVENUE &
PROSPECT AVENUE



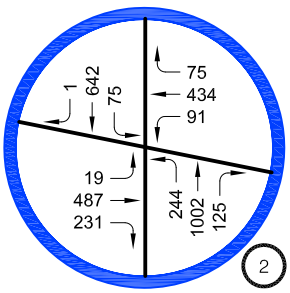

HILLHURST AV/VIRGIL AV &
HOLLYWOOD BL/SUNST BL/SUNSET DR

## AM PEAK HOUR

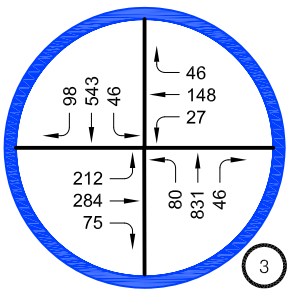


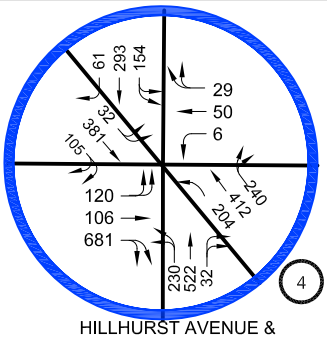

PROSPECT AVENUE &
VERMONT AVENUE




HOLLYWOOD BOULEVARD &
VERMONT AVENUE




HILLHURST AVENUE &
PROSPECT AVENUE




HILLHURST AVENUE &
HOLLYWOOD BL/SUNST BL

## PM PEAK HOUR

12/2019

# FUTURE (2022)TRAFFIC VOLUMES WITH PROJECT

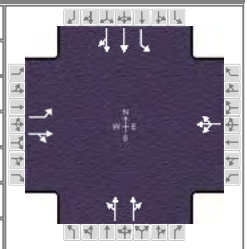
**FIGURE 9**

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661)312-2694, liz@overlandtraffic.com

# HCS WORKSHEETS

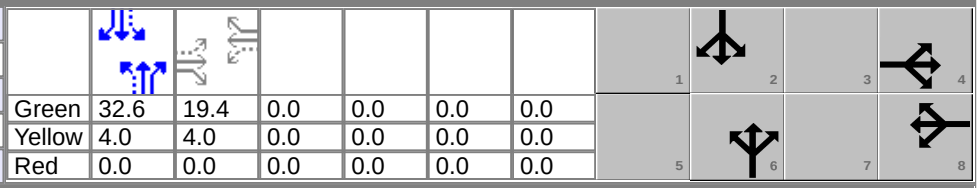
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 1 PROSPECT & VERMONT AM EXISTING.xus | | |
| Project Description | EXISTING | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 104 | 196 | 1 | 103 | 253 | 20 | 0 | 492 | 76 | 19 | 633 | 140 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 32.6 | 19.4 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Yellow | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | | 6 | | 2 |
| Case Number | | 6.0 | | 8.0 | | 8.0 | | 6.0 |
| Phase Duration, s | | 23.4 | | 23.4 | | 36.6 | | 36.6 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.5 | | 3.5 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 17.7 | | 13.6 | | | | |
| Green Extension Time ( $g_e$ ), s | | 1.6 | | 1.7 | | 0.0 | | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | | | | |
| Max Out Probability | | 0.00 | | 0.00 | | | | |

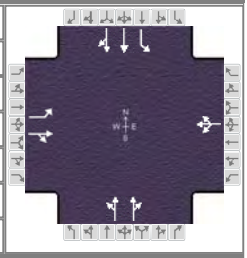
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | 104 | 0 | | | 371 | | 0 | | 262 | 0 | 0 | 369 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1105 | 0 | | | 1621 | | 0 | | 1718 | 872 | 1900 | 1728 |
| Queue Service Time ( $g_s$ ), s | 5.3 | 0.0 | | | 7.8 | | 0.0 | | 5.0 | 0.0 | 0.0 | 13.3 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 15.7 | 0.0 | | | 11.6 | | 0.0 | | 5.0 | 0.0 | 0.0 | 13.3 |
| Green Ratio ( *g/C* ) | 0.32 | | | | 0.32 | | | | 0.54 | 0.54 | 0.54 | 0.54 |
| Capacity ( *c* ), veh/h | 287 | | | | 604 | | | | 930 | 120 | 1029 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.362 | 0.000 | | | 0.615 | | 0.000 | | 0.282 | 0.000 | 0.000 | 0.000 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 58.1 | 0 | | | 149.1 | | 0 | | 72 | 0 | 0 | 0 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 2.3 | 0.0 | | | 6.0 | | 0.0 | | 2.9 | 0.0 | 0.0 | 0.0 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.39 | 0.00 | | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 23.8 | | | | 17.4 | | | | 7.4 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.3 | 0.0 | | | 0.4 | | 0.0 | | 0.8 | 0.0 | 0.0 | 0.0 |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | | | 0.0 | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 24.1 | | | | 17.8 | | | | 8.2 | 0.0 | 0.0 | |
| Level of Service (LOS) | C | | | | B | | | | A | | | A |
| Approach Delay, s/veh / LOS | 18.4 | B | | 17.8 | B | | 8.1 | A | | | | A |
| Intersection Delay, s/veh / LOS | 10.2 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.7 | B | 2.9 | C | 2.1 | B | 2.2 | B |
| Bicycle LOS Score / LOS | 1.0 | A | 1.1 | A | 0.9 | A | 1.1 | A |

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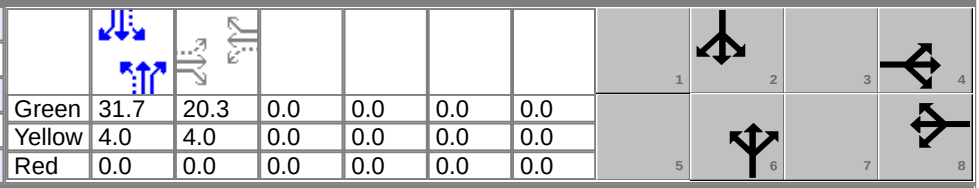
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 1 PROSPECT & VERMONT AM EXIST+PROJ.xus | | |
| Project Description | EXISTING+PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 104 | 203 | 1 | 111 | 263 | 26 | 0 | 492 | 81 | 23 | 633 | 140 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | | 1 | 2 | 3 | 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Green | 31.7 | 20.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 |
| Yellow | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | | 6 | | 2 |
| Case Number | | 6.0 | | 8.0 | | 8.0 | | 6.0 |
| Phase Duration, s | | 24.3 | | 24.3 | | 35.7 | | 35.7 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.5 | | 3.5 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 18.6 | | 14.7 | | | | |
| Green Extension Time ( $g_e$ ), s | | 1.7 | | 1.8 | | 0.0 | | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | | | | |
| Max Out Probability | | 0.00 | | 0.00 | | | | |

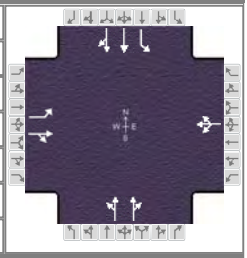
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | 104 | 0 | | | 395 | | 0 | | 264 | 0 | 0 | 369 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1091 | 0 | | | 1599 | | 0 | | 1709 | 868 | 1900 | 1728 |
| Queue Service Time ( $g_s$ ), s | 5.4 | 0.0 | | | 8.8 | | 0.0 | | 5.2 | 0.0 | 0.0 | 13.0 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 16.6 | 0.0 | | | 12.7 | | 0.0 | | 5.2 | 0.0 | 0.0 | 13.0 |
| Green Ratio ( *g/C* ) | 0.34 | | | | 0.34 | | | | 0.53 | 0.53 | 0.53 | 0.53 |
| Capacity ( *c* ), veh/h | 286 | | | | 620 | | | | 901 | 120 | 1002 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.363 | 0.000 | | | 0.638 | | 0.000 | | 0.293 | 0.000 | 0.000 | 0.000 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 58 | 0 | | | 157.5 | | 0 | | 76.2 | 0 | 0 | 0 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 2.3 | 0.0 | | | 6.3 | | 0.0 | | 3.0 | 0.0 | 0.0 | 0.0 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.39 | 0.00 | | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 23.8 | | | | 17.1 | | | | 7.9 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.3 | 0.0 | | | 0.4 | | 0.0 | | 0.8 | 0.0 | 0.0 | 0.0 |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | | | 0.0 | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 24.1 | | | | 17.5 | | | | 8.8 | 0.0 | 0.0 | |
| Level of Service (LOS) | C | | | | B | | | | A | | | A |
| Approach Delay, s/veh / LOS | 18.0 | B | | 17.5 | B | | 8.7 | A | | | A | |
| Intersection Delay, s/veh / LOS | 10.4 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.7 | B | 2.9 | C | 2.1 | B | 2.2 | B |
| Bicycle LOS Score / LOS | 1.0 | A | 1.1 | A | 0.9 | A | 1.1 | A |

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# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 1 PROSPECT & VERMONT AM FUT WO PROJ. | | |
| Project Description | FUTURE WO PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 107 | 202 | 1 | 113 | 261 | 21 | 0 | 560 | 93 | 20 | 777 | 145 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | 1 | 2 | 3 | 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Green | 31.1 | 20.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 |
| Yellow | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | | 6 | | 2 |
| Case Number | | 6.0 | | 8.0 | | 8.0 | | 6.0 |
| Phase Duration, s | | 24.9 | | 24.9 | | 35.1 | | 35.1 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.5 | | 3.5 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 20.8 | | 15.2 | | | | |
| Green Extension Time ( $g_e$ ), s | | 0.0 | | 1.1 | | 0.0 | | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | | | | |
| Max Out Probability | | 1.00 | | 0.40 | | | | |

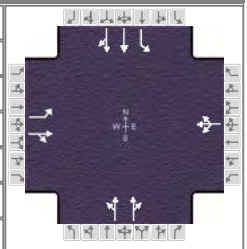
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | 107 | 0 | | | 390 | | 0 | | 301 | 0 | 0 | 444 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1099 | 0 | | | 1546 | | 0 | | 1704 | 806 | 1900 | 1739 |
| Queue Service Time ( $g_s$ ), s | 5.6 | 0.0 | | | 8.5 | | 0.0 | | 6.2 | 0.0 | 0.0 | 9.9 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 18.8 | 0.0 | | | 13.2 | | 0.0 | | 6.2 | 0.0 | 0.0 | 9.9 |
| Green Ratio ( *g/C* ) | 0.35 | | | | 0.35 | | | | 0.52 | 0.52 | 0.52 | 0.52 |
| Capacity ( *c* ), veh/h | 261 | | | | 616 | | | | 883 | 120 | 984 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.409 | 0.000 | | | 0.633 | | 0.000 | | 0.341 | 0.000 | 0.000 | 0.000 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 62.1 | 0 | | | 161.9 | | 0 | | 89 | 0 | 0 | 0 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 2.5 | 0.0 | | | 6.5 | | 0.0 | | 3.6 | 0.0 | 0.0 | 0.0 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.41 | 0.00 | | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 25.2 | | | | 16.9 | | | | 8.5 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.4 | 0.0 | | | 1.6 | | 0.0 | | 1.1 | 0.0 | 0.0 | 0.0 |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | | | 0.0 | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 25.6 | | | | 18.5 | | | | 9.5 | 0.0 | 0.0 | |
| Level of Service (LOS) | C | | | | B | | | | A | | | A |
| Approach Delay, s/veh / LOS | 18.3 | B | | 18.5 | B | | 9.5 | A | | | A | |
| Intersection Delay, s/veh / LOS | 10.4 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.7 | B | 2.9 | C | 2.1 | B | 2.2 | B |
| Bicycle LOS Score / LOS | 1.0 | A | 1.1 | A | 1.0 | A | 1.2 | A |

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# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 1 PROSPECT & VERMONT AM FUT W PROJ.xus | | |
| Project Description | FUTURE WITH PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 107 | 209 | 1 | 121 | 271 | 27 | 0 | 560 | 98 | 24 | 777 | 145 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | 1 | 2 | 3 | 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Green | 31.0 | 21.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 |
| Yellow | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | | 6 | | 2 |
| Case Number | | 6.0 | | 8.0 | | 8.0 | | 6.0 |
| Phase Duration, s | | 25.0 | | 25.0 | | 35.0 | | 35.0 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.5 | | 3.5 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 23.0 | | 17.2 | | | | |
| Green Extension Time ( $g_e$ ), s | | 0.0 | | 0.9 | | 0.0 | | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | | | | |
| Max Out Probability | | 1.00 | | 0.88 | | | | |

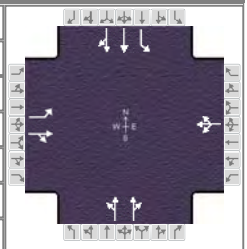
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | 107 | 0 | | | 414 | | 0 | | 303 | 0 | 0 | 444 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1085 | 0 | | | 1496 | | 0 | | 1698 | 802 | 1900 | 1739 |
| Queue Service Time ( $g_s$ ), s | 5.8 | 0.0 | | | 10.3 | | 0.0 | | 6.3 | 0.0 | 0.0 | 9.9 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 21.0 | 0.0 | | | 15.2 | | 0.0 | | 6.3 | 0.0 | 0.0 | 9.9 |
| Green Ratio ( *g/C* ) | 0.35 | | | | 0.35 | | | | 0.52 | 0.52 | 0.52 | 0.52 |
| Capacity ( *c* ), veh/h | 225 | | | | 601 | | | | 877 | 120 | 982 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.475 | 0.000 | | | 0.689 | | 0.000 | | 0.345 | 0.000 | 0.000 | 0.000 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 65.4 | 0 | | | 181.8 | | 0 | | 89.5 | 0 | 0 | 0 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 2.6 | 0.0 | | | 7.3 | | 0.0 | | 3.6 | 0.0 | 0.0 | 0.0 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.44 | 0.00 | | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 27.1 | | | | 17.6 | | | | 8.5 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.6 | 0.0 | | | 2.8 | | 0.0 | | 1.1 | 0.0 | 0.0 | 0.0 |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | | | 0.0 | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 27.7 | | | | 20.4 | | | | 9.6 | 0.0 | 0.0 | |
| Level of Service (LOS) | C | | | | C | | | | A | | | A |
| Approach Delay, s/veh / LOS | 18.9 | B | | 20.4 | C | | 9.5 | A | | | A | |
| Intersection Delay, s/veh / LOS | 11.1 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.7 | B | 2.9 | C | 2.1 | B | 2.2 | B |
| Bicycle LOS Score / LOS | 1.0 | A | 1.2 | A | 1.0 | A | 1.2 | A |

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# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 1 PROSPECT & VERMONT PM EXISTING.xus | | |
| Project Description | EXISTING | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 163 | 279 | 2 | 72 | 138 | 28 | 1 | 935 | 104 | 21 | 564 | 107 |

| Signal Information | | | | | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 | | | | | | | | | | | | | |
| Offset, s | 0 | Reference Point | End | Green | 31.8 | 20.2 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Uncoordinated | No | Simult. Gap E/W | On | Yellow | 4.0 | 4.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | | 6 | | 2 |
| Case Number | | 6.0 | | 8.0 | | 8.0 | | 6.0 |
| Phase Duration, s | | 24.2 | | 24.2 | | 35.8 | | 35.8 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.5 | | 3.5 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 17.3 | | 9.5 | | | | |
| Green Extension Time ( $g_e$ ), s | | 1.6 | | 1.7 | | 0.0 | | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | | | | |
| Max Out Probability | | 0.00 | | 0.00 | | | | |

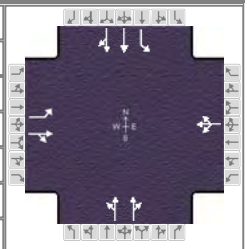
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | 163 | 280 | | | 231 | | 554 | | 460 | 0 | 0 | 322 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1178 | 1874 | | | 1443 | | 1900 | | 1575 | 565 | 1900 | 1753 |
| Queue Service Time ( $g_s$ ), s | 7.4 | 6.8 | | | 1.8 | | 0.0 | | 11.6 | 0.0 | 0.0 | 11.0 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 15.3 | 6.8 | | | 7.5 | | 12.2 | | 11.6 | 0.0 | 0.0 | 11.0 |
| Green Ratio ( *g/C* ) | 0.34 | 0.34 | | | 0.34 | | 0.53 | | 0.53 | 0.53 | 0.53 | 0.53 |
| Capacity ( *c* ), veh/h | 389 | 674 | | | 597 | | 1024 | | 799 | 120 | 964 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.419 | 0.416 | | | 0.387 | | 0.542 | | 0.575 | 0.000 | 0.000 | 0.000 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 82.4 | 104.2 | | | 87.7 | | 170.1 | | 150.2 | 0 | 0 | 0 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 3.3 | 4.2 | | | 3.5 | | 6.8 | | 6.0 | 0.0 | 0.0 | 0.0 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.55 | 0.00 | | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 20.7 | 14.5 | | | 14.3 | | 10.3 | | 10.1 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.3 | 0.2 | | | 0.2 | | 2.1 | | 3.0 | 0.0 | 0.0 | 0.0 |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | | | 0.0 | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 21.0 | 14.6 | | | 14.5 | | 12.4 | | 13.2 | 0.0 | 0.0 | |
| Level of Service (LOS) | C | B | | | B | | B | | B | | | A |
| Approach Delay, s/veh / LOS | 17.0 | B | | 14.5 | B | | 12.7 | B | | | A | |
| Intersection Delay, s/veh / LOS | 11.7 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.7 | B | 2.8 | C | 2.1 | B | 2.2 | B |
| Bicycle LOS Score / LOS | 1.2 | A | 0.9 | A | 1.3 | A | 1.0 | A |

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# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 1 PROSPECT & VERMONT PM EXISTING+PRO | | |
| Project Description | EXISTING+PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 163 | 297 | 2 | 80 | 148 | 34 | 1 | 935 | 118 | 32 | 564 | 107 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | 1 | 2 | 3 | 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Green | 30.5 | 21.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 |
| Yellow | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | | 6 | | 2 |
| Case Number | | 6.0 | | 8.0 | | 8.0 | | 6.0 |
| Phase Duration, s | | 25.5 | | 25.5 | | 34.5 | | 34.5 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.5 | | 3.5 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 18.2 | | 10.4 | | | | |
| Green Extension Time ( $g_e$ ), s | | 1.8 | | 1.8 | | 0.0 | | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | | | | |
| Max Out Probability | | 0.00 | | 0.00 | | | | |

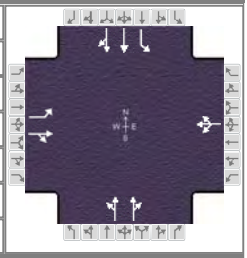
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | 163 | 298 | | | 255 | | 565 | | 463 | 0 | 0 | 322 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1167 | 1875 | | | 1422 | | 1900 | | 1558 | 558 | 1900 | 1753 |
| Queue Service Time ( $g_s$ ), s | 7.4 | 7.0 | | | 2.5 | | 0.0 | | 12.4 | 0.0 | 0.0 | 11.0 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 16.2 | 7.0 | | | 8.4 | | 13.1 | | 12.4 | 0.0 | 0.0 | 11.0 |
| Green Ratio ( *g/C* ) | 0.36 | 0.36 | | | 0.36 | | 0.51 | | 0.51 | 0.51 | 0.51 | 0.51 |
| Capacity ( *c* ), veh/h | 395 | 716 | | | 622 | | 981 | | 755 | 120 | 920 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.413 | 0.416 | | | 0.410 | | 0.576 | | 0.614 | 0.000 | 0.000 | 0.000 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 81.7 | 105.9 | | | 92 | | 185.8 | | 163.1 | 0 | 0 | 0 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 3.3 | 4.2 | | | 3.7 | | 7.4 | | 6.5 | 0.0 | 0.0 | 0.0 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.54 | 0.00 | | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 20.4 | 13.6 | | | 13.7 | | 11.3 | | 11.2 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.3 | 0.1 | | | 0.2 | | 2.5 | | 3.8 | 0.0 | 0.0 | 0.0 |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | | | 0.0 | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 20.6 | 13.8 | | | 13.8 | | 13.8 | | 14.9 | 0.0 | 0.0 | |
| Level of Service (LOS) | C | B | | | B | | B | | B | | | A |
| Approach Delay, s/veh / LOS | 16.2 | B | | 13.8 | B | | 14.3 | B | | | A | |
| Intersection Delay, s/veh / LOS | 12.3 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.7 | B | 2.8 | C | 2.1 | B | 2.2 | B |
| Bicycle LOS Score / LOS | 1.2 | A | 0.9 | A | 1.3 | A | 1.0 | A |

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# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 1 PROSPECT & VERMONT PM FUT WO PROJ. | | |
| Project Description | FUTURE WO PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 168 | 288 | 2 | 89 | 143 | 29 | 1 | 1002 | 116 | 22 | 731 | 111 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | 1 | 2 | 3 | 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Green | 29.7 | 22.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 |
| Yellow | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | | 6 | | 2 |
| Case Number | | 6.0 | | 8.0 | | 8.0 | | 6.0 |
| Phase Duration, s | | 26.3 | | 26.3 | | 33.7 | | 33.7 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.5 | | 3.5 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 19.1 | | 10.8 | | | | |
| Green Extension Time ( $g_e$ ), s | | 1.8 | | 1.8 | | 0.0 | | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | | | | |
| Max Out Probability | | 0.00 | | 0.00 | | | | |

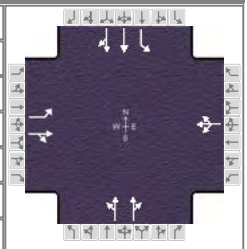
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | 168 | 289 | | | 254 | | 599 | | 494 | 0 | 0 | 408 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1179 | 1874 | | | 1375 | | 1900 | | 1565 | 525 | 1900 | 1766 |
| Queue Service Time ( $g_s$ ), s | 7.6 | 6.6 | | | 3.2 | | 0.0 | | 13.9 | 0.0 | 0.0 | 14.7 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 17.1 | 6.6 | | | 8.8 | | 14.6 | | 13.9 | 0.0 | 0.0 | 14.7 |
| Green Ratio ( *g/C* ) | 0.37 | 0.37 | | | 0.37 | | 0.50 | | 0.50 | 0.50 | 0.50 | 0.50 |
| Capacity ( *c* ), veh/h | 401 | 743 | | | 626 | | 954 | | 736 | 120 | 894 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.419 | 0.389 | | | 0.406 | | 0.628 | | 0.671 | 0.000 | 0.000 | 0.000 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 83.7 | 100.3 | | | 95.2 | | 208.6 | | 185.3 | 0 | 0 | 0 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 3.3 | 4.0 | | | 3.8 | | 8.3 | | 7.4 | 0.0 | 0.0 | 0.0 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.56 | 0.00 | | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 20.3 | 12.9 | | | 13.3 | | 12.3 | | 12.1 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.3 | 0.1 | | | 0.2 | | 3.2 | | 4.9 | 0.0 | 0.0 | 0.0 |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | | | 0.0 | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 20.6 | 13.1 | | | 13.5 | | 15.5 | | 17.0 | 0.0 | 0.0 | |
| Level of Service (LOS) | C | B | | | B | | B | | B | | | A |
| Approach Delay, s/veh / LOS | 15.8 | B | | 13.5 | B | | 16.2 | B | | | A | |
| Intersection Delay, s/veh / LOS | 12.6 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.7 | B | 2.8 | C | 2.1 | B | 2.2 | B |
| Bicycle LOS Score / LOS | 1.2 | A | 0.9 | A | 1.4 | A | 1.2 | A |

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# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 1 PROSPECT & VERMONT PM FUT WITH PRO | | |
| Project Description | FUTURE WITH PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 168 | 306 | 2 | 97 | 153 | 35 | 1 | 1002 | 130 | 33 | 731 | 111 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | 1 | 2 | 3 | 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Green | 28.7 | 23.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 |
| Yellow | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | | 6 | | 2 |
| Case Number | | 6.0 | | 8.0 | | 8.0 | | 6.0 |
| Phase Duration, s | | 27.3 | | 27.3 | | 32.7 | | 32.7 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.5 | | 3.5 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 19.8 | | 11.6 | | | | |
| Green Extension Time ( $g_e$ ), s | | 1.9 | | 1.9 | | 0.0 | | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | | | | |
| Max Out Probability | | 0.00 | | 0.00 | | | | |

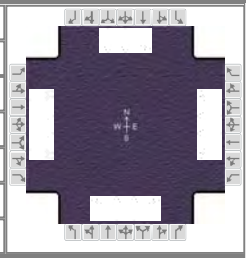
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | 168 | 307 | | | 278 | | 609 | | 498 | 0 | 0 | 408 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1167 | 1875 | | | 1365 | | 1900 | | 1549 | 518 | 1900 | 1766 |
| Queue Service Time ( $g_s$ ), s | 7.6 | 6.9 | | | 4.0 | | 0.0 | | 14.8 | 0.0 | 0.0 | 14.7 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 17.8 | 6.9 | | | 9.6 | | 15.5 | | 14.8 | 0.0 | 0.0 | 14.7 |
| Green Ratio ( *g/C* ) | 0.39 | 0.39 | | | 0.39 | | 0.48 | | 0.48 | 0.48 | 0.48 | 0.48 |
| Capacity ( *c* ), veh/h | 406 | 778 | | | 648 | | 918 | | 700 | 120 | 858 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.414 | 0.394 | | | 0.429 | | 0.664 | | 0.711 | 0.000 | 0.000 | 0.000 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 83 | 102.2 | | | 100.1 | | 225.7 | | 200.6 | 0 | 0 | 0 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 3.3 | 4.1 | | | 4.0 | | 9.0 | | 8.0 | 0.0 | 0.0 | 0.0 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.55 | 0.00 | | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 20.0 | 12.3 | | | 12.8 | | 13.3 | | 13.1 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.3 | 0.1 | | | 0.2 | | 3.8 | | 6.3 | 0.0 | 0.0 | 0.0 |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | | | 0.0 | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 20.2 | 12.4 | | | 13.0 | | 17.1 | | 19.3 | 0.0 | 0.0 | |
| Level of Service (LOS) | C | B | | | B | | B | | B | | | A |
| Approach Delay, s/veh / LOS | 15.2 | B | | 13.0 | B | | 18.1 | B | | | A | |
| Intersection Delay, s/veh / LOS | 13.4 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.7 | B | 2.8 | C | 2.1 | B | 2.2 | B |
| Bicycle LOS Score / LOS | 1.3 | A | 0.9 | A | 1.4 | A | 1.2 | A |

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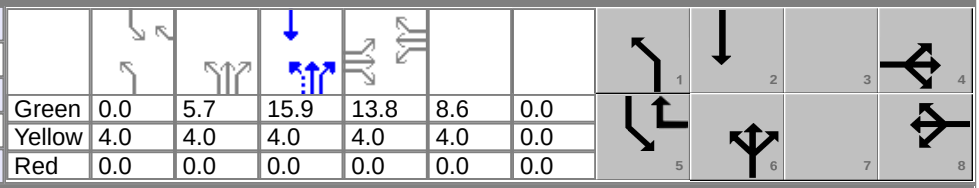
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | HOLLYWOOD BL | File Name | 2HWD & VERMONT AM EXIST.xus | | |
| Project Description | EXISTING | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 17 | 395 | 223 | 58 | 361 | 35 | 172 | 510 | 57 | 71 | 734 | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 0.0 | 5.7 | 15.9 | 13.8 | 8.6 | 0.0 |
| Yellow | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | 1 | 6 | 5 | 2 |
| Case Number | | 9.0 | | 9.0 | 1.1 | 3.0 | 2.0 | 4.0 |
| Phase Duration, s | | 17.8 | | 12.6 | 9.7 | 29.6 | 0.0 | 19.9 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.6 | | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 13.1 | | 7.7 | 5.8 | | | |
| Green Extension Time ( $g_e$ ), s | | 0.7 | | 0.9 | 0.2 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | 0.94 | | | |
| Max Out Probability | | 1.00 | | 0.01 | 0.00 | | | |

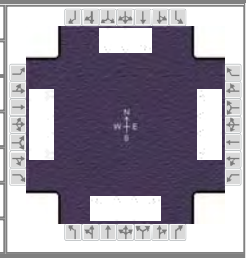
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | |
| Adjusted Flow Rate ( *v* ), veh/h | 17 | 395 | 222 | 58 | 361 | 30 | 172 | 510 | 38 | 0 | 0 | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1810 | 1809 | 1143 | 1810 | 1809 | 1354 | 1810 | 1809 | 1449 | 1810 | 1798 | |
| Queue Service Time ( $g_s$ ), s | 0.4 | 5.7 | 11.1 | 1.7 | 5.7 | 1.2 | 3.8 | 5.6 | 0.9 | 0.0 | 0.0 | |
| Cycle Queue Clearance Time ( $g_c$ ), s | 0.4 | 5.7 | 11.1 | 1.7 | 5.7 | 1.2 | 3.8 | 5.6 | 0.9 | 0.0 | 0.0 | |
| Green Ratio ( *g/C* ) | 0.23 | 0.23 | 0.23 | 0.14 | 0.14 | 0.14 | 0.39 | 0.43 | 0.43 | | 0.26 | |
| Capacity ( *c* ), veh/h | 417 | 833 | 263 | 259 | 518 | 194 | 673 | 1544 | 618 | 3 | 953 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.041 | 0.474 | 0.844 | 0.224 | 0.697 | 0.155 | 0.255 | 0.330 | 0.061 | 0.000 | 0.000 | |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 7.6 | 92.5 | 150.4 | 30.7 | 96.5 | 15.7 | 60.2 | 88 | 12.8 | 0 | 0 | |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 0.3 | 3.7 | 6.0 | 1.2 | 3.9 | 0.6 | 2.4 | 3.5 | 0.5 | 0.0 | 0.0 | |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Uniform Delay ( $d_1$ ), s/veh | 17.9 | 20.0 | 22.1 | 22.8 | 24.5 | 22.5 | 12.2 | 11.5 | 10.1 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.0 | 0.2 | 17.4 | 0.2 | 0.6 | 0.1 | 0.1 | 0.6 | 0.2 | 0.0 | 0.0 | |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Control Delay ( *d* ), s/veh | 18.0 | 20.1 | 39.5 | 22.9 | 25.1 | 22.7 | 12.3 | 12.1 | 10.3 | 0.0 | 0.0 | |
| Level of Service (LOS) | B | C | D | C | C | C | B | B | B | | | |
| Approach Delay, s/veh / LOS | 26.8 | C | | 24.7 | C | | 12.0 | B | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 20.4 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 3.0 | C | 2.9 | C | 2.9 | C | 2.9 | C |
| Bicycle LOS Score / LOS | 1.0 | A | 0.9 | A | 1.1 | A | 1.2 | A |

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# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | HOLLYWOOD BL | File Name | 2HWD & VERMONT AM EXIST+PROJ.xus | | |
| Project Description | EXISTING+PROJ | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 17 | 395 | 223 | 58 | 361 | 35 | 172 | 515 | 57 | 71 | 734 | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 1 | 2 | 3 | 4 | |
| Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 5 | 6 | 7 | 8 | |
| Yellow | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | 1 | 6 | 5 | 2 |
| Case Number | | 9.0 | | 9.0 | 1.1 | 3.0 | 2.0 | 4.0 |
| Phase Duration, s | | 17.8 | | 12.6 | 9.7 | 29.6 | 0.0 | 19.9 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Green Extension Time ( $g_e$ ), s | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Max Out Probability | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

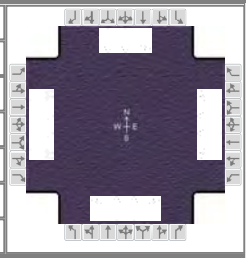
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | |
| Adjusted Flow Rate ( *v* ), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Queue Service Time ( $g_s$ ), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Cycle Queue Clearance Time ( $g_c$ ), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Green Ratio ( *g/C* ) | 0.23 | 0.23 | 0.23 | 0.14 | 0.14 | 0.14 | 0.39 | 0.43 | 0.43 | | 0.26 | |
| Capacity ( *c* ), veh/h | 417 | 833 | 263 | 259 | 518 | 194 | 673 | 1544 | 618 | 3 | 953 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.041 | 0.474 | 0.844 | 0.224 | 0.697 | 0.155 | 0.255 | 0.334 | 0.061 | 0.000 | 0.000 | |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 7.6 | 92.5 | 150.4 | 30.7 | 96.5 | 15.7 | 60.2 | 88.7 | 12.8 | 0 | 0 | |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 0.3 | 3.7 | 6.0 | 1.2 | 3.9 | 0.6 | 2.4 | 3.5 | 0.5 | 0.0 | 0.0 | |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Uniform Delay ( $d_1$ ), s/veh | 17.9 | 20.0 | 22.1 | 22.8 | 24.5 | 22.5 | 12.2 | 11.5 | 10.1 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.0 | 0.2 | 17.4 | 0.2 | 0.6 | 0.1 | 0.1 | 0.6 | 0.2 | 0.0 | 0.0 | |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Control Delay ( *d* ), s/veh | 18.0 | 20.1 | 39.5 | 22.9 | 25.1 | 22.7 | 12.3 | 12.1 | 10.3 | 0.0 | 0.0 | |
| Level of Service (LOS) | B | C | D | C | C | C | B | B | B | | | |
| Approach Delay, s/veh / LOS | 26.8 | C | | 24.7 | C | | 12.0 | B | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 20.4 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 3.0 | C | 2.9 | C | 2.9 | C | 2.9 | C |
| Bicycle LOS Score / LOS | 1.0 | A | 0.9 | A | 1.1 | A | 1.2 | A |

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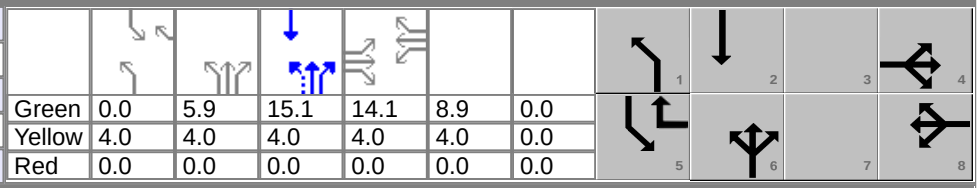
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | HOLLYWOOD BL | File Name | 2HWD & VERMONT AM FUT WO.xus | | |
| Project Description | FUTURE WO PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 21 | 422 | 230 | 60 | 380 | 36 | 178 | 550 | 59 | 73 | 781 | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 0.0 | 5.9 | 15.1 | 14.1 | 8.9 | 0.0 |
| Yellow | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | 1 | 6 | 5 | 2 |
| Case Number | | 9.0 | | 9.0 | 1.1 | 3.0 | 2.0 | 4.0 |
| Phase Duration, s | | 18.1 | | 12.9 | 9.9 | 29.0 | 0.0 | 19.1 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.6 | | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 13.4 | | 8.0 | 6.0 | | | |
| Green Extension Time ( $g_e$ ), s | | 0.7 | | 0.9 | 0.2 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | 0.95 | | | |
| Max Out Probability | | 1.00 | | 0.01 | 0.00 | | | |

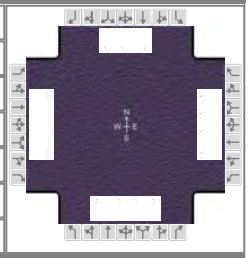
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | |
| Adjusted Flow Rate ( *v* ), veh/h | 21 | 422 | 229 | 60 | 380 | 31 | 178 | 550 | 40 | 0 | 0 | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1810 | 1809 | 1150 | 1810 | 1809 | 1361 | 1810 | 1809 | 1448 | 1810 | 1798 | |
| Queue Service Time ( $g_s$ ), s | 0.5 | 6.1 | 11.4 | 1.8 | 6.0 | 1.2 | 4.0 | 6.3 | 1.0 | 0.0 | 0.0 | |
| Cycle Queue Clearance Time ( $g_c$ ), s | 0.5 | 6.1 | 11.4 | 1.8 | 6.0 | 1.2 | 4.0 | 6.3 | 1.0 | 0.0 | 0.0 | |
| Green Ratio ( *g/C* ) | 0.23 | 0.23 | 0.23 | 0.15 | 0.15 | 0.15 | 0.38 | 0.42 | 0.42 | | 0.25 | |
| Capacity ( *c* ), veh/h | 424 | 849 | 270 | 269 | 538 | 202 | 661 | 1508 | 604 | 3 | 903 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.049 | 0.497 | 0.849 | 0.223 | 0.707 | 0.153 | 0.269 | 0.365 | 0.066 | 0.000 | 0.000 | |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 9.3 | 97.7 | 156.9 | 31.4 | 100.2 | 16.1 | 64.1 | 96.3 | 13.8 | 0 | 0 | |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 0.4 | 3.9 | 6.3 | 1.3 | 4.0 | 0.6 | 2.6 | 3.9 | 0.6 | 0.0 | 0.0 | |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Uniform Delay ( $d_1$ ), s/veh | 17.8 | 19.9 | 21.9 | 22.5 | 24.3 | 22.3 | 12.7 | 12.0 | 10.5 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.0 | 0.2 | 18.7 | 0.2 | 0.6 | 0.1 | 0.1 | 0.7 | 0.2 | 0.0 | 0.0 | |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Control Delay ( *d* ), s/veh | 17.8 | 20.1 | 40.6 | 22.6 | 24.9 | 22.4 | 12.8 | 12.7 | 10.7 | 0.0 | 0.0 | |
| Level of Service (LOS) | B | C | D | C | C | C | B | B | B | | | |
| Approach Delay, s/veh / LOS | 27.0 | C | | 24.5 | C | | 12.6 | B | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 20.6 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 3.0 | C | 2.9 | C | 2.9 | C | 2.9 | C |
| Bicycle LOS Score / LOS | 1.0 | A | 0.9 | A | 1.1 | A | 1.2 | A |

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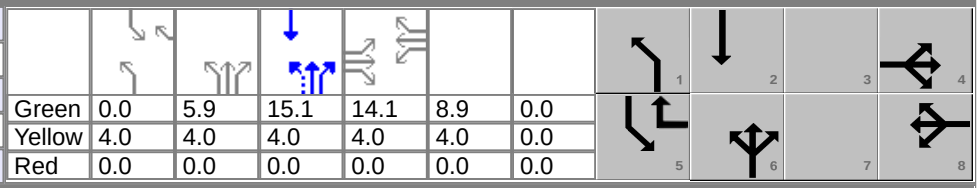
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | HOLLYWOOD BL | File Name | 2HWD & VERMONT AM FUT WITH.xus | | |
| Project Description | FUTURE WITH PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 21 | 422 | 230 | 60 | 380 | 36 | 178 | 555 | 59 | 73 | 789 | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 0.0 | 5.9 | 15.1 | 14.1 | 8.9 | 0.0 |
| Yellow | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | 1 | 6 | 5 | 2 |
| Case Number | | 9.0 | | 9.0 | 1.1 | 3.0 | 2.0 | 4.0 |
| Phase Duration, s | | 18.1 | | 12.9 | 9.9 | 29.0 | 0.0 | 19.1 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.6 | | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 13.4 | | 8.0 | 6.0 | | | |
| Green Extension Time ( $g_e$ ), s | | 0.7 | | 0.9 | 0.2 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | 0.95 | | | |
| Max Out Probability | | 1.00 | | 0.01 | 0.00 | | | |

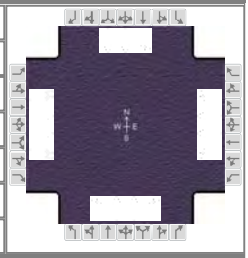
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | |
| Adjusted Flow Rate ( *v* ), veh/h | 21 | 422 | 229 | 60 | 380 | 31 | 178 | 555 | 40 | 0 | 0 | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1810 | 1809 | 1150 | 1810 | 1809 | 1361 | 1810 | 1809 | 1448 | 1810 | 1798 | |
| Queue Service Time ( $g_s$ ), s | 0.5 | 6.1 | 11.4 | 1.8 | 6.0 | 1.2 | 4.0 | 6.3 | 1.0 | 0.0 | 0.0 | |
| Cycle Queue Clearance Time ( $g_c$ ), s | 0.5 | 6.1 | 11.4 | 1.8 | 6.0 | 1.2 | 4.0 | 6.3 | 1.0 | 0.0 | 0.0 | |
| Green Ratio ( *g/C* ) | 0.23 | 0.23 | 0.23 | 0.15 | 0.15 | 0.15 | 0.38 | 0.42 | 0.42 | | 0.25 | |
| Capacity ( *c* ), veh/h | 424 | 849 | 270 | 269 | 538 | 202 | 661 | 1508 | 604 | 3 | 903 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.049 | 0.497 | 0.849 | 0.223 | 0.707 | 0.153 | 0.269 | 0.368 | 0.066 | 0.000 | 0.000 | |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 9.3 | 97.7 | 156.9 | 31.4 | 100.2 | 16.1 | 64.1 | 97.3 | 13.8 | 0 | 0 | |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 0.4 | 3.9 | 6.3 | 1.3 | 4.0 | 0.6 | 2.6 | 3.9 | 0.6 | 0.0 | 0.0 | |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Uniform Delay ( $d_1$ ), s/veh | 17.8 | 19.9 | 21.9 | 22.5 | 24.3 | 22.3 | 12.7 | 12.1 | 10.5 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.0 | 0.2 | 18.7 | 0.2 | 0.6 | 0.1 | 0.1 | 0.7 | 0.2 | 0.0 | 0.0 | |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Control Delay ( *d* ), s/veh | 17.8 | 20.1 | 40.6 | 22.6 | 24.9 | 22.4 | 12.8 | 12.7 | 10.7 | 0.0 | 0.0 | |
| Level of Service (LOS) | B | C | D | C | C | C | B | B | B | | | |
| Approach Delay, s/veh / LOS | 27.0 | C | | 24.5 | C | | 12.6 | B | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 20.6 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 3.0 | C | 2.9 | C | 2.9 | C | 2.9 | C |
| Bicycle LOS Score / LOS | 1.0 | A | 0.9 | A | 1.1 | A | 1.2 | A |

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# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | HOLLYWOOD BL | File Name | 2HWD & VERMONT PM EXIST.xus | | |
| Project Description | EXISTING | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 16 | 463 | 224 | 88 | 406 | 73 | 236 | 939 | 121 | 73 | 565 | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | 1 | 2 | 3 | 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Green | 0.0 | 7.7 | 14.7 | 12.1 | 9.6 | 0.0 | 5 | 6 | 7 | 8 |
| Yellow | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 0.0 | | | | |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | 1 | 6 | 5 | 2 |
| Case Number | | 9.0 | | 9.0 | 1.1 | 3.0 | 2.0 | 4.0 |
| Phase Duration, s | | 16.1 | | 13.6 | 11.7 | 30.4 | 0.0 | 18.7 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.6 | | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 11.0 | | 8.4 | 7.3 | | | |
| Green Extension Time ( $g_e$ ), s | | 1.0 | | 1.2 | 0.3 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | 1.00 | | | |
| Max Out Probability | | 0.55 | | 0.01 | 0.01 | | | |

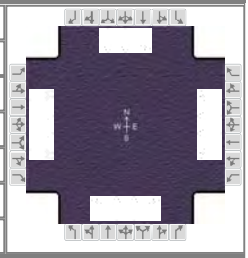
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | |
| Adjusted Flow Rate ( *v* ), veh/h | 16 | 463 | 168 | 88 | 406 | 55 | 236 | 939 | 91 | 0 | 0 | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1810 | 1809 | 1058 | 1810 | 1809 | 1219 | 1810 | 1809 | 1499 | 1810 | 1798 | |
| Queue Service Time ( $g_s$ ), s | 0.4 | 7.0 | 9.0 | 2.6 | 6.4 | 2.4 | 5.3 | 11.8 | 2.2 | 0.0 | 0.0 | |
| Cycle Queue Clearance Time ( $g_c$ ), s | 0.4 | 7.0 | 9.0 | 2.6 | 6.4 | 2.4 | 5.3 | 11.8 | 2.2 | 0.0 | 0.0 | |
| Green Ratio ( *g/C* ) | 0.20 | 0.20 | 0.20 | 0.16 | 0.16 | 0.16 | 0.41 | 0.44 | 0.44 | 0.10 | 0.24 | |
| Capacity ( *c* ), veh/h | 364 | 729 | 213 | 288 | 577 | 194 | 704 | 1589 | 658 | 3 | 879 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.044 | 0.635 | 0.789 | 0.305 | 0.704 | 0.283 | 0.335 | 0.591 | 0.138 | 0.000 | 0.000 | |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 7.5 | 111.8 | 103.7 | 46.2 | 104.9 | 28.9 | 81.8 | 161.8 | 30.8 | 0 | 0 | |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 0.3 | 4.5 | 4.1 | 1.8 | 4.2 | 1.2 | 3.3 | 6.5 | 1.2 | 0.0 | 0.0 | |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Uniform Delay ( $d_1$ ), s/veh | 19.3 | 21.9 | 22.7 | 22.3 | 23.9 | 22.2 | 12.2 | 12.7 | 10.0 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.0 | 0.3 | 7.9 | 0.2 | 0.6 | 0.3 | 0.1 | 1.6 | 0.4 | 0.0 | 0.0 | |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Control Delay ( *d* ), s/veh | 19.3 | 22.3 | 30.6 | 22.5 | 24.5 | 22.5 | 12.3 | 14.4 | 10.5 | 0.0 | 0.0 | |
| Level of Service (LOS) | B | C | C | C | C | C | B | B | B | | | |
| Approach Delay, s/veh / LOS | 24.4 | C | | 24.0 | C | | 13.7 | B | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 18.8 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 3.0 | C | 2.9 | C | 2.9 | C | 3.0 | C |
| Bicycle LOS Score / LOS | 1.0 | A | 0.9 | A | 1.5 | A | 1.0 | A |

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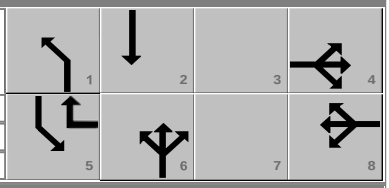
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | HOLLYWOOD BL | File Name | 2HWD & VERMONT PM EXIST.xus | | |
| Project Description | EXISTING+PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 16 | 463 | 224 | 88 | 406 | 73 | 236 | 953 | 121 | 73 | 577 | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 0.0 | 7.7 | 14.7 | 12.1 | 9.6 | 0.0 |
| Yellow | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | 1 | 6 | 5 | 2 |
| Case Number | | 9.0 | | 9.0 | 1.1 | 3.0 | 2.0 | 4.0 |
| Phase Duration, s | | 16.1 | | 13.6 | 11.7 | 30.4 | 0.0 | 18.7 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.6 | | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 11.0 | | 8.4 | 7.3 | | | |
| Green Extension Time ( $g_e$ ), s | | 1.0 | | 1.2 | 0.3 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | 1.00 | | | |
| Max Out Probability | | 0.55 | | 0.01 | 0.01 | | | |

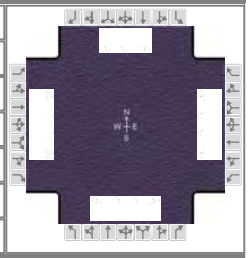
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | |
| Adjusted Flow Rate ( *v* ), veh/h | 16 | 463 | 168 | 88 | 406 | 55 | 236 | 953 | 91 | 0 | 0 | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1810 | 1809 | 1058 | 1810 | 1809 | 1219 | 1810 | 1809 | 1499 | 1810 | 1798 | |
| Queue Service Time ( $g_s$ ), s | 0.4 | 7.0 | 9.0 | 2.6 | 6.4 | 2.4 | 5.3 | 12.0 | 2.2 | 0.0 | 0.0 | |
| Cycle Queue Clearance Time ( $g_c$ ), s | 0.4 | 7.0 | 9.0 | 2.6 | 6.4 | 2.4 | 5.3 | 12.0 | 2.2 | 0.0 | 0.0 | |
| Green Ratio ( *g/C* ) | 0.20 | 0.20 | 0.20 | 0.16 | 0.16 | 0.16 | 0.41 | 0.44 | 0.44 | 0.10 | 0.24 | |
| Capacity ( *c* ), veh/h | 364 | 729 | 213 | 288 | 577 | 194 | 704 | 1589 | 658 | 3 | 879 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.044 | 0.635 | 0.789 | 0.305 | 0.704 | 0.283 | 0.335 | 0.600 | 0.138 | 0.000 | 0.000 | |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 7.5 | 111.8 | 103.7 | 46.2 | 104.9 | 28.9 | 81.8 | 164.9 | 30.8 | 0 | 0 | |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 0.3 | 4.5 | 4.1 | 1.8 | 4.2 | 1.2 | 3.3 | 6.6 | 1.2 | 0.0 | 0.0 | |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Uniform Delay ( $d_1$ ), s/veh | 19.3 | 21.9 | 22.7 | 22.3 | 23.9 | 22.2 | 12.2 | 12.8 | 10.0 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.0 | 0.3 | 7.9 | 0.2 | 0.6 | 0.3 | 0.1 | 1.7 | 0.4 | 0.0 | 0.0 | |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Control Delay ( *d* ), s/veh | 19.3 | 22.3 | 30.6 | 22.5 | 24.5 | 22.5 | 12.3 | 14.5 | 10.5 | 0.0 | 0.0 | |
| Level of Service (LOS) | B | C | C | C | C | C | B | B | B | | | |
| Approach Delay, s/veh / LOS | 24.4 | C | | 24.0 | C | | 13.8 | B | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 18.8 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 3.0 | C | 2.9 | C | 2.9 | C | 3.0 | C |
| Bicycle LOS Score / LOS | 1.0 | A | 0.9 | A | 1.5 | A | 1.0 | A |

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# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | HOLLYWOOD BL | File Name | 2HWD & VERMONT PM FUT WO PROJ.xus | | |
| Project Description | FUTURE WO PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 19 | 487 | 231 | 91 | 434 | 75 | 244 | 988 | 121 | 73 | 577 | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | 1 | 2 | 3 | 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Green | 0.0 | 8.0 | 13.5 | 12.4 | 10.0 | 0.0 | 5 | 6 | 7 | 8 |
| Yellow | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 0.0 | | | | |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | 1 | 6 | 5 | 2 |
| Case Number | | 9.0 | | 9.0 | 1.1 | 3.0 | 2.0 | 4.0 |
| Phase Duration, s | | 16.4 | | 14.0 | 12.0 | 29.5 | 0.0 | 17.5 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.6 | | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 11.4 | | 8.8 | 7.7 | | | |
| Green Extension Time ( $g_e$ ), s | | 1.0 | | 1.2 | 0.3 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | 1.00 | | | |
| Max Out Probability | | 0.65 | | 0.02 | 0.02 | | | |

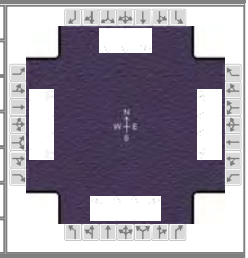
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | |
| Adjusted Flow Rate ( *v* ), veh/h | 19 | 487 | 175 | 91 | 434 | 57 | 244 | 988 | 91 | 0 | 0 | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1810 | 1809 | 1061 | 1810 | 1809 | 1234 | 1810 | 1809 | 1499 | 1810 | 1798 | |
| Queue Service Time ( $g_s$ ), s | 0.5 | 7.4 | 9.4 | 2.6 | 6.8 | 2.4 | 5.7 | 13.0 | 2.2 | 0.0 | 0.0 | |
| Cycle Queue Clearance Time ( $g_c$ ), s | 0.5 | 7.4 | 9.4 | 2.6 | 6.8 | 2.4 | 5.7 | 13.0 | 2.2 | 0.0 | 0.0 | |
| Green Ratio ( *g/C* ) | 0.21 | 0.21 | 0.21 | 0.17 | 0.17 | 0.17 | 0.39 | 0.43 | 0.43 | 0.10 | 0.23 | |
| Capacity ( *c* ), veh/h | 375 | 750 | 220 | 303 | 606 | 207 | 686 | 1539 | 637 | 3 | 810 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.051 | 0.649 | 0.796 | 0.300 | 0.717 | 0.276 | 0.356 | 0.642 | 0.143 | 0.000 | 0.000 | |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 8.8 | 116.2 | 109.5 | 47.2 | 110.3 | 29.5 | 86.3 | 178.1 | 32 | 0 | 0 | |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 0.4 | 4.6 | 4.4 | 1.9 | 4.4 | 1.2 | 3.5 | 7.1 | 1.3 | 0.0 | 0.0 | |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Uniform Delay ( $d_1$ ), s/veh | 19.1 | 21.8 | 22.6 | 21.9 | 23.6 | 21.8 | 12.9 | 13.6 | 10.5 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.0 | 0.4 | 9.3 | 0.2 | 0.6 | 0.3 | 0.1 | 2.1 | 0.5 | 0.0 | 0.0 | |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Control Delay ( *d* ), s/veh | 19.1 | 22.2 | 31.8 | 22.1 | 24.2 | 22.1 | 13.0 | 15.7 | 11.0 | 0.0 | 0.0 | |
| Level of Service (LOS) | B | C | C | C | C | C | B | B | B | | | |
| Approach Delay, s/veh / LOS | 24.6 | C | | 23.7 | C | | 14.9 | B | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 19.4 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 3.0 | C | 2.9 | C | 2.9 | C | 3.0 | C |
| Bicycle LOS Score / LOS | 1.0 | A | 1.0 | A | 1.6 | A | 1.0 | A |

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# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | VERMONT AVENUE | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | HOLLYWOOD BL | File Name | 2HWD & VERMONT PM FUT WITH PROJ.xus | | |
| Project Description | FUTURE WO PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 19 | 487 | 231 | 91 | 434 | 75 | 244 | 1002 | 121 | 73 | 642 | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 0.0 | 8.0 | 13.5 | 12.4 | 10.0 | 0.0 | 1 | 2 | 3 | 4 | | |
| Yellow | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 0.0 | 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 | | 4 | | 8 | 1 | 6 | 5 | 2 |
| Case Number | | 9.0 | | 9.0 | 1.1 | 3.0 | 2.0 | 4.0 |
| Phase Duration, s | | 16.4 | | 14.0 | 12.0 | 29.5 | 0.0 | 17.5 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.6 | | 3.3 | 3.3 | 0.0 | 0.0 | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 11.4 | | 8.8 | 7.7 | | | |
| Green Extension Time ( $g_e$ ), s | | 1.0 | | 1.2 | 0.3 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | | 1.00 | | 1.00 | 1.00 | | | |
| Max Out Probability | | 0.65 | | 0.02 | 0.02 | | | |

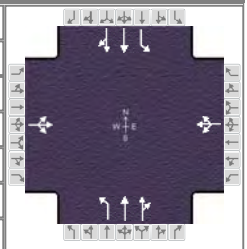
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | |
| Adjusted Flow Rate ( *v* ), veh/h | 19 | 487 | 175 | 91 | 434 | 57 | 244 | 1002 | 91 | 0 | 0 | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1810 | 1809 | 1061 | 1810 | 1809 | 1234 | 1810 | 1809 | 1499 | 1810 | 1798 | |
| Queue Service Time ( $g_s$ ), s | 0.5 | 7.4 | 9.4 | 2.6 | 6.8 | 2.4 | 5.7 | 13.2 | 2.2 | 0.0 | 0.0 | |
| Cycle Queue Clearance Time ( $g_c$ ), s | 0.5 | 7.4 | 9.4 | 2.6 | 6.8 | 2.4 | 5.7 | 13.2 | 2.2 | 0.0 | 0.0 | |
| Green Ratio ( *g/C* ) | 0.21 | 0.21 | 0.21 | 0.17 | 0.17 | 0.17 | 0.39 | 0.43 | 0.43 | 0.10 | 0.23 | |
| Capacity ( *c* ), veh/h | 375 | 750 | 220 | 303 | 606 | 207 | 686 | 1539 | 637 | 3 | 810 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.051 | 0.649 | 0.796 | 0.300 | 0.717 | 0.276 | 0.356 | 0.651 | 0.143 | 0.000 | 0.000 | |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | 8.8 | 116.2 | 109.5 | 47.2 | 110.3 | 29.5 | 86.3 | 181.5 | 32 | 0 | 0 | |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | 0.4 | 4.6 | 4.4 | 1.9 | 4.4 | 1.2 | 3.5 | 7.3 | 1.3 | 0.0 | 0.0 | |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Uniform Delay ( $d_1$ ), s/veh | 19.1 | 21.8 | 22.6 | 21.9 | 23.6 | 21.8 | 12.9 | 13.7 | 10.5 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.0 | 0.4 | 9.3 | 0.2 | 0.6 | 0.3 | 0.1 | 2.2 | 0.5 | 0.0 | 0.0 | |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Control Delay ( *d* ), s/veh | 19.1 | 22.2 | 31.8 | 22.1 | 24.2 | 22.1 | 13.0 | 15.9 | 11.0 | 0.0 | 0.0 | |
| Level of Service (LOS) | B | C | C | C | C | C | B | B | B | | | |
| Approach Delay, s/veh / LOS | 24.6 | C | | 23.7 | C | | 15.0 | B | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 19.5 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 3.0 | C | 2.9 | C | 2.9 | C | 3.0 | C |
| Bicycle LOS Score / LOS | 1.0 | A | 1.0 | A | 1.6 | A | 1.1 | A |

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# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | HILLHURST AVENUE | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 3 PROSPECT & HILLHURST AM EXISTING.xus | | |
| Project Description | EXISTING | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 99 | 107 | 45 | 38 | 189 | 25 | 44 | 463 | 12 | 22 | 723 | 134 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 1 | 2 | 3 | 4 | |
| Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Yellow | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | | 6 | | 2 |
| Case Number | | 12.0 | | 12.0 | | 6.0 | | 6.0 |
| Phase Duration, s | | 13.9 | | 16.1 | | 30.0 | | 30.0 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Green Extension Time ( $g_e$ ), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Phase Call Probability | | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Max Out Probability | | 0.00 | | 0.00 | | 0.00 | | 0.00 |

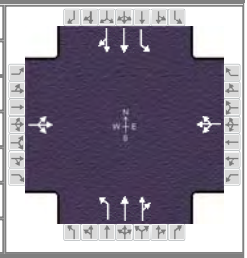
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | | 0 | | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 0 | | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Service Time ( $g_s$ ), s | | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Green Ratio ( *g/C* ) | | 0.16 | | | 0.20 | | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 |
| Capacity ( *c* ), veh/h | | 295 | | | 375 | | 120 | 823 | | 740 | 823 | 776 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.834 | | | 0.657 | | 0.000 | 0.000 | 0.000 | 0.030 | 0.515 | 0.516 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | | 163.7 | | | 127.8 | | 0 | 0 | 0 | 8.4 | 151.4 | 145.2 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | | 6.5 | | | 5.1 | | 0.0 | 0.0 | 0.0 | 0.3 | 6.1 | 5.8 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | | 0.00 | | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 24.3 | | | 22.0 | | 0.0 | 0.0 | | 12.7 | 12.4 | 12.4 |
| Incremental Delay ( $d_2$ ), s/veh | | 15.7 | | | 3.4 | | 0.0 | 0.0 | 0.0 | 0.1 | 2.3 | 2.5 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 40.0 | | | 25.4 | | 0.0 | 0.0 | | 12.8 | 14.7 | 14.9 |
| Level of Service (LOS) | | D | | | C | | | | A | B | B | B |
| Approach Delay, s/veh / LOS | 40.0 | D | | 25.4 | C | | | A | | 14.7 | B | |
| Intersection Delay, s/veh / LOS | 18.0 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.9 | C | 2.1 | B | 2.1 | B |
| Bicycle LOS Score / LOS | 0.9 | A | 0.9 | A | 0.9 | A | 1.2 | A |

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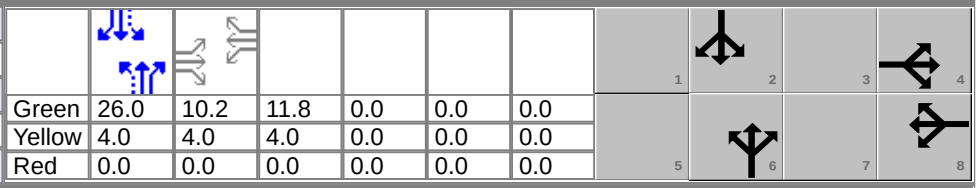
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | HILLHURST AVENUE | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 3 PROSPECT & HILLHURST AM EXISTING+PR | | |
| Project Description | EXISTING+PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 100 | 111 | 50 | 38 | 191 | 25 | 46 | 463 | 12 | 22 | 723 | 135 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 26.0 | 10.2 | 11.8 | 0.0 | 0.0 | 0.0 | | | | | | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | | 6 | | 2 |
| Case Number | | 12.0 | | 12.0 | | 6.0 | | 6.0 |
| Phase Duration, s | | 14.2 | | 15.8 | | 30.0 | | 30.0 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.3 | | 3.3 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 10.3 | | 13.8 | | | | |
| Green Extension Time ( $g_e$ ), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Phase Call Probability | | 0.99 | | 0.98 | | | | |
| Max Out Probability | | 1.00 | | 1.00 | | | | |

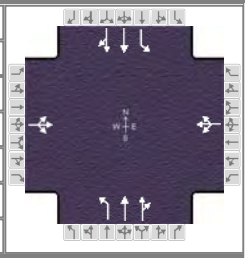
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | | 256 | | | 248 | | 0 | 0 | 236 | 22 | 425 | 400 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1789 | | | 1853 | | 674 | 1900 | 1887 | 1758 | 1900 | 1789 |
| Queue Service Time ( $g_s$ ), s | | 8.3 | | | 7.4 | | 0.0 | 0.0 | 4.9 | 0.5 | 9.8 | 9.8 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 8.3 | | | 7.4 | | 0.0 | 0.0 | 4.9 | 5.4 | 9.8 | 9.8 |
| Green Ratio ( *g/C* ) | | 0.17 | | | 0.20 | | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 |
| Capacity ( *c* ), veh/h | | 305 | | | 364 | | 120 | 823 | | 740 | 823 | 775 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.841 | | | 0.681 | | 0.000 | 0.000 | 0.000 | 0.030 | 0.516 | 0.516 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | | 173.3 | | | 132.5 | | 0 | 0 | 0 | 8.4 | 151.6 | 145.4 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | | 6.9 | | | 5.3 | | 0.0 | 0.0 | 0.0 | 0.3 | 6.1 | 5.8 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | | 0.00 | | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 24.1 | | | 22.4 | | 0.0 | 0.0 | | 12.7 | 12.4 | 12.4 |
| Incremental Delay ( $d_2$ ), s/veh | | 17.5 | | | 4.3 | | 0.0 | 0.0 | 0.0 | 0.1 | 2.3 | 2.5 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 41.6 | | | 26.7 | | 0.0 | 0.0 | | 12.8 | 14.7 | 14.9 |
| Level of Service (LOS) | | D | | | C | | | | A | B | B | B |
| Approach Delay, s/veh / LOS | 41.6 | D | | 26.7 | C | | | A | | 14.8 | B | |
| Intersection Delay, s/veh / LOS | 18.6 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.9 | C | 2.1 | B | 2.1 | B |
| Bicycle LOS Score / LOS | 0.9 | A | 0.9 | A | 0.9 | A | 1.2 | A |

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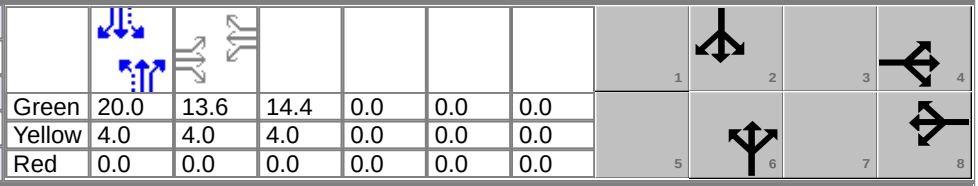
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | HILLHURST AVENUE | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 3 PROSPECT & HILLHURST AM FUTURE WO P | | |
| Project Description | FUTURE WO PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 138 | 148 | 75 | 39 | 227 | 45 | 58 | 490 | 12 | 31 | 851 | 154 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 20.0 | 13.6 | 14.4 | 0.0 | 0.0 | 0.0 |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 |
| Red | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 4 | | 8 | | 6 | | 2 |
| Case Number | | 12.0 | | 12.0 | | 6.0 | | 6.0 |
| Phase Duration, s | | 17.6 | | 18.4 | | 24.0 | | 24.0 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.3 | | 3.3 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 13.6 | | 16.4 | | | | |
| Green Extension Time ( $g_e$ ), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Phase Call Probability | | 1.00 | | 0.99 | | | | |
| Max Out Probability | | 1.00 | | 1.00 | | | | |

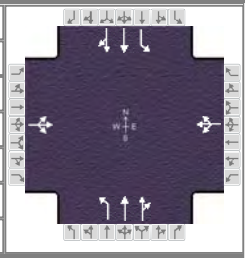
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | | 356 | | | 305 | | 0 | 0 | 250 | 31 | 501 | 471 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1784 | | | 1836 | | 588 | 1900 | 1888 | 1747 | 1900 | 1787 |
| Queue Service Time ( $g_s$ ), s | | 11.6 | | | 9.1 | | 0.0 | 0.0 | 6.1 | 0.8 | 14.3 | 14.3 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 11.6 | | | 9.1 | | 0.0 | 0.0 | 6.1 | 6.9 | 14.3 | 14.3 |
| Green Ratio ( *g/C* ) | | 0.23 | | | 0.24 | | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 |
| Capacity ( *c* ), veh/h | | 404 | | | 441 | | 120 | 633 | | 525 | 633 | 596 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.881 | | | 0.691 | | 0.000 | 0.000 | 0.000 | 0.059 | 0.791 | 0.791 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | | 238.5 | | | 151.1 | | 0 | 0 | 0 | 15.2 | 252.1 | 242.4 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | | 9.5 | | | 6.0 | | 0.0 | 0.0 | 0.0 | 0.6 | 10.1 | 9.7 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | | 0.00 | | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 22.4 | | | 20.8 | | 0.0 | 0.0 | | 18.0 | 18.1 | 18.1 |
| Incremental Delay ( $d_2$ ), s/veh | | 22.0 | | | 3.9 | | 0.0 | 0.0 | 0.0 | 0.2 | 10.5 | 11.1 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 44.5 | | | 24.7 | | 0.0 | 0.0 | | 18.2 | 28.6 | 29.2 |
| Level of Service (LOS) | | D | | | C | | | | A | B | C | C |
| Approach Delay, s/veh / LOS | 44.5 | D | | 24.7 | C | | | A | | 28.5 | C | |
| Intersection Delay, s/veh / LOS | 27.0 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.9 | C | 2.1 | B | 2.1 | B |
| Bicycle LOS Score / LOS | 1.1 | A | 1.0 | A | 0.9 | A | 1.3 | A |

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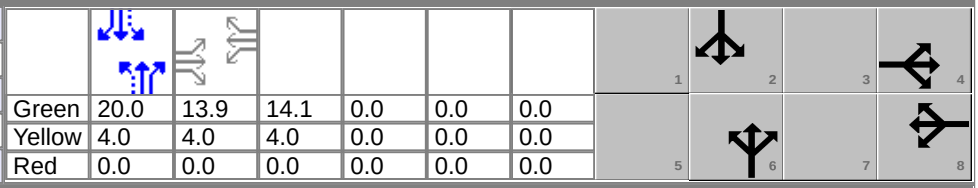
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | HILLHURST AVENUE | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 3 PROSPECT & HILLHURST AM FUTURE WITH | | |
| Project Description | FUTURE WITH PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 139 | 152 | 80 | 39 | 229 | 45 | 60 | 490 | 12 | 31 | 851 | 155 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 1 | 2 | 3 | 4 | | |
| Green | 20.0 | 13.9 | 14.1 | 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 | | 4 | | 8 | | 6 | | 2 |
| Case Number | | 12.0 | | 12.0 | | 6.0 | | 6.0 |
| Phase Duration, s | | 17.9 | | 18.1 | | 24.0 | | 24.0 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.3 | | 3.3 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 13.9 | | 16.1 | | | | |
| Green Extension Time ( $g_e$ ), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Phase Call Probability | | 1.00 | | 0.99 | | | | |
| Max Out Probability | | 1.00 | | 1.00 | | | | |

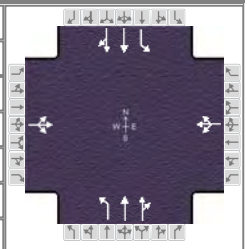
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | | 366 | | | 307 | | 0 | 0 | 250 | 31 | 501 | 472 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1782 | | | 1836 | | 587 | 1900 | 1888 | 1747 | 1900 | 1787 |
| Queue Service Time ( $g_s$ ), s | | 11.9 | | | 9.2 | | 0.0 | 0.0 | 6.1 | 0.8 | 14.3 | 14.3 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 11.9 | | | 9.2 | | 0.0 | 0.0 | 6.1 | 6.9 | 14.3 | 14.3 |
| Green Ratio ( *g/C* ) | | 0.23 | | | 0.24 | | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 |
| Capacity ( *c* ), veh/h | | 413 | | | 432 | | 120 | 633 | | 525 | 633 | 596 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.887 | | | 0.711 | | 0.000 | 0.000 | 0.000 | 0.059 | 0.792 | 0.792 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | | 250 | | | 155.7 | | 0 | 0 | 0 | 15.2 | 252.6 | 242.8 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | | 10.0 | | | 6.2 | | 0.0 | 0.0 | 0.0 | 0.6 | 10.1 | 9.7 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | | 0.00 | | | 0.00 | | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 22.3 | | | 21.1 | | 0.0 | 0.0 | | 18.0 | 18.1 | 18.1 |
| Incremental Delay ( $d_2$ ), s/veh | | 23.8 | | | 4.8 | | 0.0 | 0.0 | 0.0 | 0.2 | 10.5 | 11.2 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 46.1 | | | 25.8 | | 0.0 | 0.0 | | 18.2 | 28.6 | 29.3 |
| Level of Service (LOS) | | D | | | C | | | | A | B | C | C |
| Approach Delay, s/veh / LOS | 46.1 | D | | 25.8 | C | | | A | | 28.6 | C | |
| Intersection Delay, s/veh / LOS | 27.7 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.9 | C | 2.1 | B | 2.1 | B |
| Bicycle LOS Score / LOS | 1.1 | A | 1.0 | A | 0.9 | A | 1.3 | A |

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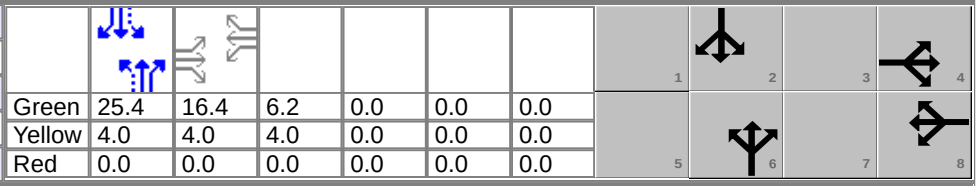
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | HILLHURST AVENUE | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 3 PROSPECT & HILLHURST PM EXISTING.xus | | |
| Project Description | EXISTING | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 182 | 232 | 47 | 26 | 96 | 31 | 44 | 796 | 45 | 23 | 426 | 55 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | | 1 | 2 | 3 | 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Green | 25.4 | 16.4 | 6.2 | 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 | | 6 | | 2 |
| Case Number | | 12.0 | | 12.0 | | 6.0 | | 6.0 |
| Phase Duration, s | | 20.4 | | 10.2 | | 29.4 | | 29.4 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.3 | | 3.3 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 16.2 | | 6.6 | | | | |
| Green Extension Time ( $g_e$ ), s | | 0.2 | | 0.2 | | 0.0 | | 0.0 |
| Phase Call Probability | | 1.00 | | 0.91 | | | | |
| Max Out Probability | | 1.00 | | 0.00 | | | | |

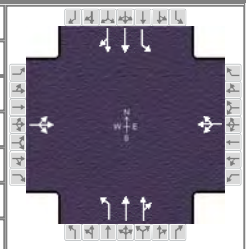
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | | 449 | | | 142 | | 44 | 420 | 410 | 0 | 0 | 232 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1828 | | | 1787 | | 1728 | 1900 | 1855 | 671 | 1900 | 1816 |
| Queue Service Time ( $g_s$ ), s | | 14.2 | | | 4.6 | | 1.1 | 9.8 | 9.8 | 0.0 | 0.0 | 7.0 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 14.2 | | | 4.6 | | 8.1 | 9.8 | 9.8 | 0.0 | 0.0 | 7.0 |
| Green Ratio ( *g/C* ) | | 0.27 | | | 0.10 | | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 |
| Capacity ( *c* ), veh/h | | 500 | | | 185 | | 648 | 803 | 784 | 120 | 803 | |
| Volume-to-Capacity Ratio ( *X* ) | | 0.897 | | | 0.768 | | 0.068 | 0.523 | 0.523 | 0.000 | 0.000 | 0.000 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | | 273.3 | | | 85.2 | | 18.8 | 153.8 | 151.2 | 0 | 0 | 0 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | | 10.9 | | | 3.4 | | 0.8 | 6.2 | 6.0 | 0.0 | 0.0 | 0.0 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | | 0.00 | | | 0.00 | | 0.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 21.0 | | | 26.2 | | 14.8 | 12.8 | 12.8 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | | 19.0 | | | 2.6 | | 0.2 | 2.4 | 2.5 | 0.0 | 0.0 | 0.0 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 40.0 | | | 28.8 | | 15.0 | 15.3 | 15.3 | 0.0 | 0.0 | |
| Level of Service (LOS) | | D | | | C | | B | B | B | | | A |
| Approach Delay, s/veh / LOS | 40.0 | D | | 28.8 | C | | 15.3 | B | | | A | |
| Intersection Delay, s/veh / LOS | 20.7 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.9 | C | 2.1 | B | 2.1 | B |
| Bicycle LOS Score / LOS | 1.2 | A | 0.7 | A | 1.2 | A | 0.9 | A |

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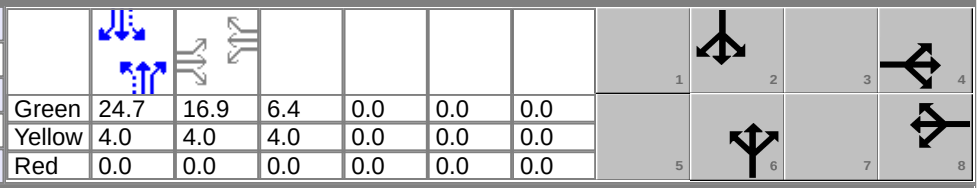
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | HILLHURST AVENUE | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 3 PROSPECT & HILLHURST PM EXISTING+PR | | |
| Project Description | EXISTING+PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 184 | 236 | 55 | 26 | 101 | 31 | 49 | 796 | 45 | 23 | 426 | 58 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 1 | 2 | 3 | 4 | | |
| Green | 24.7 | 16.9 | 6.4 | 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 | | 6 | | 2 |
| Case Number | | 12.0 | | 12.0 | | 6.0 | | 6.0 |
| Phase Duration, s | | 20.9 | | 10.4 | | 28.7 | | 28.7 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.3 | | 3.3 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 16.7 | | 6.8 | | | | |
| Green Extension Time ( $g_e$ ), s | | 0.2 | | 0.2 | | 0.0 | | 0.0 |
| Phase Call Probability | | 1.00 | | 0.91 | | | | |
| Max Out Probability | | 1.00 | | 0.00 | | | | |

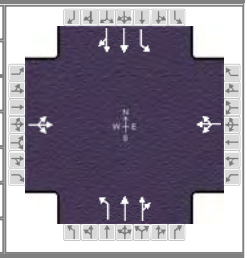
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | | 463 | | | 147 | | 49 | 420 | 410 | 0 | 0 | 234 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1822 | | | 1792 | | 1727 | 1900 | 1855 | 671 | 1900 | 1812 |
| Queue Service Time ( $g_s$ ), s | | 14.7 | | | 4.8 | | 1.2 | 10.0 | 10.0 | 0.0 | 0.0 | 7.1 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 14.7 | | | 4.8 | | 8.3 | 10.0 | 10.0 | 0.0 | 0.0 | 7.1 |
| Green Ratio ( *g/C* ) | | 0.28 | | | 0.11 | | 0.41 | 0.41 | 0.41 | 0.41 | 0.41 | 0.41 |
| Capacity ( *c* ), veh/h | | 513 | | | 191 | | 627 | 783 | 764 | 120 | 783 | |
| Volume-to-Capacity Ratio ( *X* ) | | 0.903 | | | 0.769 | | 0.078 | 0.536 | 0.536 | 0.000 | 0.000 | 0.000 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | | 288.3 | | | 87.4 | | 21.6 | 157.7 | 155 | 0 | 0 | 0 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | | 11.5 | | | 3.5 | | 0.9 | 6.3 | 6.2 | 0.0 | 0.0 | 0.0 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | | 0.00 | | | 0.00 | | 0.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 20.8 | | | 26.1 | | 15.4 | 13.3 | 13.3 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | | 21.0 | | | 2.5 | | 0.2 | 2.6 | 2.7 | 0.0 | 0.0 | 0.0 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 41.8 | | | 28.6 | | 15.6 | 16.0 | 16.0 | 0.0 | 0.0 | |
| Level of Service (LOS) | | D | | | C | | B | B | B | | | A |
| Approach Delay, s/veh / LOS | 41.8 | D | | 28.6 | C | | 16.0 | B | | | A | |
| Intersection Delay, s/veh / LOS | 21.7 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.9 | C | 2.1 | B | 2.1 | B |
| Bicycle LOS Score / LOS | 1.3 | A | 0.7 | A | 1.2 | A | 0.9 | A |

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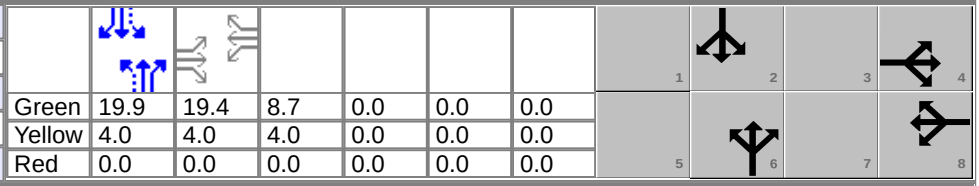
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | HILLHURST AVENUE | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 3 PROSPECT & HILLHURST PM FUTURE WO P | | |
| Project Description | FUTURE WO PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 210 | 280 | 67 | 27 | 143 | 46 | 75 | 831 | 46 | 46 | 543 | 95 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 1 | 2 | 3 | 4 | | |
| Green | 19.9 | 19.4 | 8.7 | 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 | | 6 | | 2 |
| Case Number | | 12.0 | | 12.0 | | 6.0 | | 6.0 |
| Phase Duration, s | | 23.4 | | 12.7 | | 23.9 | | 23.9 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.3 | | 3.3 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 19.3 | | 8.6 | | | | |
| Green Extension Time ( $g_e$ ), s | | 0.1 | | 0.3 | | 0.0 | | 0.0 |
| Phase Call Probability | | 1.00 | | 0.97 | | | | |
| Max Out Probability | | 1.00 | | 0.00 | | | | |

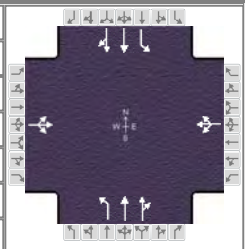
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | | 545 | | | 205 | | 75 | 438 | 428 | 0 | 0 | 311 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1821 | | | 1789 | | 1722 | 1900 | 1853 | 649 | 1900 | 1789 |
| Queue Service Time ( $g_s$ ), s | | 17.3 | | | 6.6 | | 2.3 | 12.0 | 12.0 | 0.0 | 0.0 | 10.7 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 17.3 | | | 6.6 | | 13.0 | 12.0 | 12.0 | 0.0 | 0.0 | 10.7 |
| Green Ratio ( *g/C* ) | | 0.32 | | | 0.14 | | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 |
| Capacity ( *c* ), veh/h | | 590 | | | 258 | | 383 | 630 | 614 | 120 | 630 | |
| Volume-to-Capacity Ratio ( *X* ) | | 0.923 | | | 0.794 | | 0.196 | 0.696 | 0.696 | 0.000 | 0.000 | 0.000 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | | 345.9 | | | 111.5 | | 44.4 | 204.8 | 201.5 | 0 | 0 | 0 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | | 13.8 | | | 4.5 | | 1.8 | 8.2 | 8.1 | 0.0 | 0.0 | 0.0 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | | 0.00 | | | 0.00 | | 0.74 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 19.6 | | | 24.8 | | 22.5 | 17.4 | 17.4 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | | 25.2 | | | 2.1 | | 1.1 | 6.5 | 6.6 | 0.0 | 0.0 | 0.0 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 44.7 | | | 26.9 | | 23.6 | 23.9 | 24.1 | 0.0 | 0.0 | |
| Level of Service (LOS) | | D | | | C | | C | C | C | | | A |
| Approach Delay, s/veh / LOS | 44.7 | D | | 26.9 | C | | 23.9 | C | | | A | |
| Intersection Delay, s/veh / LOS | 26.0 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.9 | C | 2.1 | B | 2.1 | B |
| Bicycle LOS Score / LOS | 1.4 | A | 0.8 | A | 1.3 | A | 1.0 | A |

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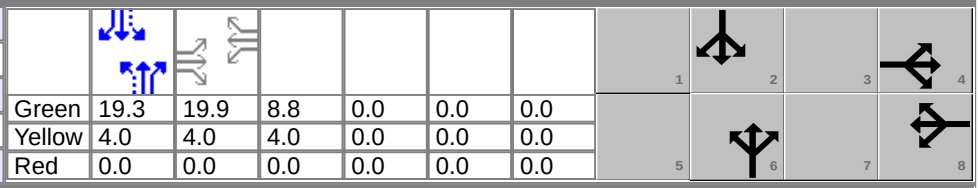
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | Dec 2, 2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | HILLHURST AVENUE | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | PROSPECT AVENUE | File Name | 3 PROSPECT & HILLHURST PM FUTURE WITH | | |
| Project Description | FUTURE WITH PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 212 | 284 | 75 | 27 | 148 | 46 | 80 | 831 | 46 | 46 | 543 | 98 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 60.0 | Reference Phase | 6 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 1 | 2 | 3 | 4 | | |
| Green | 19.3 | 19.9 | 8.8 | 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 | | 6 | | 2 |
| Case Number | | 12.0 | | 12.0 | | 6.0 | | 6.0 |
| Phase Duration, s | | 23.9 | | 12.8 | | 23.3 | | 23.3 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 3.3 | | 3.3 | | 0.0 | | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | | 19.8 | | 8.8 | | | | |
| Green Extension Time ( $g_e$ ), s | | 0.0 | | 0.3 | | 0.0 | | 0.0 |
| Phase Call Probability | | 1.00 | | 0.97 | | | | |
| Max Out Probability | | 1.00 | | 0.00 | | | | |

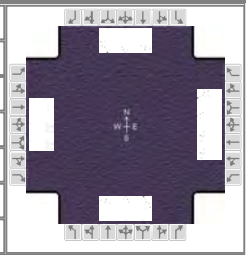
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Adjusted Flow Rate ( *v* ), veh/h | | 559 | | | 210 | | 80 | 438 | 428 | 0 | 0 | 312 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1817 | | | 1792 | | 1720 | 1900 | 1853 | 649 | 1900 | 1786 |
| Queue Service Time ( $g_s$ ), s | | 17.8 | | | 6.8 | | 2.5 | 12.2 | 12.2 | 0.0 | 0.0 | 10.8 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 17.8 | | | 6.8 | | 13.3 | 12.2 | 12.2 | 0.0 | 0.0 | 10.8 |
| Green Ratio ( *g/C* ) | | 0.33 | | | 0.15 | | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 |
| Capacity ( *c* ), veh/h | | 602 | | | 264 | | 364 | 611 | 596 | 120 | 611 | |
| Volume-to-Capacity Ratio ( *X* ) | | 0.929 | | | 0.796 | | 0.220 | 0.717 | 0.717 | 0.000 | 0.000 | 0.000 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | | 364.5 | | | 113.5 | | 48.5 | 211 | 207.6 | 0 | 0 | 0 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | | 14.6 | | | 4.5 | | 1.9 | 8.4 | 8.3 | 0.0 | 0.0 | 0.0 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | | 0.00 | | | 0.00 | | 0.81 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 19.4 | | | 24.7 | | 23.2 | 17.9 | 17.9 | 0.0 | 0.0 | |
| Incremental Delay ( $d_2$ ), s/veh | | 27.7 | | | 2.1 | | 1.4 | 7.4 | 7.5 | 0.0 | 0.0 | 0.0 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 47.0 | | | 26.8 | | 24.6 | 25.3 | 25.5 | 0.0 | 0.0 | |
| Level of Service (LOS) | | D | | | C | | C | C | C | | | A |
| Approach Delay, s/veh / LOS | 47.0 | D | | 26.8 | C | | 25.3 | C | | | A | |
| Intersection Delay, s/veh / LOS | 27.4 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.9 | C | 2.1 | B | 2.1 | B |
| Bicycle LOS Score / LOS | 1.4 | A | 0.8 | A | 1.3 | A | 1.0 | A |

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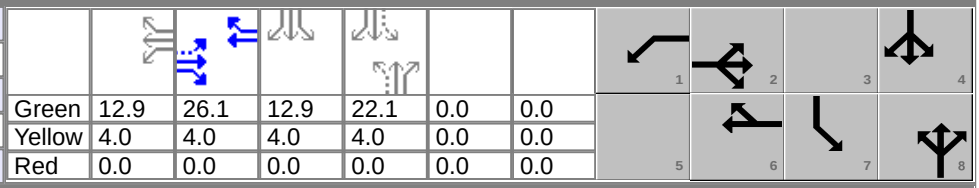
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | 12/6/2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | SUNSET BL/SUNSET A | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | HILLHURST AV/VIRGIL | File Name | 4 HILLHURST-VIRGIL-HWD-SUNSET AM EXIST | | |
| Project Description | EXISTING | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 60 | 23 | 357 | 337 | 504 | 164 | 136 | 232 | 7 | 245 | 680 | 135 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | Off |
| Force Mode | Fixed | Simult. Gap N/S | Off |




| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 12.9 | 26.1 | 12.9 | 22.1 | 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 | 1 | 6 | | 8 | 7 | 4 |
| Case Number | | 7.3 | 2.0 | 4.0 | | 6.3 | 1.0 | 4.0 |
| Phase Duration, s | | 30.1 | 16.9 | 47.0 | | 26.1 | 16.9 | 43.0 |
| Change Period, ( *Y+R c* ), s | | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 0.0 | 3.1 | 0.0 | | 4.0 | 3.1 | 3.1 |
| Queue Clearance Time ( *g s* ), s | | | 12.7 | | | 23.0 | 13.0 | 22.2 |
| Green Extension Time ( *g e* ), s | | 0.0 | 0.3 | 0.0 | | 0.0 | 0.0 | 1.5 |
| Phase Call Probability | | | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Max Out Probability | | | 0.84 | | | 1.00 | 1.00 | 0.00 |

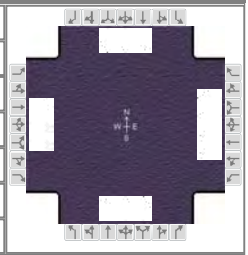
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | | 83 | 357 | 337 | 356 | 312 | 136 | 120 | 119 | 245 | 424 | 391 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 918 | 1100 | 1387 | 1500 | 1305 | 681 | 1500 | 1478 | 1429 | 1500 | 1378 |
| Queue Service Time ( *g s* ), s | | 5.2 | 12.4 | 10.7 | 14.6 | 14.8 | 17.8 | 5.9 | 5.9 | 11.0 | 20.1 | 20.2 |
| Cycle Queue Clearance Time ( *g c* ), s | | 5.9 | 12.4 | 10.7 | 14.6 | 14.8 | 21.0 | 5.9 | 5.9 | 11.0 | 20.1 | 20.2 |
| Green Ratio ( *g/C* ) | | 0.29 | 0.29 | 0.14 | 0.48 | 0.48 | 0.25 | 0.25 | 0.25 | 0.41 | 0.43 | 0.43 |
| Capacity ( *c* ), veh/h | | 335 | 637 | 399 | 717 | 623 | 222 | 368 | 362 | 493 | 650 | 597 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.248 | 0.560 | 0.844 | 0.497 | 0.501 | 0.611 | 0.326 | 0.328 | 0.497 | 0.653 | 0.654 |
| Back of Queue ( *Q* ), ft/ln ( 50 th percentile) | | 37.3 | 86 | 101.4 | 128.2 | 114.4 | 76.3 | 51.9 | 51.5 | 86.6 | 172.4 | 159.4 |
| Back of Queue ( *Q* ), veh/ln ( 50 th percentile) | | 1.5 | 3.4 | 4.1 | 5.1 | 4.6 | 3.1 | 2.1 | 2.1 | 3.5 | 6.9 | 6.4 |
| Queue Storage Ratio ( *RQ* ) ( 50 th percentile) | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( *d 1* ), s/veh | | 24.7 | 27.1 | 37.5 | 16.1 | 16.1 | 35.2 | 27.9 | 27.9 | 19.3 | 20.2 | 20.2 |
| Incremental Delay ( *d 2* ), s/veh | | 1.8 | 3.6 | 9.9 | 2.5 | 2.9 | 3.6 | 0.2 | 0.2 | 0.3 | 1.9 | 2.1 |
| Initial Queue Delay ( *d 3* ), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 26.4 | 30.7 | 47.4 | 18.6 | 19.0 | 38.8 | 28.1 | 28.1 | 19.6 | 22.0 | 22.2 |
| Level of Service (LOS) | | C | C | D | B | B | D | C | C | B | C | C |
| Approach Delay, s/veh / LOS | 29.9 | C | | 28.4 | C | | 32.0 | C | | 21.5 | C | |
| Intersection Delay, s/veh / LOS | 26.6 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.8 | C | 2.6 | B | 2.8 | C |
| Bicycle LOS Score / LOS | 1.2 | A | 1.3 | A | 0.8 | A | 1.4 | A |

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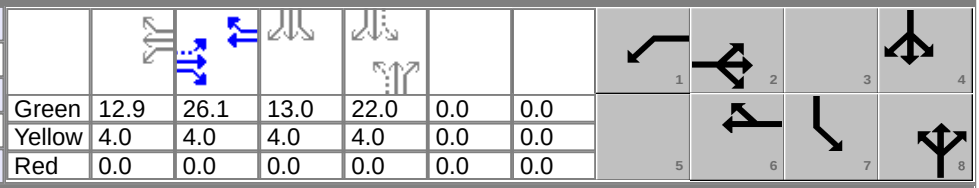
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | 12/6/2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | SUNSET BL/SUNSET A | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | HILLHURST AV/VIRGIL | File Name | 4 HILLHURST-VIRGIL-HWD-SUNSET AM EXIST | | |
| Project Description | EXISTING+PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 60 | 23 | 357 | 337 | 505 | 165 | 137 | 234 | 8 | 246 | 684 | 139 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | Off |
| Force Mode | Fixed | Simult. Gap N/S | Off |




| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 12.9 | 26.1 | 13.0 | 22.0 | 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 | 1 | 6 | | 8 | 7 | 4 |
| Case Number | | 7.3 | 2.0 | 4.0 | | 6.3 | 1.0 | 4.0 |
| Phase Duration, s | | 30.1 | 16.9 | 47.0 | | 26.0 | 17.0 | 43.0 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 0.0 | 3.1 | 0.0 | | 4.1 | 3.1 | 3.1 |
| Queue Clearance Time ( $g_s$ ), s | | | 12.7 | | | 23.6 | 13.0 | 22.5 |
| Green Extension Time ( $g_e$ ), s | | 0.0 | 0.3 | 0.0 | | 0.0 | 0.0 | 1.6 |
| Phase Call Probability | | | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Max Out Probability | | | 0.84 | | | 1.00 | 1.00 | 0.00 |

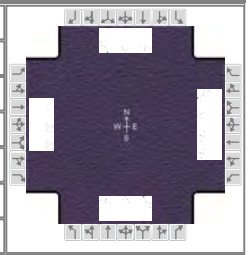
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | | 83 | 357 | 337 | 357 | 313 | 137 | 122 | 120 | 246 | 429 | 394 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 917 | 1100 | 1387 | 1500 | 1304 | 676 | 1500 | 1476 | 1429 | 1500 | 1377 |
| Queue Service Time ( $g_s$ ), s | | 5.2 | 12.4 | 10.7 | 14.7 | 14.8 | 18.2 | 6.0 | 6.0 | 11.0 | 20.4 | 20.5 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 5.9 | 12.4 | 10.7 | 14.7 | 14.8 | 21.6 | 6.0 | 6.0 | 11.0 | 20.4 | 20.5 |
| Green Ratio ( *g/C* ) | | 0.29 | 0.29 | 0.14 | 0.48 | 0.48 | 0.24 | 0.24 | 0.24 | 0.41 | 0.43 | 0.43 |
| Capacity ( *c* ), veh/h | | 334 | 637 | 399 | 717 | 623 | 219 | 367 | 361 | 491 | 650 | 597 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.248 | 0.560 | 0.844 | 0.498 | 0.502 | 0.625 | 0.331 | 0.334 | 0.501 | 0.660 | 0.661 |
| Back of Queue ( *Q* ), ft/ln ( 50 th percentile) | | 37.3 | 86 | 101.4 | 128.6 | 115 | 78.3 | 52.7 | 52.2 | 86.9 | 175.2 | 162.1 |
| Back of Queue ( *Q* ), veh/ln ( 50 th percentile) | | 1.5 | 3.4 | 4.1 | 5.1 | 4.6 | 3.1 | 2.1 | 2.1 | 3.5 | 7.0 | 6.5 |
| Queue Storage Ratio ( *RQ* ) ( 50 th percentile) | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 24.7 | 27.1 | 37.5 | 16.1 | 16.1 | 35.6 | 28.0 | 28.0 | 19.3 | 20.2 | 20.2 |
| Incremental Delay ( $d_2$ ), s/veh | | 1.8 | 3.6 | 9.9 | 2.5 | 2.9 | 4.2 | 0.2 | 0.2 | 0.3 | 2.0 | 2.2 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 26.4 | 30.7 | 47.4 | 18.6 | 19.1 | 39.8 | 28.1 | 28.2 | 19.6 | 22.2 | 22.4 |
| Level of Service (LOS) | | C | C | D | B | B | D | C | C | B | C | C |
| Approach Delay, s/veh / LOS | 29.9 | C | | 28.4 | C | | 32.4 | C | | 21.7 | C | |
| Intersection Delay, s/veh / LOS | 26.7 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.8 | C | 2.6 | B | 2.8 | C |
| Bicycle LOS Score / LOS | 1.2 | A | 1.3 | A | 0.8 | A | 1.4 | A |

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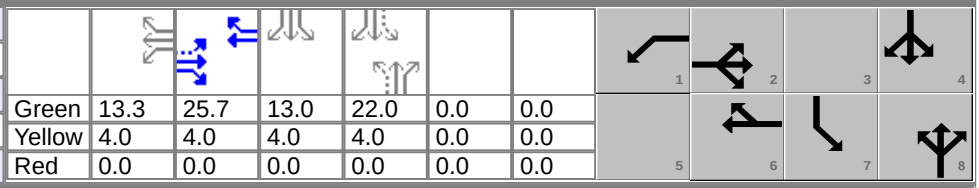
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | 12/6/2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | SUNSET BL/SUNSET A | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | HILLHURST AV/VIRGIL | File Name | 4 HILLHURST-VIRGIL-HWD-SUNSET AM FUTU | | |
| Project Description | FUTURE WO PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 84 | 64 | 387 | 348 | 565 | 183 | 170 | 249 | 7 | 275 | 805 | 177 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | Off |
| Force Mode | Fixed | Simult. Gap N/S | Off |




| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 13.3 | 25.7 | 13.0 | 22.0 | 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 | 1 | 6 | | 8 | 7 | 4 |
| Case Number | | 7.3 | 2.0 | 4.0 | | 6.3 | 1.0 | 4.0 |
| Phase Duration, s | | 29.7 | 17.3 | 47.0 | | 26.0 | 17.0 | 43.0 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 0.0 | 3.1 | 0.0 | | 4.5 | 3.1 | 3.1 |
| Queue Clearance Time ( $g_s$ ), s | | | 13.0 | | | 24.0 | 14.6 | 28.5 |
| Green Extension Time ( $g_e$ ), s | | 0.0 | 0.3 | 0.0 | | 0.0 | 0.0 | 1.7 |
| Phase Call Probability | | | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Max Out Probability | | | 1.00 | | | 1.00 | 1.00 | 0.08 |

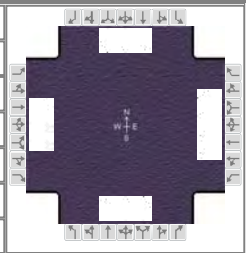
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | | 148 | 387 | 348 | 399 | 349 | 170 | 129 | 127 | 275 | 513 | 469 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 967 | 1100 | 1387 | 1500 | 1305 | 582 | 1500 | 1479 | 1429 | 1500 | 1371 |
| Queue Service Time ( $g_s$ ), s | | 9.5 | 13.7 | 11.0 | 17.0 | 17.2 | 12.5 | 6.4 | 6.4 | 12.6 | 26.5 | 26.5 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 11.0 | 13.7 | 11.0 | 17.0 | 17.2 | 22.0 | 6.4 | 6.4 | 12.6 | 26.5 | 26.5 |
| Green Ratio ( *g/C* ) | | 0.29 | 0.29 | 0.15 | 0.48 | 0.48 | 0.24 | 0.24 | 0.24 | 0.41 | 0.43 | 0.43 |
| Capacity ( *c* ), veh/h | | 339 | 629 | 410 | 717 | 623 | 161 | 367 | 362 | 484 | 650 | 594 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.437 | 0.616 | 0.850 | 0.557 | 0.560 | 1.058 | 0.351 | 0.352 | 0.568 | 0.789 | 0.789 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | | 117.8 | 147.6 | 159.8 | 214.5 | 194.2 | 424.6 | 94.9 | 94.3 | 154.4 | 324.6 | 302.8 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | | 4.7 | 5.9 | 6.4 | 8.6 | 7.8 | 17.0 | 3.8 | 3.8 | 6.2 | 13.0 | 12.1 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 26.6 | 27.9 | 37.4 | 16.7 | 16.8 | 41.9 | 28.1 | 28.1 | 19.8 | 22.0 | 22.0 |
| Incremental Delay ( $d_2$ ), s/veh | | 4.1 | 4.6 | 11.0 | 3.1 | 3.7 | 206.7 | 0.2 | 0.2 | 1.0 | 6.3 | 6.8 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 30.7 | 32.4 | 48.3 | 19.9 | 20.4 | 248.6 | 28.3 | 28.3 | 20.8 | 28.2 | 28.8 |
| Level of Service (LOS) | | C | C | D | B | C | F | C | C | C | C | C |
| Approach Delay, s/veh / LOS | 31.9 | C | | 29.1 | C | | 116.2 | F | | 26.8 | C | |
| Intersection Delay, s/veh / LOS | 39.9 | | | | | | D | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.8 | C | 2.6 | B | 2.8 | C |
| Bicycle LOS Score / LOS | 1.4 | A | 1.4 | A | 0.8 | A | 1.5 | A |

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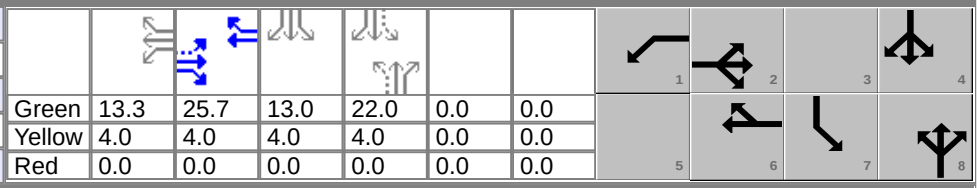
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | 12/6/2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | AM PEAK HOUR | PHF | 1.00 |
| Urban Street | SUNSET BL/SUNSET A | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | HILLHURST AV/VIRGIL | File Name | 4 HILLHURST-VIRGIL-HWD-SUNSET AM FUTU | | |
| Project Description | FUTURE WITH PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 84 | 64 | 387 | 348 | 566 | 184 | 171 | 251 | 8 | 276 | 809 | 181 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | Off |
| Force Mode | Fixed | Simult. Gap N/S | Off |




| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 13.3 | 25.7 | 13.0 | 22.0 | 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 | 1 | 6 | | 8 | 7 | 4 |
| Case Number | | 7.3 | 2.0 | 4.0 | | 6.3 | 1.0 | 4.0 |
| Phase Duration, s | | 29.7 | 17.3 | 47.0 | | 26.0 | 17.0 | 43.0 |
| Change Period, ( *Y+R c* ), s | | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 0.0 | 3.1 | 0.0 | | 4.5 | 3.1 | 3.1 |
| Queue Clearance Time ( *g s* ), s | | | 13.0 | | | 24.0 | 14.7 | 28.9 |
| Green Extension Time ( *g e* ), s | | 0.0 | 0.3 | 0.0 | | 0.0 | 0.0 | 1.7 |
| Phase Call Probability | | | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Max Out Probability | | | 1.00 | | | 1.00 | 1.00 | 0.09 |

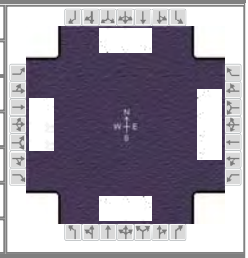
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | | 148 | 387 | 348 | 400 | 350 | 171 | 130 | 129 | 276 | 517 | 473 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 966 | 1100 | 1387 | 1500 | 1304 | 578 | 1500 | 1477 | 1429 | 1500 | 1370 |
| Queue Service Time ( *g s* ), s | | 9.5 | 13.7 | 11.0 | 17.1 | 17.2 | 12.1 | 6.5 | 6.5 | 12.7 | 26.9 | 26.9 |
| Cycle Queue Clearance Time ( *g c* ), s | | 11.0 | 13.7 | 11.0 | 17.1 | 17.2 | 22.0 | 6.5 | 6.5 | 12.7 | 26.9 | 26.9 |
| Green Ratio ( *g/C* ) | | 0.29 | 0.29 | 0.15 | 0.48 | 0.48 | 0.24 | 0.24 | 0.24 | 0.41 | 0.43 | 0.43 |
| Capacity ( *c* ), veh/h | | 339 | 629 | 410 | 717 | 623 | 158 | 367 | 361 | 482 | 650 | 593 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.437 | 0.616 | 0.850 | 0.559 | 0.561 | 1.083 | 0.355 | 0.357 | 0.572 | 0.796 | 0.796 |
| Back of Queue ( *Q* ), ft/ln ( 85 th percentile) | | 117.8 | 147.6 | 159.8 | 215.4 | 195 | 468.8 | 95.8 | 95.2 | 155.1 | 330 | 307.8 |
| Back of Queue ( *Q* ), veh/ln ( 85 th percentile) | | 4.7 | 5.9 | 6.4 | 8.6 | 7.8 | 18.8 | 3.8 | 3.8 | 6.2 | 13.2 | 12.3 |
| Queue Storage Ratio ( *RQ* ) ( 85 th percentile) | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( *d 1* ), s/veh | | 26.6 | 27.9 | 37.4 | 16.7 | 16.8 | 42.0 | 28.1 | 28.1 | 19.9 | 22.1 | 22.1 |
| Incremental Delay ( *d 2* ), s/veh | | 4.1 | 4.6 | 11.0 | 3.2 | 3.7 | 241.4 | 0.2 | 0.2 | 1.1 | 6.6 | 7.3 |
| Initial Queue Delay ( *d 3* ), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 30.7 | 32.4 | 48.3 | 19.9 | 20.4 | 283.4 | 28.3 | 28.4 | 20.9 | 28.7 | 29.3 |
| Level of Service (LOS) | | C | C | D | B | C | F | C | C | C | C | C |
| Approach Delay, s/veh / LOS | 31.9 | C | | 29.1 | C | | 129.8 | F | | 27.2 | C | |
| Intersection Delay, s/veh / LOS | 41.8 | | | | | | D | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.8 | C | 2.6 | B | 2.8 | C |
| Bicycle LOS Score / LOS | 1.4 | A | 1.4 | A | 0.8 | A | 1.5 | A |

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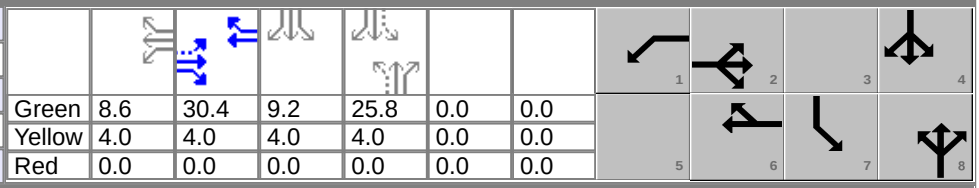
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | 12/6/2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | SUNSET BL/SUNSET A | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | HILLHURST AV/VIRGIL | File Name | 4 HILLHURST-VIRGIL-HWD-SUNSET PM EXIST | | |
| Project Description | EXISTING | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 105 | 71 | 648 | 203 | 404 | 231 | 200 | 473 | 29 | 171 | 614 | 138 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | Off |
| Force Mode | Fixed | Simult. Gap N/S | Off |




| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 8.6 | 30.4 | 9.2 | 25.8 | 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 | 1 | 6 | | 8 | 7 | 4 |
| Case Number | | 7.3 | 2.0 | 4.0 | | 6.3 | 1.0 | 4.0 |
| Phase Duration, s | | 34.4 | 12.6 | 47.0 | | 29.8 | 13.2 | 43.0 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 0.0 | 3.1 | 0.0 | | 3.7 | 3.1 | 3.1 |
| Queue Clearance Time ( $g_s$ ), s | | | 8.4 | | | 27.8 | 9.2 | 20.4 |
| Green Extension Time ( $g_e$ ), s | | 0.0 | 0.3 | 0.0 | | 0.0 | 0.1 | 1.4 |
| Phase Call Probability | | | 0.99 | | | 1.00 | 0.99 | 1.00 |
| Max Out Probability | | | 0.01 | | | 1.00 | 0.50 | 0.00 |

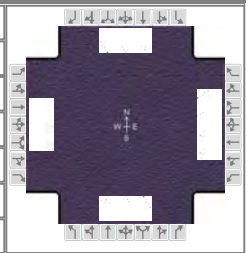
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | | 176 | 648 | 203 | 340 | 295 | 200 | 253 | 249 | 171 | 397 | 355 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1012 | 1105 | 1387 | 1500 | 1283 | 722 | 1500 | 1469 | 1429 | 1500 | 1340 |
| Queue Service Time ( $g_s$ ), s | | 10.7 | 24.7 | 6.4 | 13.8 | 14.0 | 20.5 | 13.0 | 13.1 | 7.2 | 18.3 | 18.4 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 12.1 | 24.7 | 6.4 | 13.8 | 14.0 | 25.8 | 13.0 | 13.1 | 7.2 | 18.3 | 18.4 |
| Green Ratio ( *g/C* ) | | 0.34 | 0.34 | 0.10 | 0.48 | 0.48 | 0.29 | 0.29 | 0.29 | 0.41 | 0.43 | 0.43 |
| Capacity ( *c* ), veh/h | | 405 | 746 | 266 | 717 | 613 | 245 | 430 | 421 | 354 | 650 | 581 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.434 | 0.869 | 0.762 | 0.474 | 0.481 | 0.817 | 0.588 | 0.591 | 0.483 | 0.610 | 0.612 |
| Back of Queue ( *Q* ), ft/ln ( 50 th percentile) | | 80.7 | 193.3 | 55 | 120.3 | 106.7 | 144.1 | 116.2 | 114.8 | 57.1 | 154.8 | 139.7 |
| Back of Queue ( *Q* ), veh/ln ( 50 th percentile) | | 3.2 | 7.7 | 2.2 | 4.8 | 4.3 | 5.8 | 4.6 | 4.6 | 2.3 | 6.2 | 5.6 |
| Queue Storage Ratio ( *RQ* ) ( 50 th percentile) | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 23.5 | 27.9 | 39.7 | 15.9 | 15.9 | 36.5 | 27.5 | 27.6 | 19.3 | 19.7 | 19.7 |
| Incremental Delay ( $d_2$ ), s/veh | | 3.4 | 15.1 | 1.7 | 2.3 | 2.7 | 20.4 | 1.4 | 1.5 | 0.4 | 1.2 | 1.4 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 26.9 | 43.0 | 41.4 | 18.1 | 18.6 | 57.0 | 29.0 | 29.1 | 19.7 | 20.9 | 21.1 |
| Level of Service (LOS) | | C | D | D | B | B | E | C | C | B | C | C |
| Approach Delay, s/veh / LOS | 39.6 | D | | 23.9 | C | | 37.0 | D | | 20.7 | C | |
| Intersection Delay, s/veh / LOS | 29.7 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.8 | C | 2.6 | B | 2.8 | C |
| Bicycle LOS Score / LOS | 1.8 | A | 1.2 | A | 1.1 | A | 1.2 | A |

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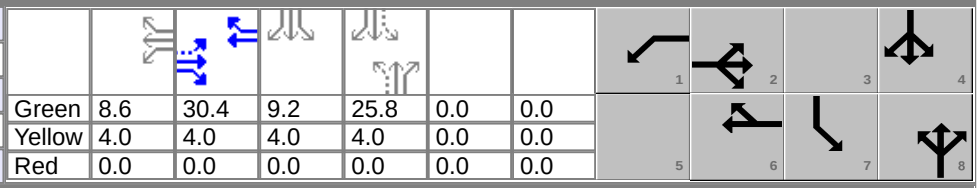
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | 12/6/2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | SUNSET BL/SUNSET A | Analysis Year | 2019 | Analysis Period | 1> 7:00 |
| Intersection | HILLHURST AV/VIRGIL | File Name | 4 HILLHURST-VIRGIL-HWD-SUNSET PM EXIST | | |
| Project Description | EXISTING+PROJECT | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 105 | 71 | 648 | 203 | 407 | 233 | 203 | 478 | 31 | 171 | 614 | 138 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | Off |
| Force Mode | Fixed | Simult. Gap N/S | Off |




| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 8.6 | 30.4 | 9.2 | 25.8 | 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 | 1 | 6 | | 8 | 7 | 4 |
| Case Number | | 7.3 | 2.0 | 4.0 | | 6.3 | 1.0 | 4.0 |
| Phase Duration, s | | 34.4 | 12.6 | 47.0 | | 29.8 | 13.2 | 43.0 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 0.0 | 3.1 | 0.0 | | 3.7 | 3.1 | 3.1 |
| Queue Clearance Time ( $g_s$ ), s | | | 8.4 | | | 27.8 | 9.2 | 20.4 |
| Green Extension Time ( $g_e$ ), s | | 0.0 | 0.3 | 0.0 | | 0.0 | 0.1 | 1.4 |
| Phase Call Probability | | | 0.99 | | | 1.00 | 0.99 | 1.00 |
| Max Out Probability | | | 0.01 | | | 1.00 | 0.50 | 0.00 |

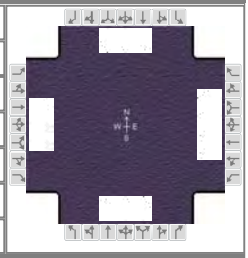
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | | 176 | 648 | 203 | 343 | 297 | 203 | 257 | 252 | 171 | 397 | 355 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1004 | 1105 | 1387 | 1500 | 1283 | 722 | 1500 | 1468 | 1429 | 1500 | 1340 |
| Queue Service Time ( $g_s$ ), s | | 10.8 | 24.7 | 6.4 | 13.9 | 14.2 | 20.5 | 13.3 | 13.3 | 7.2 | 18.3 | 18.4 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 12.3 | 24.7 | 6.4 | 13.9 | 14.2 | 25.8 | 13.3 | 13.3 | 7.2 | 18.3 | 18.4 |
| Green Ratio ( *g/C* ) | | 0.34 | 0.34 | 0.10 | 0.48 | 0.48 | 0.29 | 0.29 | 0.29 | 0.41 | 0.43 | 0.43 |
| Capacity ( *c* ), veh/h | | 403 | 746 | 266 | 717 | 613 | 245 | 430 | 421 | 351 | 650 | 581 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.437 | 0.869 | 0.762 | 0.478 | 0.485 | 0.829 | 0.597 | 0.600 | 0.487 | 0.610 | 0.612 |
| Back of Queue ( *Q* ), ft/ln ( 50 th percentile) | | 81 | 193.3 | 55 | 121.6 | 108 | 149.6 | 118.7 | 117.1 | 57.1 | 154.8 | 139.7 |
| Back of Queue ( *Q* ), veh/ln ( 50 th percentile) | | 3.2 | 7.7 | 2.2 | 4.9 | 4.3 | 6.0 | 4.7 | 4.7 | 2.3 | 6.2 | 5.6 |
| Queue Storage Ratio ( *RQ* ) ( 50 th percentile) | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 23.6 | 27.9 | 39.7 | 15.9 | 16.0 | 36.7 | 27.6 | 27.7 | 19.4 | 19.7 | 19.7 |
| Incremental Delay ( $d_2$ ), s/veh | | 3.5 | 15.1 | 1.7 | 2.3 | 2.8 | 22.7 | 1.6 | 1.7 | 0.4 | 1.2 | 1.4 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 27.1 | 43.0 | 41.4 | 18.2 | 18.7 | 59.4 | 29.2 | 29.3 | 19.7 | 20.9 | 21.1 |
| Level of Service (LOS) | | C | D | D | B | B | E | C | C | B | C | C |
| Approach Delay, s/veh / LOS | 39.6 | D | | 24.0 | C | | 37.9 | D | | 20.7 | C | |
| Intersection Delay, s/veh / LOS | 30.0 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.8 | C | 2.6 | B | 2.8 | C |
| Bicycle LOS Score / LOS | 1.8 | A | 1.2 | A | 1.1 | A | 1.2 | A |

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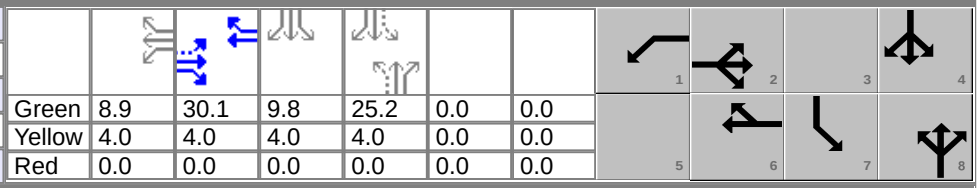
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | 12/6/2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | SUNSET BL/SUNSET A | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | HILLHURST AV/VIRGIL | File Name | 4 HILLHURST-VIRGIL-HWD-SUNSET PM FUTU | | |
| Project Description | FUTURE WO PROJ | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 120 | 106 | 681 | 210 | 458 | 267 | 227 | 517 | 30 | 184 | 670 | 163 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | Off |
| Force Mode | Fixed | Simult. Gap N/S | Off |




| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 8.9 | 30.1 | 9.8 | 25.2 | 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 | 1 | 6 | | 8 | 7 | 4 |
| Case Number | | 7.3 | 2.0 | 4.0 | | 6.3 | 1.0 | 4.0 |
| Phase Duration, s | | 34.1 | 12.9 | 47.0 | | 29.2 | 13.8 | 43.0 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 0.0 | 3.1 | 0.0 | | 3.9 | 3.1 | 3.1 |
| Queue Clearance Time ( $g_s$ ), s | | | 8.6 | | | 27.1 | 9.8 | 23.3 |
| Green Extension Time ( $g_e$ ), s | | 0.0 | 0.3 | 0.0 | | 0.0 | 0.1 | 1.6 |
| Phase Call Probability | | | 0.99 | | | 1.00 | 0.99 | 1.00 |
| Max Out Probability | | | 0.01 | | | 1.00 | 0.98 | 0.01 |

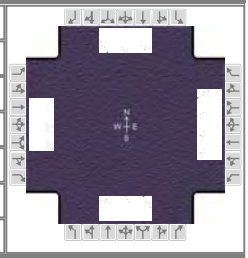
| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | | 226 | 681 | 210 | 390 | 335 | 227 | 276 | 271 | 184 | 441 | 392 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 937 | 1105 | 1387 | 1500 | 1280 | 669 | 1500 | 1471 | 1429 | 1500 | 1334 |
| Queue Service Time ( $g_s$ ), s | | 15.7 | 26.7 | 6.6 | 16.5 | 16.7 | 17.7 | 14.6 | 14.7 | 7.8 | 21.2 | 21.3 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 19.5 | 26.7 | 6.6 | 16.5 | 16.7 | 25.1 | 14.6 | 14.7 | 7.8 | 21.2 | 21.3 |
| Green Ratio ( *g/C* ) | | 0.33 | 0.33 | 0.10 | 0.48 | 0.48 | 0.28 | 0.28 | 0.28 | 0.41 | 0.43 | 0.43 |
| Capacity ( *c* ), veh/h | | 375 | 740 | 274 | 717 | 612 | 212 | 419 | 411 | 338 | 650 | 578 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.603 | 0.920 | 0.768 | 0.544 | 0.548 | 1.072 | 0.658 | 0.660 | 0.545 | 0.678 | 0.679 |
| Back of Queue ( *Q* ), ft/ln ( 50 th percentile) | | 120.5 | 228.1 | 56.8 | 145.5 | 128 | 422.2 | 134.6 | 133 | 62.3 | 183.2 | 164.7 |
| Back of Queue ( *Q* ), veh/ln ( 50 th percentile) | | 4.8 | 9.1 | 2.3 | 5.8 | 5.1 | 16.9 | 5.4 | 5.3 | 2.5 | 7.3 | 6.6 |
| Queue Storage Ratio ( *RQ* ) ( 50 th percentile) | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 26.7 | 28.8 | 39.6 | 16.6 | 16.6 | 39.5 | 28.6 | 28.7 | 19.9 | 20.5 | 20.5 |
| Incremental Delay ( $d_2$ ), s/veh | | 7.2 | 24.1 | 1.7 | 3.0 | 3.6 | 208.4 | 3.0 | 3.2 | 0.5 | 2.4 | 2.7 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 33.9 | 52.9 | 41.3 | 19.6 | 20.2 | 247.9 | 31.7 | 31.8 | 20.4 | 22.8 | 23.2 |
| Level of Service (LOS) | | C | D | D | B | C | F | C | C | C | C | C |
| Approach Delay, s/veh / LOS | 48.1 | D | | 24.7 | C | | 95.1 | F | | 22.5 | C | |
| Intersection Delay, s/veh / LOS | 44.9 | | | | | | D | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.8 | C | 2.6 | B | 2.8 | C |
| Bicycle LOS Score / LOS | 2.0 | A | 1.3 | A | 1.1 | A | 1.3 | A |

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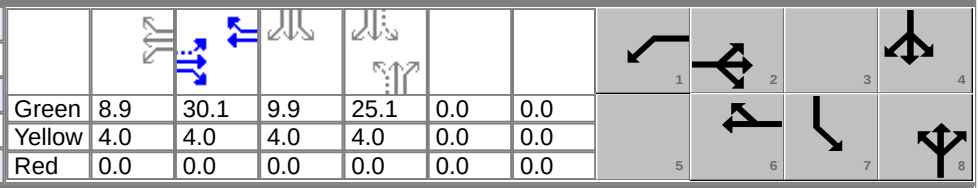
# HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OTC, INC | | | Duration, h | 1.00 |
| Analyst | LF | Analysis Date | 12/6/2019 | Area Type | Other |
| Jurisdiction | HOLLYWOOD | Time Period | PM PEAK HOUR | PHF | 1.00 |
| Urban Street | SUNSET BL/SUNSET A | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | HILLHURST AV/VIRGIL | File Name | 4 HILLHURST-VIRGIL-HWD-SUNSET PM FUTU | | |
| Project Description | FUTURE WITH PROJ | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 120 | 106 | 681 | 210 | 461 | 269 | 230 | 522 | 32 | 186 | 673 | 166 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | Off |
| Force Mode | Fixed | Simult. Gap N/S | Off |




| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 8.9 | 30.1 | 9.9 | 25.1 | 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 | 1 | 6 | | 8 | 7 | 4 |
| Case Number | | 7.3 | 2.0 | 4.0 | | 6.3 | 1.0 | 4.0 |
| Phase Duration, s | | 34.1 | 12.9 | 47.0 | | 29.1 | 13.9 | 43.0 |
| Change Period, ( $Y+R_c$ ), s | | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Max Allow Headway ( *MAH* ), s | | 0.0 | 3.1 | 0.0 | | 3.9 | 3.1 | 3.1 |
| Queue Clearance Time ( $g_s$ ), s | | | 8.6 | | | 27.0 | 9.9 | 23.5 |
| Green Extension Time ( $g_e$ ), s | | 0.0 | 0.3 | 0.0 | | 0.0 | 0.1 | 1.6 |
| Phase Call Probability | | | 0.99 | | | 1.00 | 0.99 | 1.00 |
| Max Out Probability | | | 0.01 | | | 1.00 | 1.00 | 0.01 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | 226 | 681 | 210 | 392 | 338 | 230 | 279 | 275 | 186 | 444 | 395 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 930 | 1105 | 1387 | 1500 | 1280 | 666 | 1500 | 1469 | 1429 | 1500 | 1333 |
| Queue Service Time ( $g_s$ ), s | | 15.9 | 26.7 | 6.6 | 16.6 | 16.8 | 17.5 | 14.9 | 14.9 | 7.9 | 21.4 | 21.5 |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 19.8 | 26.7 | 6.6 | 16.6 | 16.8 | 25.0 | 14.9 | 14.9 | 7.9 | 21.4 | 21.5 |
| Green Ratio ( *g/C* ) | | 0.33 | 0.33 | 0.10 | 0.48 | 0.48 | 0.28 | 0.28 | 0.28 | 0.41 | 0.43 | 0.43 |
| Capacity ( *c* ), veh/h | | 373 | 740 | 274 | 717 | 612 | 209 | 417 | 409 | 335 | 650 | 578 |
| Volume-to-Capacity Ratio ( *X* ) | | 0.607 | 0.920 | 0.768 | 0.547 | 0.552 | 1.099 | 0.669 | 0.672 | 0.555 | 0.683 | 0.684 |
| Back of Queue ( *Q* ), ft/ln ( 50 th percentile) | | 120.9 | 228.1 | 56.8 | 147 | 129.3 | 473 | 138.1 | 136.1 | 63.1 | 185.7 | 166.8 |
| Back of Queue ( *Q* ), veh/ln ( 50 th percentile) | | 4.8 | 9.1 | 2.3 | 5.9 | 5.2 | 18.9 | 5.5 | 5.4 | 2.5 | 7.4 | 6.7 |
| Queue Storage Ratio ( *RQ* ) ( 50 th percentile) | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | | 26.8 | 28.8 | 39.6 | 16.6 | 16.7 | 39.6 | 28.8 | 28.8 | 20.0 | 20.5 | 20.5 |
| Incremental Delay ( $d_2$ ), s/veh | | 7.4 | 24.1 | 1.7 | 3.0 | 3.6 | 246.7 | 3.4 | 3.5 | 0.5 | 2.5 | 2.8 |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | | 34.2 | 52.9 | 41.3 | 19.6 | 20.3 | 286.3 | 32.2 | 32.4 | 20.5 | 23.0 | 23.4 |
| Level of Service (LOS) | | C | D | D | B | C | F | C | C | C | C | C |
| Approach Delay, s/veh / LOS | 48.2 | D | | 24.7 | C | | 106.8 | F | | 22.7 | C | |
| Intersection Delay, s/veh / LOS | 47.6 | | | | | | D | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.8 | C | 2.6 | B | 2.8 | C |
| Bicycle LOS Score / LOS | 2.0 | A | 1.3 | A | 1.1 | A | 1.3 | A |

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**ATTACHMENT 4**

*Noise Calculation Worksheets*

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Source: Google Earth, Aerial View, 2019.

PARKER ENVIRONMENTAL CONSULTANTS

Figure 1
Noise Monitoring and Sensitive Receptor Location Map

October 16, 2019

## Summary

| | |
|---|---|
| **File Name on Meter** | 831_Data.239 |
| **Serial Number** | 0003748 |
| **Model** | Model 831 |
| **Firmware Version** | 2.311 |
| **User** | Rachel Mills-Coyne |
| **Job Description** | 1666 N. Vermont Ave |

**Location A:** On the northern side of Hollywood Boulevard, just south of the Project Site

**Noise Sources:** Major vehicule activity, multiple shuttle buses, active pedestrian use



## Measurement

| | |
|---|---|
| **Description** | |
| **Start** | 2019-10-16 09:24:07 |
| **Stop** | 2019-10-16 09:39:07 |
| **Duration** | 00:15:00.0 |
| **Run Time** | 00:15:00.0 |
| **Pause** | 00:00:00.0 |
| **Pre Calibration** | 2019-10-16 09:11:26 |
| **Post Calibration** | None |
| **Calibration Deviation** | --- |

## Overall Settings

| | |
|---|---|
| **RMS Weight** | A Weighting |
| **Peak Weight** | Z Weighting |
| **Detector** | Slow |
| **Preamp** | PRM831 |
| **Microphone Correction** | Off |
| **Integration Method** | Linear |
| **Gain** | 0.0 dB |
| **Overload** | 142.3 dB |

| | A | C | Z |
|---|---|---|---|
| **Under Range Peak** | 74.7 | 71.7 | **76.7** dB |
| **Under Range Limit** | **26.0** | 26.2 | 31.4 dB |
| **Noise Floor** | 16.9 | 17.0 | 22.1 dB |

## Results

| | | | | |
|---|---|---|---|---|
| **$L_{Aeq}$** | 68.3 dB | | | |
| **LAE** | 97.9 dB | | | |
| **EA** | 683.244 µPa²h | | | |
| **$LZ_{peak\ (max)}$** | 2019-10-16 09:29:44 | 105.8 dB | | |
| **$LAS_{max}$** | 2019-10-16 09:34:19 | 85.2 dB | | |
| **$LAS_{min}$** | 2019-10-16 09:27:47 | 60.8 dB | | |
| **SEA** | -99.9 dB | | | |
| **LAS > 65.0 dB (Exceedance Counts / Duration)** | 15 | 795.8 s | | |
| **LAS > 85.0 dB (Exceedance Counts / Duration)** | 1 | 2.1 s | | |
| **$LZ_{peak}$ > 135.0 dB (Exceedance Counts / Duration)** | 0 | 0.0 s | | |
| **$LZ_{peak}$ > 137.0 dB (Exceedance Counts / Duration)** | 0 | 0.0 s | | |
| **$LZ_{peak}$ > 140.0 dB (Exceedance Counts / Duration)** | 0 | 0.0 s | | |

| **Community Noise** | **Ldn** | **LDay 07:00-22:00** | **Lden** | **LDay 07:00-19:00** |
|---|---|---|---|---|
| | 68.3 | 68.3 | 68.3 | 68.3 |

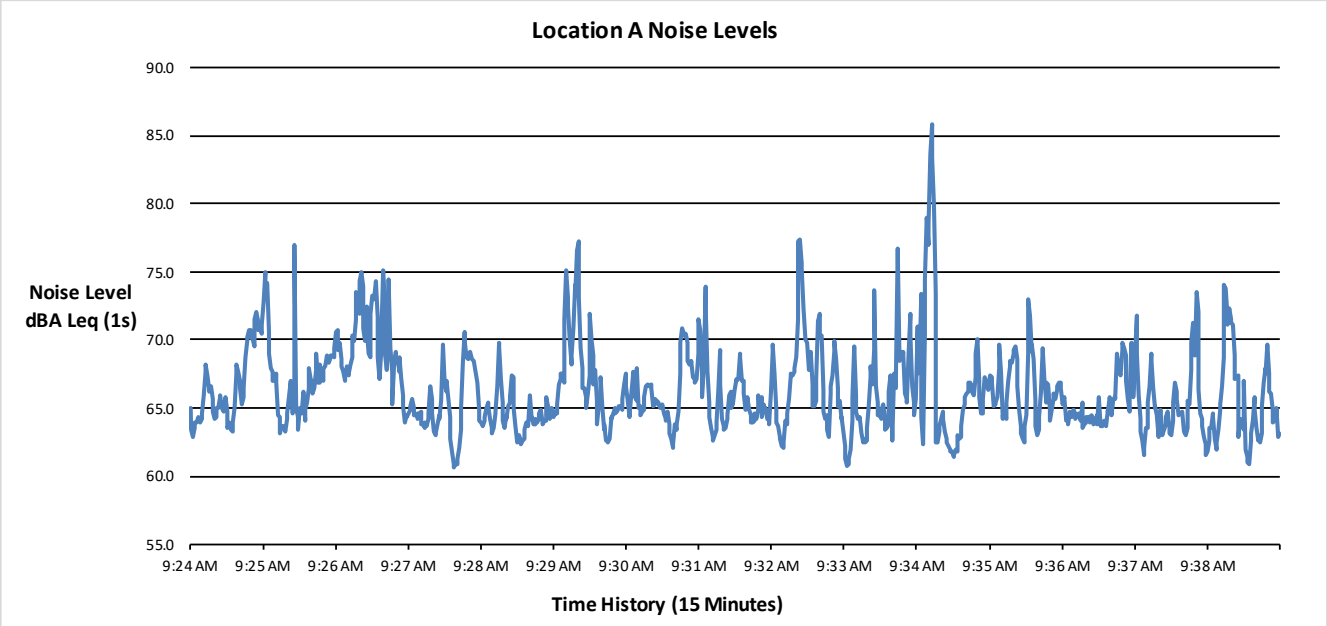
| | |
|---|---|
| **$L_{Ceq}$** | 78.4 dB |
| **$L_{Aeq}$** | 68.3 dB |
| **$L_{Ceq}$ - $L_{Aeq}$** | 10.1 dB |
| **$LA_{leq}$** | 70.1 dB |
| **$L_{Aeq}$** | 68.3 dB |
| **$LA_{leq}$ - $L_{Aeq}$** | 1.8 dB |

October 16, 2019

| | A | |
|---|---|---|
| | dB | Time Stamp |
| $L_{eq}$ | 68.3 | |
| $L_{S(max)}$ | 85.2 | 2019/10/16 9:34:19 |
| $L_{F(max)}$ | 88.0 | 2019/10/16 9:34:19 |
| $L_{I(max)}$ | 88.5 | 2019/10/16 9:34:19 |
| $L_{S(min)}$ | 60.8 | 2019/10/16 9:27:47 |
| $L_{F(min)}$ | 60.1 | 2019/10/16 9:33:10 |
| $L_{I(min)}$ | 60.5 | 2019/10/16 9:38:41 |
| $L_{Peak(max)}$ | 103.8 | 2019/10/16 9:34:18 |

| | |
|---|---|
| **# Overloads** | 0 |
| **Overload Duration** | 0.0 s |

| Statistics | |
|---|---|
| **LAS5.00** | 72.5 dB |
| **LAS10.00** | 70.6 dB |
| **LAS33.30** | 67.3 dB |
| **LAS50.00** | 65.7 dB |
| **LAS66.60** | 64.7 dB |
| **LAS90.00** | 63.4 dB |




1666 N. Vermont Ave
Noise Monitoring Location A

October 16, 2019

PARKER ENVIRONMENTAL CONSULTANTS

## Summary

| | |
|---|---|
| **File Name on Meter** | 831_Data.240 |
| **Serial Number** | 0003748 |
| **Model** | Model 831 |
| **Firmware Version** | 2.311 |
| **User** | Rachel Mills-Coyne |
| **Job Description** | 1666 N. Vermont Ave |

**Location B:** On the south side of Prospect Avenue, on the northeastern corner of the Project Site

**Noise Sources:** Moderate vehicle use, moderate pedestrian activity



## Measurement

| | |
|---|---|
| **Description** | |
| **Start** | 2019-10-16 09:56:37 |
| **Stop** | 2019-10-16 10:11:37 |
| **Duration** | 00:15:00.0 |
| **Run Time** | 00:15:00.0 |
| **Pause** | 00:00:00.0 |
| **Pre Calibration** | 2019-10-16 09:11:25 |
| **Post Calibration** | None |
| **Calibration Deviation** | --- |

## Overall Settings

| | |
|---|---|
| **RMS Weight** | A Weighting |
| **Peak Weight** | Z Weighting |
| **Detector** | Slow |
| **Preamp** | PRM831 |
| **Microphone Correction** | Off |
| **Integration Method** | Linear |
| **Gain** | 0.0 dB |
| **Overload** | 142.3 dB |

| | A | C | Z |
|---|---|---|---|
| **Under Range Peak** | 74.7 | 71.7 | **76.7** dB |
| **Under Range Limit** | **26.0** | 26.2 | 31.4 dB |
| **Noise Floor** | 16.9 | 17.0 | 22.1 dB |

## Results

| | | | |
|---|---|---|---|
| **LAeq** | 64.6 dB | | |
| **LAE** | 94.2 dB | | |
| **EA** | 289.072 µPa²h | | |
| **LZpeak (max)** | 2019-10-16 10:03:58 | 101.5 dB | |
| **LASmax** | 2019-10-16 10:00:05 | 74.9 dB | |
| **LASmin** | 2019-10-16 09:57:41 | 55.4 dB | |
| **SEA** | -99.9 dB | | |
| **LAS > 65.0 dB (Exceedance Counts / Duration)** | 34 | 257.7 s | |
| **LAS > 85.0 dB (Exceedance Counts / Duration)** | 0 | 0.0 s | |
| **LZpeak > 135.0 dB (Exceedance Counts / Duration)** | 0 | 0.0 s | |
| **LZpeak > 137.0 dB (Exceedance Counts / Duration)** | 0 | 0.0 s | |
| **LZpeak > 140.0 dB (Exceedance Counts / Duration)** | 0 | 0.0 s | |

| **Community Noise** | **Ldn** | **LDay 07:00-22:00** | **Lden** | **LDay 07:00-19:00** |
|---|---|---|---|---|
| | 64.6 | 64.6 | 64.6 | 64.6 |

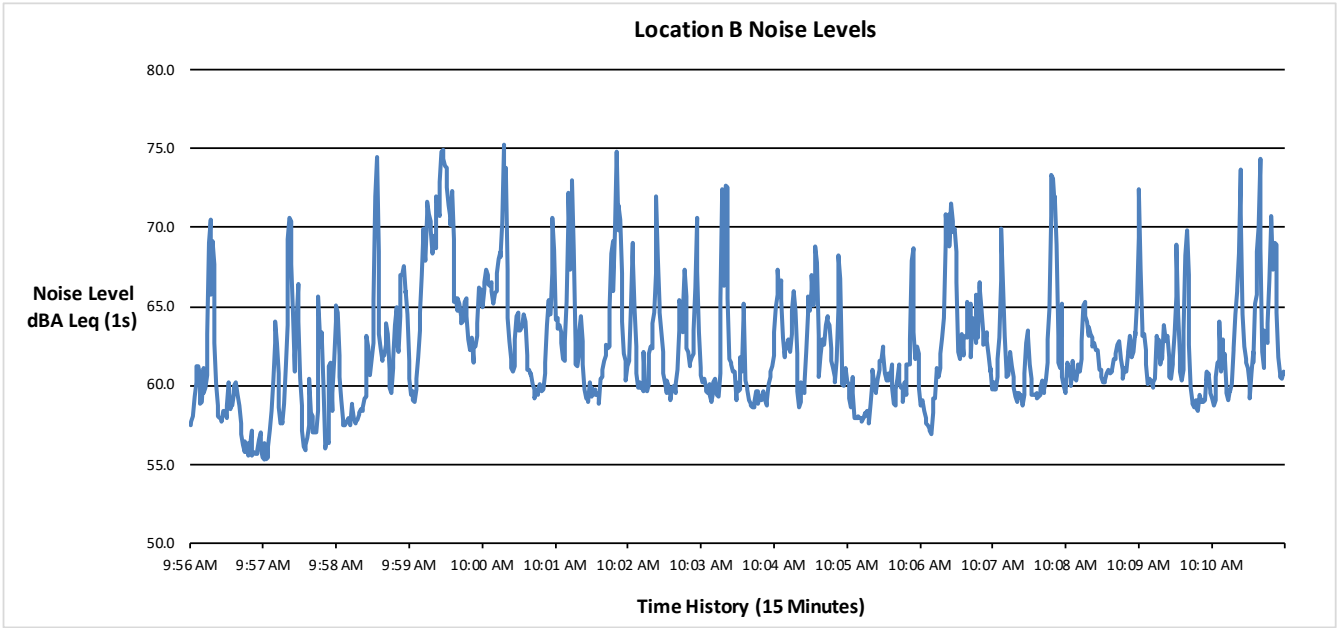
| | |
|---|---|
| **LCeq** | 74.5 dB |
| **LAeq** | 64.6 dB |
| **LCeq - LAeq** | 9.9 dB |
| **LAleq** | 66.8 dB |
| **LAeq** | 64.6 dB |
| **LAleq - LAeq** | 2.1 dB |

October 16, 2019

| | A | |
|---|---|---|
| | dB | Time Stamp |
| $L_{eq}$ | 64.6 | |
| $L_{S(max)}$ | 74.9 | 2019/10/16 10:00:05 |
| $L_{F(max)}$ | 77.4 | 2019/10/16 10:03:58 |
| $L_{I(max)}$ | 81.2 | 2019/10/16 10:03:58 |
| $L_{S(min)}$ | 55.4 | 2019/10/16 9:57:41 |
| $L_{F(min)}$ | 54.6 | 2019/10/16 9:57:37 |
| $L_{I(min)}$ | 55.3 | 2019/10/16 9:57:37 |
| $L_{Peak(max)}$ | 97.3 | 2019/10/16 10:03:58 |

| | | |
|---|---|---|
| **# Overloads** | 0 | |
| **Overload Duration** | 0.0 | s |

| Statistics | | |
|---|---|---|
| **LAS5.00** | 70.3 | dB |
| **LAS10.00** | 68.4 | dB |
| **LAS33.30** | 63.4 | dB |
| **LAS50.00** | 61.8 | dB |
| **LAS66.60** | 60.4 | dB |
| **LAS90.00** | 58.6 | dB |




1666 N. Vermont Ave
Noise Monitoring Location B

October 16, 2019

## Summary

| | |
|---|---|
| **File Name on Meter** | 831_Data.241 |
| **Serial Number** | 0003748 |
| **Model** | Model 831 |
| **Firmware Version** | 2.311 |
| **User** | Rachel Mills-Coyne |
| **Job Description** | 1666 N. Vermont Ave |

**Location C:** On the north side of the street, where Prospect Avenue merges into Hollywood Boulevard

**Noise Sources:** Moderate vehicle activity, moderate pedestrian activity, one shuttle



## Measurement

| | |
|---|---|
| **Description** | |
| **Start** | 2019-10-16 10:20:18 |
| **Stop** | 2019-10-16 10:35:18 |
| **Duration** | 00:15:00.0 |
| **Run Time** | 00:15:00.0 |
| **Pause** | 00:00:00.0 |
| **Pre Calibration** | 2019-10-16 09:11:25 |
| **Post Calibration** | None |
| **Calibration Deviation** | --- |

## Overall Settings

| | |
|---|---|
| **RMS Weight** | A Weighting |
| **Peak Weight** | Z Weighting |
| **Detector** | Slow |
| **Preamp** | PRM831 |
| **Microphone Correction** | Off |
| **Integration Method** | Linear |
| **Gain** | 0.0 dB |
| **Overload** | 142.3 dB |

| | A | C | Z |
|---|---|---|---|
| **Under Range Peak** | 74.7 | 71.7 | **76.7** dB |
| **Under Range Limit** | **26.0** | 26.2 | 31.4 dB |
| **Noise Floor** | 16.9 | 17.0 | 22.1 dB |

## Results

| | | | | |
|---|---|---|---|---|
| **$L_{Aeq}$** | 65.5 dB | | | |
| **LAE** | 95.1 dB | | | |
| **EA** | 356.508 µPa²h | | | |
| **$LZ_{peak\ (max)}$** | 2019-10-16 10:25:50 | 100.9 dB | | |
| **$LAS_{max}$** | 2019-10-16 10:25:52 | 83.7 dB | | |
| **$LAS_{min}$** | 2019-10-16 10:35:17 | 55.0 dB | | |
| **SEA** | -99.9 dB | | | |
| **LAS > 65.0 dB (Exceedance Counts / Duration)** | 25 | 243.6 s | | |
| **LAS > 85.0 dB (Exceedance Counts / Duration)** | 0 | 0.0 s | | |
| **$LZ_{peak}$ > 135.0 dB (Exceedance Counts / Duration)** | 0 | 0.0 s | | |
| **$LZ_{peak}$ > 137.0 dB (Exceedance Counts / Duration)** | 0 | 0.0 s | | |
| **$LZ_{peak}$ > 140.0 dB (Exceedance Counts / Duration)** | 0 | 0.0 s | | |

| **Community Noise** | **Ldn** | **LDay 07:00-22:00** | **Lden** | **LDay 07:00-19:00** |
|---|---|---|---|---|
| | 65.5 | 65.5 | 65.5 | 65.5 |

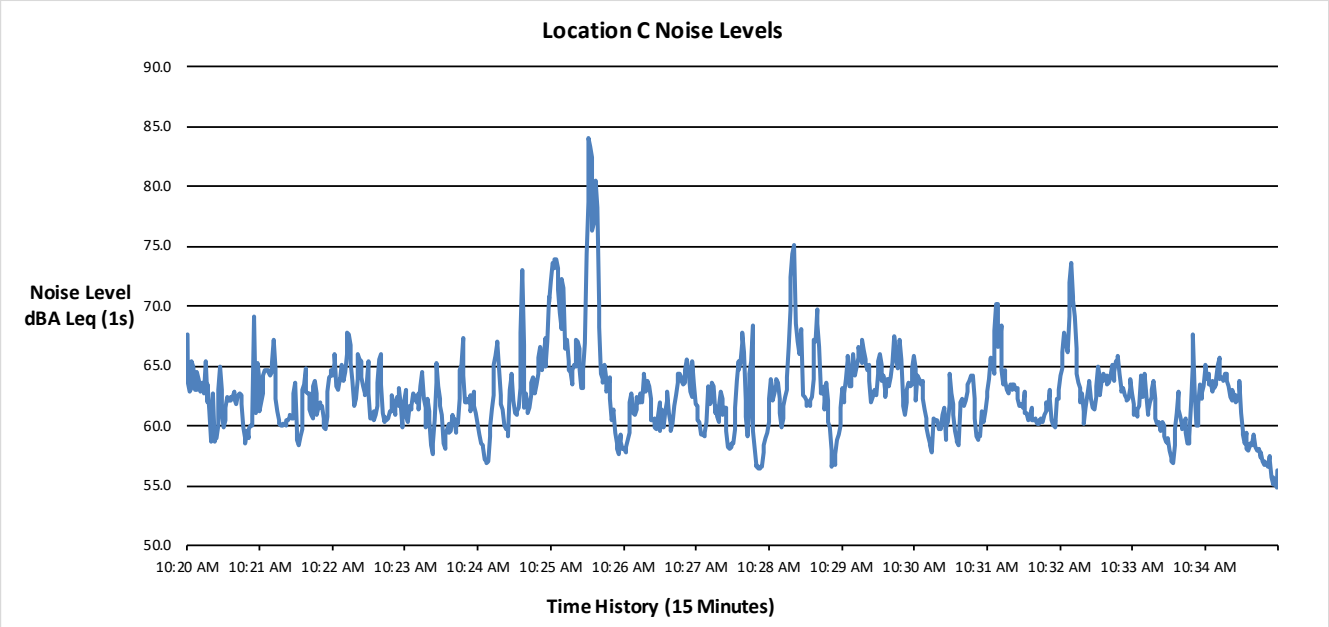
| | |
|---|---|
| **$LC_{eq}$** | 75.1 dB |
| **$LA_{eq}$** | 65.5 dB |
| **$LC_{eq}$ - $LA_{eq}$** | 9.6 dB |
| **$LAI_{eq}$** | 67.4 dB |
| **$LA_{eq}$** | 65.5 dB |
| **$LAI_{eq}$ - $LA_{eq}$** | 1.9 dB |

October 16, 2019

| | A | |
|---|---|---|
| | dB | Time Stamp |
| $L_{eq}$ | 65.5 | |
| $L_{S(max)}$ | 83.7 | 2019/10/16 10:25:52 |
| $L_{F(max)}$ | 85.4 | 2019/10/16 10:25:52 |
| $L_{I(max)}$ | 86.8 | 2019/10/16 10:25:51 |
| $L_{S(min)}$ | 55.0 | 2019/10/16 10:35:17 |
| $L_{F(min)}$ | 54.3 | 2019/10/16 10:35:17 |
| $L_{I(min)}$ | 54.5 | 2019/10/16 10:35:17 |
| $L_{Peak(max)}$ | 96.5 | 2019/10/16 10:25:51 |

| | |
|---|---|
| **# Overloads** | 0 |
| **Overload Duration** | 0.0 s |

| Statistics | |
|---|---|
| **LAS5.00** | 68.4 dB |
| **LAS10.00** | 66.1 dB |
| **LAS33.30** | 63.6 dB |
| **LAS50.00** | 62.5 dB |
| **LAS66.60** | 61.5 dB |
| **LAS90.00** | 59.2 dB |




1666 N. Vermont Ave
Noise Monitoring Location C

**Report date:** 2/1/22
**Project:** 1666 N. Vermont Avenue
**Phase:** Demolition

**RECEPTOR #1**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential east and northeast of the Project Site | Residential | 64.6 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq |
| Concrete/Industrial Saw | No | 20 | 90 | 90 | 15 | 85 | 0 | 85.4 | 78.4 | 20 | 65.4 | 58.4 |
| Dozer | No | 40 | 85 | 82 | 15 | 85 | 0 | 77.4 | 73.4 | 20 | 60.4 | 56.4 |
| | | | | | | | Construction Noise Level (dBA Leq) | | 79.6 | | Results | 60.5 |
| | | | | | | | Noise Level Above Ambient | | 15.0 | Noise Level Above Ambient | | -4.1 |

**RECEPTOR #2**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Los Feliz Elementary School | Institutional | 65.5 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq |
| Concrete/Industrial Saw | No | 20 | 90 | 90 | 265 | 335 | 0 | 73.5 | 66.5 | 20 | 53.5 | 46.5 |
| Dozer | No | 40 | 85 | 82 | 265 | 335 | 0 | 65.5 | 61.5 | 20 | 48.5 | 44.5 |
| | | | | | | | Construction Noise Level (dBA Leq) | | 67.7 | | Results | 48.6 |
| | | | | | | | Noise Level Above Ambient | | 2.2 | Noise Level Above Ambient | | -16.9 |

**RECEPTOR #3**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Chabad of Greater Los Feliz | Institutional | 68.3 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq |
| Concrete/Industrial Saw | No | 20 | 90 | 90 | 385 | 465 | 0 | 70.6 | 63.6 | 20 | 50.6 | 43.6 |
| Dozer | No | 40 | 85 | 82 | 385 | 465 | 0 | 62.6 | 58.7 | 20 | 45.6 | 41.7 |
| | | | | | | | Construction Noise Level (dBA Leq) | | 64.8 | | Results | 45.8 |
| | | | | | | | Noise Level Above Ambient | | -3.5 | Noise Level Above Ambient | | -22.5 |

***Notes:***
*1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.*
*2. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.*

*Source: Roadway Construction Noise Model (RCNM),Version 1.1*

**Report date:** 2/1/22
**Project:** 1666 N. Vermont Avenue
**Phase:** Grading/Excavation

**RECEPTOR #1**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential east and northeast of the Project Site | Residential | 64.6 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq |
| Concrete/Industrial Saw | No | 20 | 90 | 90 | 15 | 85 | 0 | 85.4 | 78.4 | 20 | 65.4 | 58.4 |
| Dozer | No | 40 | 85 | 82 | 15 | 85 | 0 | 80.4 | 76.4 | 20 | 60.4 | 56.4 |
| | | | | | | Construction Noise Level (dBA Leq) | | | 80.5 | | Results | 60.5 |
| | | | | | | Noise Level Above Ambient | | | 15.9 | | Noise Level Above Ambient | -4.1 |

**RECEPTOR #2**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Los Feliz Elementary School | Institutional | 65.5 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq |
| Concrete/Industrial Saw | No | 20 | 90 | 90 | 265 | 335 | 0 | 73.5 | 66.5 | 20 | 53.5 | 46.5 |
| Dozer | No | 40 | 85 | 82 | 265 | 335 | 0 | 68.5 | 64.5 | 20 | 48.5 | 44.5 |
| | | | | | | Construction Noise Level (dBA Leq) | | | 68.6 | | Results | 48.6 |
| | | | | | | Noise Level Above Ambient | | | 3.1 | | Noise Level Above Ambient | -16.9 |

**RECEPTOR #3**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Chabad of Greater Los Feliz | Institutional | 68.3 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq |
| Concrete/Industrial Saw | No | 20 | 90 | 90 | 385 | 465 | 0 | 70.6 | 63.6 | 20 | 50.6 | 43.6 |
| Dozer | No | 40 | 85 | 82 | 385 | 465 | 0 | 65.6 | 61.7 | 20 | 42.6 | 38.7 |
| | | | | | | Construction Noise Level (dBA Leq) | | | 65.8 | | Results | 44.8 |
| | | | | | | Noise Level Above Ambient | | | -2.5 | | Noise Level Above Ambient | -23.5 |

***Notes:***
*1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.*
*2. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.*

*Source: Roadway Construction Noise Model (RCNM),Version 1.1*

**Report date:** 2/1/22
**Project:** 1666 N. Vermont Avenue
**Phase:** Building Construction

**RECEPTOR #1**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential east and northeast of the Project Site | Residential | 64.6 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Estimated Shielding | Calculated (dBA) | | Estimated Shielding | Calculated (dBA) | |
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | (dBA) | *Lmax | Leq | (dBA) | *Lmax | Leq |
| Crane | No | 16 | NA | 81 | 15 | 85 | 0 | 76.4 | 68.4 | 20 | 56.4 | 48.4 |
| Generator | No | 50 | NA | 81 | 15 | 85 | 0 | 76.4 | 73.4 | 20 | 56.4 | 53.4 |
| | | | | | | | Construction Noise Level (dBA Leq) | | 74.6 | | Results | 54.6 |
| | | | | | | | Noise Level Above Ambient | | 10.0 | Noise Level Above Ambient | | -10.0 |

**RECEPTOR #2**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Los Feliz Elementary School | Institutional | 65.5 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Estimated Shielding | Calculated (dBA) | | Estimated Shielding | Calculated (dBA) | |
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | (dBA) | *Lmax | Leq | (dBA) | *Lmax | Leq |
| Crane | No | 16 | NA | 81 | 265 | 335 | 0 | 64.5 | 56.5 | 20 | 44.5 | 36.5 |
| Generator | No | 50 | NA | 81 | 265 | 335 | 0 | 64.5 | 61.5 | 20 | 44.5 | 41.5 |
| | | | | | | | Construction Noise Level (dBA Leq) | | 62.7 | | Results | 42.7 |
| | | | | | | | Noise Level Above Ambient | | -2.8 | Noise Level Above Ambient | | -22.8 |

**RECEPTOR #3**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Chabad of Greater Los Feliz | Institutional | 68.3 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Estimated Shielding | Calculated (dBA) | | Estimated Shielding | Calculated (dBA) | |
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | (dBA) | *Lmax | Leq | (dBA) | *Lmax | Leq |
| Crane | No | 16 | NA | 81 | 385 | 465 | 0 | 61.6 | 53.7 | 20 | 41.6 | 33.7 |
| Generator | No | 50 | NA | 81 | 385 | 465 | 0 | 61.6 | 58.6 | 20 | 41.6 | 38.6 |
| | | | | | | | Construction Noise Level (dBA Leq) | | 59.8 | | Results | 39.8 |
| | | | | | | | Noise Level Above Ambient | | -8.5 | Noise Level Above Ambient | | -28.5 |

***Notes:***
*1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.*
*2. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.*

*Source: Roadway Construction Noise Model (RCNM),Version 1.1*

**Report date:** 2/1/22
**Project:** 1666 N. Vermont Avenue
**Phase:** Architectural Coating

**RECEPTOR #1**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential east and northeast of the Project Site | Residential | 64.6 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq |
| Air Compressor | No | 50 | 80 | 78 | 15 | 85 | 0 | 73.4 | 70.4 | 20 | 53.4 | 50.4 |
| Air Compressor | No | 50 | 80 | 78 | 15 | 85 | 0 | 73.4 | 70.4 | 20 | 53.4 | 50.4 |
| | | | | | | Construction Noise Level (dBA Leq) | | | 73.4 | | Results | 53.4 |
| | | | | | | Noise Level Above Ambient | | | 8.8 | Noise Level Above Ambient | | -11.2 |

**RECEPTOR #2**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Los Feliz Elementary School | Institutional | 65.5 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq |
| Air Compressor | No | 50 | 80 | 78 | 265 | 335 | 0 | 61.5 | 58.5 | 20 | 41.5 | 38.5 |
| Air Compressor | No | 50 | 80 | 78 | 265 | 335 | 0 | 61.5 | 58.5 | 20 | 41.5 | 38.5 |
| | | | | | | Construction Noise Level (dBA Leq) | | | 61.5 | | Results | 41.5 |
| | | | | | | Noise Level Above Ambient | | | -4.0 | Noise Level Above Ambient | | -24.0 |

**RECEPTOR #3**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Chabad of Greater Los Feliz | Institutional | 68.3 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq |
| Air Compressor | No | 50 | 80 | 78 | 385 | 465 | 0 | 58.6 | 55.6 | 20 | 38.6 | 35.6 |
| Air Compressor | No | 50 | 80 | 78 | 385 | 465 | 0 | 58.6 | 55.6 | 20 | 38.6 | 35.6 |
| | | | | | | Construction Noise Level (dBA Leq) | | | 58.6 | | Results | 38.6 |
| | | | | | | Noise Level Above Ambient | | | -9.7 | Noise Level Above Ambient | | -29.7 |

***Notes:***
*1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.*
*2. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.*

*Source: Roadway Construction Noise Model (RCNM),Version 1.1*

PARKER ENVIRONMENTAL CONSULTANTS

**Construction Noise Impact Summary Without Project Design Features**

| Address | Ambient Noise (dBA Leq) | Noise Level Impact (dBA Leq) by Phase | | | | Construction Noise Threshold (dBA Leq)** | Noise Impact Above Threshold |
|---|---|---|---|---|---|---|---|
| | | Demolition | Grading | Building | Architectural Coating | | |
| RECEPTOR #1 | 64.6 | 79.6 | 80.5 | 74.6 | 73.4 | 69.6 | 10.9 |
| RECEPTOR #2 | 65.5 | 67.7 | 68.6 | 62.7 | 61.5 | 70.5 | -1.9 |
| RECEPTOR #3 | 68.3 | 64.8 | 65.8 | 59.8 | 58.6 | 73.3 | 0.0 |

** Significance criteria is based on a 5- dBA noise increase above ambient threshold .

**Construction Noise Impact Summary With Project Design Features**

| Address | Ambient Noise (dBA Leq) | Noise Level Impact (dBA Leq) by Phase | | | | Construction Noise Threshold (dBA Leq)** | Noise Impact Above Threshold |
|---|---|---|---|---|---|---|---|
| | | Demolition | Grading | Building | Architectural Coating | | |
| RECEPTOR #1 | 64.6 | 60.5 | 60.5 | 54.6 | 53.4 | 69.6 | 0.0 |
| RECEPTOR #2 | 65.5 | 48.6 | 48.6 | 42.7 | 41.5 | 70.5 | 0.0 |
| RECEPTOR #3 | 68.3 | 45.8 | 44.8 | 39.8 | 38.6 | 73.3 | 0.0 |

** Significance criteria is based on a 5- dBA noise increase above ambient threshold .

PARKER
ENVIRONMENTAL CONSULTANTS

**Project:** 1666 N. Vermont Avenue
**Date:** 4/14/22
**Re:** Crowd Noise Estimates

**Full Capacity Noise Levels @ 3 feet**

| | 50% Male | 50% Female | 50% of people | Total people |
|---|---|---|---|---|
| N1:Total | 28.1 | 28.1 | 56.15 | 112.3 |
| N2: 2nd Floor Courtyards | 23.6 | 23.6 | 47.25 | 94.5 |
| N3: 7th Floor Sundeck | 4.5 | 4.5 | 8.9 | 17.8 |

| **SPL(Total) = SPL(1) + 10*log(N)** | **Male** | **Female** | **Noise Level @ 3.3 ft** | **Noise Level @ 50 ft** |
|---|---|---|---|---|
| **SPL(1)** | **65** | **62** | | |
| SPL(N1): Total | 79.48 | 76.48 | 81.25 | 56.81 |
| SPL(N2): 2nd Floor Courtyards | 78.73 | 75.73 | 80.50 | 56.06 |
| SPL(N3): 7th Floor Sundeck | 71.48 | 68.48 | 73.25 | 48.81 |

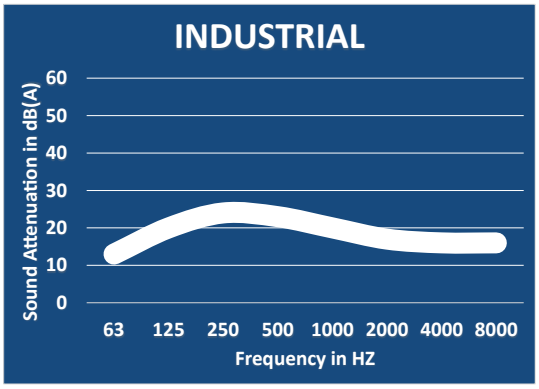
Note: formulas provided by Caltrans Technical Noise Supplement (September 2013)
SPL = sound pressure level

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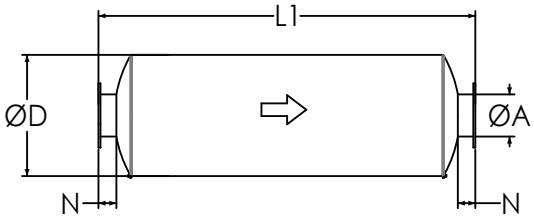
# Industrial Grade Silencers

## Model NTIN-C (Cylindrical), 15-20 dBA

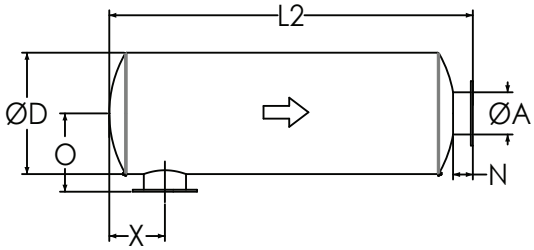
### TYPICAL ATTENUATION CURVE



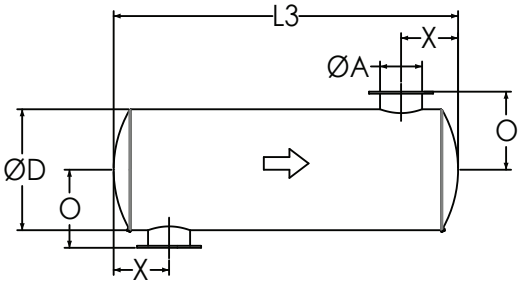

### TYPICAL CONFIGURATIONS




**END IN END OUT (EI-EO)**




**SIDE IN END OUT (SI-EO)**




**SIDE IN SIDE OUT (SI-SO)**

Nett Technologies' Industrial Grade Silencers are designed to achieve maximum performance with the least amount of backpressure.
The silencers are Reactive Silencers and are typically used for reciprocating or positive displacement engines where noise level regulations are low.

### FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
- Compact modular designs providing ease of installations, less weight and less foot-print
- Responsive lead time for both standard and custom designs to meet your needs
- Customized engineered systems solutions to meet challenging integration and engine requirements

Contact Nett Technologies with your projects design requirements and specifications for optimized noise control solutions.

### OPTIONS

- Versatile connections including ANSI pattern flanges, NPT, slip-on, engine flange, schedule 40 and others
- Aluminized Steel, Stainless Steel 304 or 316 construction
- Horizontal or vertical mounting brackets and lifting lugs

### ACCESSORIES

- Hardware Kits
- Flexible connectors and expansion joints
- Elbows
- Thimbles
- Raincaps
- Thermal insulation: integrated or with thermal insulation blankets
- Please see our accessories catalog for a complete listing

### PRODUCT DIMENSIONS (in)

| Model* | A | D | L1 | L2 | L3 | X** | X | N | O |
|---|---|---|---|---|---|---|---|---|---|
| | Outlet | Dia | EI-EO | SI-EO | SI-SO | Min | Max | Nipple | O |
| NTIN-C1 | 1 | 4 | 20 | 18 | 16 | 3 | 7 | 2 | 4 |
| NTIN-C1.5 | 1.5 | 6 | 22 | 20 | 18 | 3 | 8 | 2 | 5 |
| NTIN-C2 | 2 | 6 | 22 | 19 | 16 | 3 | 8 | 3 | 6 |
| NTIN-C2.5 | 2.5 | 6 | 24 | 21 | 18 | 4 | 9 | 3 | 6 |
| NTIN-C3 | 3 | 8 | 26 | 23 | 20 | 5 | 10 | 3 | 7 |
| NTIN-C3.5 | 3.5 | 9 | 28 | 25 | 22 | 5 | 11 | 3 | 8 |
| NTIN-C4 | 4 | 10 | 32 | 29 | 26 | 5 | 12 | 3 | 8 |
| NTIN-C5 | 5 | 12 | 36 | 33 | 30 | 6 | 14 | 3 | 9 |
| NTIN-C6 | 6 | 14 | 40 | 36 | 32 | 7 | 16 | 4 | 11 |
| NTIN-C8 | 8 | 16 | 50 | 46 | 42 | 8 | 21 | 4 | 12 |
| NTIN-C10 | 10 | 20 | 52 | 48 | 44 | 11 | 21 | 4 | 14 |
| NTIN-C12 | 12 | 24 | 62 | 58 | 54 | 12 | 26 | 4 | 16 |
| NTIN-C14 | 14 | 30 | 74 | 69 | 64 | 15 | 31 | 5 | 20 |
| NTIN-C16 | 16 | 36 | 82 | 77 | 72 | 18 | 35 | 5 | 23 |
| NTIN-C18 | 18 | 40 | 94 | 89 | 84 | 18 | 42 | 5 | 25 |
| NTIN-C20 | 20 | 40 | 110 | 105 | 100 | 19 | 52 | 5 | 25 |
| NTIN-C22 | 22 | 48 | 118 | 113 | 108 | 22 | 56 | 5 | 29 |
| NTIN-C24 | 24 | 48 | 130 | 125 | 120 | 24 | 62 | 5 | 29 |

* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

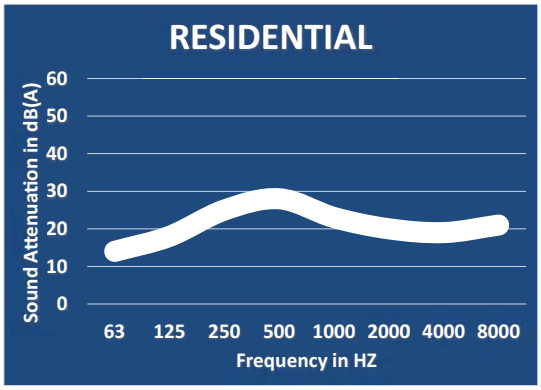
** Standard inlet/outlet position.

NETT TECHNOLOGIES INC.
www.nettinc.com sales@nettinc.com +1 (905) 672-5453

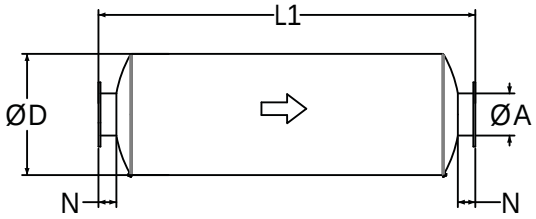
# Residential Grade Silencers

## Model NTRS-C (Cylindrical), 20-25 dBA

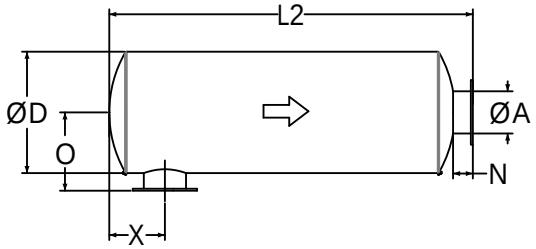
### TYPICAL ATTENUATION CURVE



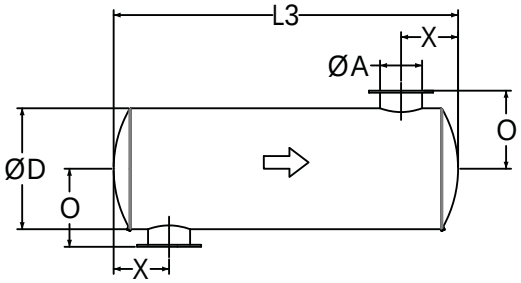

### TYPICAL CONFIGURATIONS




**END IN END OUT (EI-EO)**




**SIDE IN END OUT (SI-EO)**




**SIDE IN SIDE OUT (SI-SO)**

Nett Technologies' Residential Grade Silencers are designed to achieve maximum performance with the least amount of backpressure. The silencers are Reactive Silencers and are typically used for reciprocating or positive displacement engines where noise level regulations are medium-low.

### FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
- Compact modular designs providing ease of installations, less weight and less foot-print
- Responsive lead time for both standard and custom designs to meet your needs
- Customized engineered systems solutions to meet challenging integration and engine requirements

Contact Nett Technologies with your projects design requirements and specifications for optimized noise control solutions.

### OPTIONS

- Versatile connections including ANSI pattern flanges, NPT, slip-on, engine flange, schedule 40 and others
- Aluminized Steel, Stainless Steel 304 or 316 construction
- Horizontal or vertical mounting brackets and lifting lugs

### ACCESSORIES

- Hardware Kits
- Flexible connectors and expansion joints
- Elbows
- Thimbles
- Raincaps
- Thermal insulation: integrated or with thermal insulation blankets
- Please see our accessories catalog for a complete listing

### PRODUCT DIMENSIONS (in)

| Model* | A | D | L1 | L2 | L3 | X** | X | N | O |
|---|---|---|---|---|---|---|---|---|---|
| | Outlet | Dia | EI-EO | SI-EO | SI-SO | Min | Max | Nipple | O |
| NTRS-C1 | 1 | 4 | 20 | 18 | 16 | 3 | 10 | 2 | 4 |
| NTRS-C1.5 | 1.5 | 6 | 28 | 26 | 24 | 3 | 12 | 2 | 5 |
| NTRS-C2 | 2 | 6 | 28 | 25 | 22 | 4 | 12 | 3 | 6 |
| NTRS-C2.5 | 2.5 | 6 | 32 | 29 | 26 | 4 | 14 | 3 | 6 |
| NTRS-C3 | 3 | 6 | 34 | 31 | 28 | 5 | 15 | 3 | 6 |
| NTRS-C3.5 | 3.5 | 9 | 36 | 33 | 30 | 5 | 16 | 3 | 8 |
| NTRS-C4 | 4 | 10 | 40 | 37 | 34 | 5 | 17 | 3 | 8 |
| NTRS-C5 | 5 | 12 | 42 | 39 | 36 | 6 | 18 | 3 | 9 |
| NTRS-C6 | 6 | 14 | 44 | 40 | 36 | 7 | 19 | 4 | 11 |
| NTRS-C8 | 8 | 16 | 56 | 52 | 48 | 9 | 24 | 4 | 12 |
| NTRS-C10 | 10 | 20 | 58 | 54 | 50 | 11 | 24 | 4 | 14 |
| NTRS-C12 | 12 | 24 | 70 | 66 | 62 | 13 | 31 | 4 | 16 |
| NTRS-C14 | 14 | 30 | 80 | 75 | 70 | 17 | 35 | 5 | 20 |
| NTRS-C16 | 16 | 36 | 90 | 85 | 80 | 17 | 40 | 5 | 23 |
| NTRS-C18 | 18 | 40 | 102 | 97 | 92 | 18 | 47 | 5 | 25 |
| NTRS-C20 | 20 | 42 | 108 | 103 | 98 | 21 | 50 | 5 | 26 |
| NTRS-C22 | 22 | 48 | 116 | 111 | 106 | 23 | 54 | 5 | 29 |
| NTRS-C24 | 24 | 48 | 130 | 125 | 120 | 26 | 61 | 5 | 29 |

* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

** Standard inlet/outlet position.

# Acoustical Surfaces, Inc.

**SOUNDPROOFING, ACOUSTICS, NOISE & VIBRATION CONTROL SPECIALISTS**

123 Columbia Court North • Suite 201 • Chaska, MN 55318
(952) 448-5300 • Fax (952) 448-2613 • (800) 448-0121
Email: sales@acousticalsurfaces.com
Visit our Website: www.acousticalsurfaces.com


***We Identify and S.T.O.P. Your Noise Problems***



# QUILTED CURTAIN S.T.O.P.

## Absorptive/Noise Barrier Quilted Curtains

- ***For Unusual Conditions***
- ***Cost Effective***
- ***Water & Chemical Resistant***
- ***Exterior Applications***

**MATERIAL:** Foam or fiberglass core, faced with quilted aluminized fabric.

**PATTERN:** Quilted pattern.

**FEATURES:** Effective and durable absorber with mass loaded vinyl barrier option.

**APPLICATIONS:** Effective solution to a wide range of noise control problems. Machinery and work area enclosures.

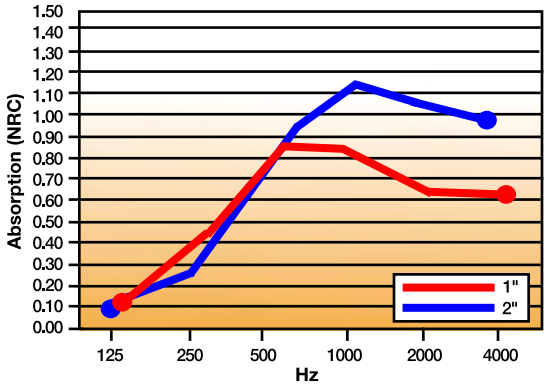
**THICKNESS:** 1" & 2".

**NOM SIZES:** BSC-25 Curtain (Quilting on both sides) standard: 48” wide and Lengths up to 25’.
BBC-13 Curtain (Quilting on one side) standard: 54” wide and Lengths up to 25’. Custom sizes also available.

**COLOR:** Silver (Other colors available upon request).

**FLAMMABILITY:** ASTM E-84, Class A. Flame Spread: 23, Smoke Developed: 30.

**INSTALLATION:** Hook and loop fasteners, grommet hangers, curtain support hardware.




**CURTAIN S.T.O.P. Sound Transmission Loss - ASTM E90** /a/ /b/

| Frequency | 125Hz | 250Hz | 500Hz | 1KHz | 2KHz | 4KHz | STC |
|---|---|---|---|---|---|---|---|
| **BSC-25 w/ 1 lb. Barrier** | 12 | 10 | 27 | 40 | 44 | 43 | 29 |
| **BSC-25 w/ 2 lb. Barrier** | 19 | 22 | 28 | 40 | 56 | 61 | 33 |
| **BBC-13 w/ 1 lb. Barrier** | 11 | 10 | 24 | 30 | 35 | 35 | 27 |
| **BBC-13 w/ 2 lb. Barrier** | 19 | 22 | 28 | 40 | 56 | 61 | 33 |

**CURTAIN S.T.O.P. Sound Absorption Coefficients**

| Frequency | 125Hz | 250Hz | 500Hz | 1KHz | 2KHz | 4KHz | NRC |
|---|---|---|---|---|---|---|---|
| **1" Fiberglass** | .12 | .47 | .85 | .84 | .64 | .62 | .70 |
| **2" Fiberglass** | .19 | .99 | .96 | .80 | .57 | .33 | .85 |

/a/ Sound transmission loss is the decibel reduction achieved at different frequencies. Construction noise occurs throughout the frequency spectrum. An example of high frequency noise is the whining sound from a concrete saw or jackhammering, low frequency noise can be usually attributed to equipment such as the humming of a generator.
/b/ Sound Transmission Class (STC) is the integer rating of how well a material attenuates airborne sound. It is however a rough idea of sound reduction versus the transmission loss calculated at different frequencies.

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Email: sales@acousticalsurfaces.com
Visit our Website: www.acousticalsurfaces.com


***We Identify and S.T.O.P. Your Noise Problems***




## Echo Barrier™

### The Industry's First Reusable, Indoor/ Outdoor Noise Barrier/Absorber

- Superior acoustic performance
- Industrial durability
- Simple and quick installation system
- Lightweight for easy handling
- Unique roll-up design for compact storage and transportation
- Double or triple up for noise 'hot spots'
- Ability to add branding or messages
- Range of accessories available
- Weatherproof – absorbs sound but not water
- Fire retardant
- 1 person can do the job of 2 or 3 people



Why is it all too often we see construction sites with fencing but no regard for sound issues created from the construction that is taking place? This is due to the fact that there has not been an efficient means of treating this type of noise that was cost effective ***until now.***

Echo Barrier temporary fencing is a reusable, outdoor noise barrier. Designed to fit on all types of temporary fencing. Echo Barrier absorbs sound while remaining quick to install, light to carry and tough to last.

**BENEFITS:** Echo Barrier can help reduce noise complaints, enhance your company reputation, extend site operating hours, reduce project timescales & costs, and improve working conditions.

**APPLICATIONS:** Echo Barrier works great for construction & demolition sites; rail maintenance & replacement; music, sports and other public events; road construction; utility/maintenance sites; loading and unloading areas; outdoor gun ranges.

**DIMENSIONS:** 6.56' × 4.49'.

**WEIGHT:** 13 lbs.

**ACOUSTIC PERFORMANCE:** 10-20dB noise reduction (greater if barrier is doubled up).

**INSTALLATION:** The Echo Barrier is easily installed using our quick hook system and specially designed elastic ties.

| Echo Barrier Transmission Loss Field Data | | | | | | | |
|---|---|---|---|---|---|---|---|
| | 125Hz | 250Hz | 500Hz | 1KHz | 2KHz | 4KHz | 8KHz |
| Single Layer | 6 | 12 | 16 | 23 | 28 | 30 | 30 |
| Double Layer | 7 | 19 | 24 | 28 | 32 | 31 | 32 |

# ATTACHMENT 5

Air Quality Modeling and Greenhouse Gas Emissions Worksheets

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# 1666 N. Vermont - Existing Conditions Custom Report

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# 1. Basic Project Information

## 1.1. Basic Project Information

| Data Field | Value |
|---|---|
| Project Name | 1666 N. Vermont - Existing Conditions |
| Operational Year | 2019 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 0.50 |
| Precipitation (days) | 16.8 |
| Location | 1666 N Vermont Ave, Los Angeles, CA 90027, USA |
| County | Los Angeles-South Coast |
| City | Los Angeles |
| Air District | South Coast AQMD |
| Air Basin | South Coast |
| TAZ | 4006 |
| EDFZ | 16 |
| Electric Utility | Los Angeles Department of Water & Power |
| Gas Utility | Southern California Gas |
| App Version | 2022.1.1.21 |

## 1.2. Land Use Types

| Land Use Subtype | Size | Unit | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description |
|---|---|---|---|---|---|---|---|---|

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Fast Food Restaurant w/o Drive Thru | 0.30 | 1000sqft | 0.68 | 300 | 0.00 | — | — | — |
| Automobile Care Center | 8.00 | 1000sqft | 0.00 | 8,000 | 0.00 | — | — | — |

## 1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

# 2. Emissions Summary

## 2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Un/Mit. | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 2.22 | 2.25 | 19.8 | 0.03 | 0.04 | 2.66 | 2.70 | 0.04 | 0.67 | 0.71 | 19.9 | 3,649 | 3,669 | 2.22 | 0.15 | 1,676 | 5,446 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 2.11 | 2.45 | 17.7 | 0.03 | 0.04 | 2.66 | 2.70 | 0.04 | 0.67 | 0.71 | 19.9 | 3,497 | 3,517 | 2.23 | 0.16 | 1,659 | 5,280 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 1.61 | 1.60 | 11.9 | 0.02 | 0.03 | 1.60 | 1.62 | 0.03 | 0.41 | 0.43 | 19.9 | 2,270 | 2,290 | 2.16 | 0.11 | 1,664 | 4,039 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.29 | 0.29 | 2.18 | < 0.005 | 0.01 | 0.29 | 0.30 | < 0.005 | 0.07 | 0.08 | 3.30 | 376 | 379 | 0.36 | 0.02 | 275 | 669 |

## 2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Sector | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 1.95 | 2.16 | 19.3 | 0.03 | 0.04 | 2.66 | 2.69 | 0.03 | 0.67 | 0.71 | — | 3,371 | 3,371 | 0.20 | 0.15 | 17.2 | 3,437 |
| Area | 0.26 | < 0.005 | 0.36 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 1.48 | 1.48 | < 0.005 | < 0.005 | — | 1.49 |
| Energy | < 0.005 | 0.08 | 0.07 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 265 | 265 | 0.02 | < 0.005 | — | 266 |
| Water | — | — | — | — | — | — | — | — | — | — | 1.62 | 10.9 | 12.5 | 0.17 | < 0.005 | — | 17.9 |
| Waste | — | — | — | — | — | — | — | — | — | — | 18.3 | 0.00 | 18.3 | 1.83 | 0.00 | — | 64.1 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,659 | 1,659 |
| Total | 2.22 | 2.25 | 19.8 | 0.03 | 0.04 | 2.66 | 2.70 | 0.04 | 0.67 | 0.71 | 19.9 | 3,649 | 3,669 | 2.22 | 0.15 | 1,676 | 5,446 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 1.91 | 2.36 | 17.7 | 0.03 | 0.04 | 2.66 | 2.69 | 0.03 | 0.67 | 0.71 | — | 3,221 | 3,221 | 0.21 | 0.16 | 0.45 | 3,273 |
| Area | 0.20 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Energy | < 0.005 | 0.08 | 0.07 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 265 | 265 | 0.02 | < 0.005 | — | 266 |
| Water | — | — | — | — | — | — | — | — | — | — | 1.62 | 10.9 | 12.5 | 0.17 | < 0.005 | — | 17.9 |
| Waste | — | — | — | — | — | — | — | — | — | — | 18.3 | 0.00 | 18.3 | 1.83 | 0.00 | — | 64.1 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,659 | 1,659 |
| Total | 2.11 | 2.45 | 17.7 | 0.03 | 0.04 | 2.66 | 2.70 | 0.04 | 0.67 | 0.71 | 19.9 | 3,497 | 3,517 | 2.23 | 0.16 | 1,659 | 5,280 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 1.36 | 1.52 | 11.6 | 0.02 | 0.02 | 1.60 | 1.62 | 0.02 | 0.41 | 0.43 | — | 1,993 | 1,993 | 0.14 | 0.10 | 4.51 | 2,031 |
| Area | 0.24 | < 0.005 | 0.25 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 1.02 | 1.02 | < 0.005 | < 0.005 | — | 1.02 |
| Energy | < 0.005 | 0.08 | 0.07 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 265 | 265 | 0.02 | < 0.005 | — | 266 |
| Water | — | — | — | — | — | — | — | — | — | — | 1.62 | 10.9 | 12.5 | 0.17 | < 0.005 | — | 17.9 |
| Waste | — | — | — | — | — | — | — | — | — | — | 18.3 | 0.00 | 18.3 | 1.83 | 0.00 | — | 64.1 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,659 | 1,659 |
| Total | 1.61 | 1.60 | 11.9 | 0.02 | 0.03 | 1.60 | 1.62 | 0.03 | 0.41 | 0.43 | 19.9 | 2,270 | 2,290 | 2.16 | 0.11 | 1,664 | 4,039 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.25 | 0.28 | 2.12 | < 0.005 | < 0.005 | 0.29 | 0.30 | < 0.005 | 0.07 | 0.08 | — | 330 | 330 | 0.02 | 0.02 | 0.75 | 336 |
| Area | 0.04 | < 0.005 | 0.04 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.17 | 0.17 | < 0.005 | < 0.005 | — | 0.17 |
| Energy | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 43.8 | 43.8 | < 0.005 | < 0.005 | — | 44.0 |
| Water | — | — | — | — | — | — | — | — | — | — | 0.27 | 1.80 | 2.07 | 0.03 | < 0.005 | — | 2.96 |
| Waste | — | — | — | — | — | — | — | — | — | — | 3.04 | 0.00 | 3.04 | 0.30 | 0.00 | — | 10.6 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 275 | 275 |
| Total | 0.29 | 0.29 | 2.18 | < 0.005 | 0.01 | 0.29 | 0.30 | < 0.005 | 0.07 | 0.08 | 3.30 | 376 | 379 | 0.36 | 0.02 | 275 | 669 |

# 4. Operations Emissions Details

## 4.1. Mobile Emissions by Land Use

### 4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fast Food Restaurant w/o Drive Thru | 1.02 | 1.13 | 10.1 | 0.02 | 0.02 | 1.39 | 1.41 | 0.02 | 0.35 | 0.37 | — | 1,766 | 1,766 | 0.10 | 0.08 | 9.01 | 1,801 |
| Automobile Care Center | 0.93 | 1.03 | 9.20 | 0.02 | 0.02 | 1.26 | 1.28 | 0.02 | 0.32 | 0.34 | — | 1,605 | 1,605 | 0.10 | 0.07 | 8.19 | 1,637 |
| Total | 1.95 | 2.16 | 19.3 | 0.03 | 0.04 | 2.66 | 2.69 | 0.03 | 0.67 | 0.71 | — | 3,371 | 3,371 | 0.20 | 0.15 | 17.2 | 3,437 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fast Food Restaurant w/o Drive Thru | 1.00 | 1.24 | 9.25 | 0.02 | 0.02 | 1.39 | 1.41 | 0.02 | 0.35 | 0.37 | — | 1,688 | 1,688 | 0.11 | 0.08 | 0.23 | 1,715 |
| Automobile Care Center | 0.91 | 1.12 | 8.41 | 0.02 | 0.02 | 1.26 | 1.28 | 0.02 | 0.32 | 0.34 | — | 1,534 | 1,534 | 0.10 | 0.07 | 0.21 | 1,559 |
| Total | 1.91 | 2.36 | 17.7 | 0.03 | 0.04 | 2.66 | 2.69 | 0.03 | 0.67 | 0.71 | — | 3,221 | 3,221 | 0.21 | 0.16 | 0.45 | 3,273 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fast Food Restaurant w/o Drive Thru | 0.11 | 0.14 | 1.04 | < 0.005 | < 0.005 | 0.15 | 0.15 | < 0.005 | 0.04 | 0.04 | — | 170 | 170 | 0.01 | 0.01 | 0.39 | 173 |
| Automobile Care Center | 0.14 | 0.14 | 1.08 | < 0.005 | < 0.005 | 0.14 | 0.14 | < 0.005 | 0.04 | 0.04 | — | 160 | 160 | 0.01 | 0.01 | 0.36 | 163 |
| Total | 0.25 | 0.28 | 2.12 | < 0.005 | < 0.005 | 0.29 | 0.30 | < 0.005 | 0.07 | 0.08 | — | 330 | 330 | 0.02 | 0.02 | 0.75 | 336 |

## 4.2. Energy

### 4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fast Food Restaurant w/o Drive Thru | — | — | — | — | — | — | — | — | — | — | — | 18.5 | 18.5 | < 0.005 | < 0.005 | — | 18.6 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Automobil Care Center | — | — | — | — | — | — | — | — | — | — | — | 147 | 147 | 0.01 | < 0.005 | — | 147 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 165 | 165 | 0.01 | < 0.005 | — | 166 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fast Food Restauran w/o Drive Thru | — | — | — | — | — | — | — | — | — | — | — | 18.5 | 18.5 | < 0.005 | < 0.005 | — | 18.6 |
| Automobil e Care Center | — | — | — | — | — | — | — | — | — | — | — | 147 | 147 | 0.01 | < 0.005 | — | 147 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 165 | 165 | 0.01 | < 0.005 | — | 166 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fast Food Restauran w/o Drive Thru | — | — | — | — | — | — | — | — | — | — | — | 3.06 | 3.06 | < 0.005 | < 0.005 | — | 3.07 |
| Automobil e Care Center | — | — | — | — | — | — | — | — | — | — | — | 24.3 | 24.3 | < 0.005 | < 0.005 | — | 24.4 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 27.3 | 27.3 | < 0.005 | < 0.005 | — | 27.5 |

### 4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fast Food Restaurant w/o Drive Thru | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 9.11 | 9.11 | < 0.005 | < 0.005 | — | 9.13 |
| Automobile Care Center | < 0.005 | 0.08 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 90.6 | 90.6 | 0.01 | < 0.005 | — | 90.8 |
| Total | < 0.005 | 0.08 | 0.07 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 99.7 | 99.7 | 0.01 | < 0.005 | — | 100.0 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fast Food Restaurant w/o Drive Thru | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 9.11 | 9.11 | < 0.005 | < 0.005 | — | 9.13 |
| Automobile Care Center | < 0.005 | 0.08 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 90.6 | 90.6 | 0.01 | < 0.005 | — | 90.8 |
| Total | < 0.005 | 0.08 | 0.07 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 99.7 | 99.7 | 0.01 | < 0.005 | — | 100.0 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fast Food Restaurant w/o Drive Thru | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 1.51 | 1.51 | < 0.005 | < 0.005 | — | 1.51 |
| Automobile Care Center | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 15.0 | 15.0 | < 0.005 | < 0.005 | — | 15.0 |
| Total | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 16.5 | 16.5 | < 0.005 | < 0.005 | — | 16.6 |

## 4.3. Area Emissions by Source

### 4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Source | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 0.18 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.02 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.06 | < 0.005 | 0.36 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 1.48 | 1.48 | < 0.005 | < 0.005 | — | 1.49 |
| Total | 0.26 | < 0.005 | 0.36 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 1.48 | 1.48 | < 0.005 | < 0.005 | — | 1.49 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 0.18 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.02 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | 0.20 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 0.03 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | < 0.005 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Landscape Equipme | 0.01 | < 0.005 | 0.04 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.17 | 0.17 | < 0.005 | < 0.005 | — | 0.17 |
| Total | 0.04 | < 0.005 | 0.04 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.17 | 0.17 | < 0.005 | < 0.005 | — | 0.17 |

## 4.4. Water Emissions by Land Use

### 4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fast Food Restaurant w/o Drive Thru | — | — | — | — | — | — | — | — | — | — | 0.17 | 1.17 | 1.35 | 0.02 | < 0.005 | — | 1.93 |
| Automobile Care Center | — | — | — | — | — | — | — | — | — | — | 1.44 | 9.69 | 11.1 | 0.15 | < 0.005 | — | 15.9 |
| Total | — | — | — | — | — | — | — | — | — | — | 1.62 | 10.9 | 12.5 | 0.17 | < 0.005 | — | 17.9 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fast Food Restaurant w/o Drive Thru | — | — | — | — | — | — | — | — | — | — | 0.17 | 1.17 | 1.35 | 0.02 | < 0.005 | — | 1.93 |
| Automobile Care Center | — | — | — | — | — | — | — | — | — | — | 1.44 | 9.69 | 11.1 | 0.15 | < 0.005 | — | 15.9 |
| Total | — | — | — | — | — | — | — | — | — | — | 1.62 | 10.9 | 12.5 | 0.17 | < 0.005 | — | 17.9 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fast Food Restaurant w/o Drive Thru | — | — | — | — | — | — | — | — | — | — | 0.03 | 0.19 | 0.22 | < 0.005 | < 0.005 | — | 0.32 |
| Automobile Care Center | — | — | — | — | — | — | — | — | — | — | 0.24 | 1.60 | 1.84 | 0.02 | < 0.005 | — | 2.64 |
| Total | — | — | — | — | — | — | — | — | — | — | 0.27 | 1.80 | 2.07 | 0.03 | < 0.005 | — | 2.96 |

## 4.5. Waste Emissions by Land Use

### 4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fast Food Restaurant w/o Drive Thru | — | — | — | — | — | — | — | — | — | — | 1.86 | 0.00 | 1.86 | 0.19 | 0.00 | — | 6.52 |
| Automobile Care Center | — | — | — | — | — | — | — | — | — | — | 16.5 | 0.00 | 16.5 | 1.65 | 0.00 | — | 57.6 |
| Total | — | — | — | — | — | — | — | — | — | — | 18.3 | 0.00 | 18.3 | 1.83 | 0.00 | — | 64.1 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fast Food Restaurant w/o Drive Thru | — | — | — | — | — | — | — | — | — | — | 1.86 | 0.00 | 1.86 | 0.19 | 0.00 | — | 6.52 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Automobile Care Center | — | — | — | — | — | — | — | — | — | — | 16.5 | 0.00 | 16.5 | 1.65 | 0.00 | — | 57.6 |
| Total | — | — | — | — | — | — | — | — | — | — | 18.3 | 0.00 | 18.3 | 1.83 | 0.00 | — | 64.1 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fast Food Restaurant w/o Drive Thru | — | — | — | — | — | — | — | — | — | — | 0.31 | 0.00 | 0.31 | 0.03 | 0.00 | — | 1.08 |
| Automobile Care Center | — | — | — | — | — | — | — | — | — | — | 2.73 | 0.00 | 2.73 | 0.27 | 0.00 | — | 9.54 |
| Total | — | — | — | — | — | — | — | — | — | — | 3.04 | 0.00 | 3.04 | 0.30 | 0.00 | — | 10.6 |

## 4.6. Refrigerant Emissions by Land Use

### 4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fast Food Restaurant w/o Drive Thru | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.47 | 0.47 |
| Automobile Care Center | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,659 | 1,659 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,659 | 1,659 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fast Food Restaurant w/o Drive Thru | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.47 | 0.47 |
| Automobile Care Center | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,659 | 1,659 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,659 | 1,659 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fast Food Restaurant w/o Drive Thru | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.08 | 0.08 |
| Automobile Care Center | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 275 | 275 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 275 | 275 |

## 4.7. Offroad Emissions By Equipment Type

### 4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## 4.8. Stationary Emissions By Equipment Type

### 4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

# 5. Activity Data

## 5.9. Operational Mobile Sources

### 5.9.1. Unmitigated

| Land Use Type | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VMT/Weekday | VMT/Saturday | VMT/Sunday | VMT/Year |
|---|---|---|---|---|---|---|---|---|
| Fast Food Restaurant w/o Drive Thru | 104 | 209 | 150 | 45,789 | 977 | 1,964 | 1,411 | 430,745 |
| Automobile Care Center | 190 | 190 | 95.0 | 64,323 | 1,001 | 1,785 | 894 | 400,597 |

## 5.10. Operational Area Sources

### 5.10.1. Hearths

#### 5.10.1.1. Unmitigated

### 5.10.2. Architectural Coatings

| Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|---|---|---|---|---|
| 0 | 0.00 | 12,450 | 4,150 | — |

### 5.10.3. Landscape Equipment

| Season | Unit | Value |
|---|---|---|
| Snow Days | day/yr | 0.00 |
| Summer Days | day/yr | 250 |

## 5.11. Operational Energy Consumption

### 5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

| Land Use | Electricity (kWh/yr) | CO2 | CH4 | N2O | Natural Gas (kBTU/yr) |
|---|---|---|---|---|---|
| Fast Food Restaurant w/o Drive Thru | 9,771 | 690 | 0.0489 | 0.0069 | 28,419 |

| | | | | | |
|---|---|---|---|---|---|
| Automobile Care Center | 77,490 | 690 | 0.0489 | 0.0069 | 282,692 |

## 5.12. Operational Water and Wastewater Consumption

### 5.12.1. Unmitigated

| Land Use | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|---|---|---|
| Fast Food Restaurant w/o Drive Thru | 91,060 | 0.00 |
| Automobile Care Center | 752,649 | 0.00 |

## 5.13. Operational Waste Generation

### 5.13.1. Unmitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|---|---|---|
| Fast Food Restaurant w/o Drive Thru | 3.46 | — |
| Automobile Care Center | 30.6 | — |

## 5.14. Operational Refrigeration and Air Conditioning Equipment

### 5.14.1. Unmitigated

| Land Use Type | Equipment Type | Refrigerant | GWP | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|---|---|---|---|---|---|---|---|
| Fast Food Restaurant w/o Drive Thru | Household refrigerators and/or freezers | R-134a | 1,430 | 0.00 | 0.60 | 0.00 | 1.00 |
| Fast Food Restaurant w/o Drive Thru | Other commercial A/C and heat pumps | R-410A | 2,088 | 1.80 | 4.00 | 4.00 | 18.0 |
| Fast Food Restaurant w/o Drive Thru | Walk-in refrigerators and freezers | R-404A | 3,922 | < 0.005 | 7.50 | 7.50 | 20.0 |
| Automobile Care Center | Other commercial A/C and heat pumps | R-410A | 2,088 | < 0.005 | 4.00 | 4.00 | 18.0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Automobile Care Center | Supermarket refrigeration and condensing units | R-404A | 3,922 | 26.5 | 16.5 | 16.5 | 18.0 |

## 5.15. Operational Off-Road Equipment

### 5.15.1. Unmitigated

| Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|

## 5.16. Stationary Sources

### 5.16.1. Emergency Generators and Fire Pumps

| Equipment Type | Fuel Type | Number per Day | Hours per Day | Hours per Year | Horsepower | Load Factor |
|---|---|---|---|---|---|---|

### 5.16.2. Process Boilers

| Equipment Type | Fuel Type | Number | Boiler Rating (MMBtu/hr) | Daily Heat Input (MMBtu/day) | Annual Heat Input (MMBtu/yr) |
|---|---|---|---|---|---|

# 8. User Changes to Default Data

| Screen | Justification |
|---|---|
| Land Use | Existing 8,000 sf car wash and 300 sf restaurant on-site. |

# 1666 N. Vermont Avenue Project Custom Report

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# 1. Basic Project Information

## 1.1. Basic Project Information

| Data Field | Value |
|---|---|
| Project Name | 1666 N. Vermont Avenue Project |
| Construction Start Date | 6/4/2024 |
| Operational Year | 2025 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 0.50 |
| Precipitation (days) | 16.8 |
| Location | 1666 N Vermont Ave, Los Angeles, CA 90027, USA |
| County | Los Angeles-South Coast |
| City | Los Angeles |
| Air District | South Coast AQMD |
| Air Basin | South Coast |
| TAZ | 4006 |
| EDFZ | 16 |
| Electric Utility | Los Angeles Department of Water & Power |
| Gas Utility | Southern California Gas |
| App Version | 2022.1.1.21 |

## 1.2. Land Use Types

| Land Use Subtype | Size | Unit | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description |
|---|---|---|---|---|---|---|---|---|

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Apartments Mid Rise | 139 | Dwelling Unit | 0.68 | 106,350 | 4,670 | 0.00 | 411 | — |
| Supermarket | 20.2 | 1000sqft | 0.00 | 20,240 | 0.00 | 0.00 | — | — |
| Enclosed Parking with Elevator | 145 | Space | 0.00 | 75,460 | 0.00 | 0.00 | — | — |

## 1.3. User-Selected Emission Reduction Measures by Emissions Sector

| Sector | # | Measure Title |
|---|---|---|
| Construction | C-2* | Limit Heavy-Duty Diesel Vehicle Idling |
| Transportation | T-3 | Provide Transit-Oriented Development |
| Transportation | T-4 | Integrate A ordable and Below Market Rate Housing |
| Transportation | T-34* | Provide Bike Parking |
| Energy | E-12-A | Install Alternative Type of Water Heater in Place of Gas Storage Tank Heater in Residences |
| Energy | E-12-B | Install Electric Space Heater in Place of Natural Gas Heaters in Residences |
| Energy | E-15 | Require All-Electric Development |
| Water | W-7 | Adopt a Water Conservation Strategy |
| Waste | S-1/S-2 | Implement Waste Reduction Plan |
| Area Sources | AS-1 | Use Low-VOC Cleaning Supplies |

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

# 2. Emissions Summary

## 2.1. Construction Emissions Compared Against Thresholds

### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Un/Mit. | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unmit. | 13.6 | 25.3 | 24.4 | 0.08 | 0.77 | 4.58 | 5.35 | 0.72 | 1.68 | 2.40 | — | 11,283 | 11,283 | 0.54 | 1.42 | 21.1 | 11,742 |
| Mit. | 13.6 | 25.3 | 24.4 | 0.08 | 0.77 | 4.58 | 5.35 | 0.72 | 1.68 | 2.40 | — | 11,283 | 11,283 | 0.54 | 1.42 | 21.1 | 11,742 |
| % Reduced | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 13.6 | 25.7 | 23.7 | 0.08 | 0.77 | 4.58 | 5.35 | 0.72 | 1.68 | 2.40 | — | 11,274 | 11,274 | 0.54 | 1.42 | 0.55 | 11,713 |
| Mit. | 13.6 | 25.7 | 23.7 | 0.08 | 0.77 | 4.58 | 5.35 | 0.72 | 1.68 | 2.40 | — | 11,274 | 11,274 | 0.54 | 1.42 | 0.55 | 11,713 |
| % Reduced | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 3.39 | 7.97 | 12.6 | 0.02 | 0.27 | 1.21 | 1.47 | 0.25 | 0.39 | 0.64 | — | 3,064 | 3,064 | 0.14 | 0.30 | 2.45 | 3,160 |
| Mit. | 3.39 | 7.97 | 12.6 | 0.02 | 0.27 | 1.21 | 1.47 | 0.25 | 0.39 | 0.64 | — | 3,064 | 3,064 | 0.14 | 0.30 | 2.45 | 3,160 |
| % Reduced | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.62 | 1.45 | 2.30 | < 0.005 | 0.05 | 0.22 | 0.27 | 0.05 | 0.07 | 0.12 | — | 507 | 507 | 0.02 | 0.05 | 0.41 | 523 |
| Mit. | 0.62 | 1.45 | 2.30 | < 0.005 | 0.05 | 0.22 | 0.27 | 0.05 | 0.07 | 0.12 | — | 507 | 507 | 0.02 | 0.05 | 0.41 | 523 |
| % Reduced | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Exceeds (Daily Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Threshold | 75.0 | 100 | 550 | 150 | — | — | 150 | — | — | 55.0 | — | — | — | — | — | — | — |
| Unmit. | No | No | No | No | — | — | No | — | — | No | — | — | — | — | — | — | — |
| Mit. | No | No | No | No | — | — | No | — | — | No | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exceeds (Average Daily) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Threshold | 75.0 | 100 | 550 | 150 | — | — | 150 | — | — | 55.0 | — | — | — | — | — | — | — |
| Unmit. | No | No | No | No | — | — | No | — | — | No | — | — | — | — | — | — | — |
| Mit. | No | No | No | No | — | — | No | — | — | No | — | — | — | — | — | — | — |

## 2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Year | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2024 | 1.82 | 25.3 | 20.1 | 0.08 | 0.77 | 4.58 | 5.35 | 0.72 | 1.68 | 2.40 | — | 11,283 | 11,283 | 0.54 | 1.42 | 21.1 | 11,742 |
| 2025 | 13.6 | 12.7 | 24.4 | 0.03 | 0.45 | 2.07 | 2.52 | 0.41 | 0.50 | 0.91 | — | 4,930 | 4,930 | 0.20 | 0.22 | 9.65 | 5,010 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2024 | 2.04 | 25.7 | 23.7 | 0.08 | 0.77 | 4.58 | 5.35 | 0.72 | 1.68 | 2.40 | — | 11,274 | 11,274 | 0.54 | 1.42 | 0.55 | 11,713 |
| 2025 | 13.6 | 12.8 | 22.9 | 0.03 | 0.45 | 2.07 | 2.52 | 0.41 | 0.50 | 0.91 | — | 4,831 | 4,831 | 0.21 | 0.22 | 0.25 | 4,902 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2024 | 0.78 | 7.97 | 8.80 | 0.02 | 0.27 | 1.21 | 1.47 | 0.25 | 0.39 | 0.64 | — | 3,064 | 3,064 | 0.14 | 0.30 | 2.45 | 3,160 |
| 2025 | 3.39 | 7.11 | 12.6 | 0.02 | 0.24 | 1.05 | 1.28 | 0.22 | 0.25 | 0.47 | — | 2,545 | 2,545 | 0.11 | 0.11 | 2.11 | 2,583 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2024 | 0.14 | 1.45 | 1.61 | < 0.005 | 0.05 | 0.22 | 0.27 | 0.05 | 0.07 | 0.12 | — | 507 | 507 | 0.02 | 0.05 | 0.41 | 523 |
| 2025 | 0.62 | 1.30 | 2.30 | < 0.005 | 0.04 | 0.19 | 0.23 | 0.04 | 0.05 | 0.09 | — | 421 | 421 | 0.02 | 0.02 | 0.35 | 428 |

## 2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Year | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2024 | 1.82 | 25.3 | 20.1 | 0.08 | 0.77 | 4.58 | 5.35 | 0.72 | 1.68 | 2.40 | — | 11,283 | 11,283 | 0.54 | 1.42 | 21.1 | 11,742 |
| 2025 | 13.6 | 12.7 | 24.4 | 0.03 | 0.45 | 2.07 | 2.52 | 0.41 | 0.50 | 0.91 | — | 4,930 | 4,930 | 0.20 | 0.22 | 9.65 | 5,010 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2024 | 2.04 | 25.7 | 23.7 | 0.08 | 0.77 | 4.58 | 5.35 | 0.72 | 1.68 | 2.40 | — | 11,274 | 11,274 | 0.54 | 1.42 | 0.55 | 11,713 |
| 2025 | 13.6 | 12.8 | 22.9 | 0.03 | 0.45 | 2.07 | 2.52 | 0.41 | 0.50 | 0.91 | — | 4,831 | 4,831 | 0.21 | 0.22 | 0.25 | 4,902 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2024 | 0.78 | 7.97 | 8.80 | 0.02 | 0.27 | 1.21 | 1.47 | 0.25 | 0.39 | 0.64 | — | 3,064 | 3,064 | 0.14 | 0.30 | 2.45 | 3,160 |
| 2025 | 3.39 | 7.11 | 12.6 | 0.02 | 0.24 | 1.05 | 1.28 | 0.22 | 0.25 | 0.47 | — | 2,545 | 2,545 | 0.11 | 0.11 | 2.11 | 2,583 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2024 | 0.14 | 1.45 | 1.61 | < 0.005 | 0.05 | 0.22 | 0.27 | 0.05 | 0.07 | 0.12 | — | 507 | 507 | 0.02 | 0.05 | 0.41 | 523 |
| 2025 | 0.62 | 1.30 | 2.30 | < 0.005 | 0.04 | 0.19 | 0.23 | 0.04 | 0.05 | 0.09 | — | 421 | 421 | 0.02 | 0.02 | 0.35 | 428 |

## 2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Un/Mit. | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 21.2 | 19.9 | 154 | 0.33 | 0.49 | 28.8 | 29.3 | 0.48 | 7.31 | 7.79 | 132 | 36,395 | 36,527 | 15.0 | 1.33 | 4,317 | 41,616 |
| Mit. | 17.5 | 16.9 | 123 | 0.26 | 0.42 | 22.3 | 22.7 | 0.40 | 5.67 | 6.07 | 46.8 | 28,637 | 28,683 | 6.13 | 1.04 | 4,290 | 33,437 |
| % Reduced | 17% | 15% | 20% | 22% | 15% | 22% | 22% | 15% | 22% | 22% | 64% | 21% | 21% | 59% | 22% | 1% | 20% |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 19.6 | 20.9 | 130 | 0.32 | 0.48 | 28.8 | 29.3 | 0.47 | 7.31 | 7.78 | 132 | 34,987 | 35,118 | 15.1 | 1.40 | 4,200 | 40,112 |
| Mit. | 16.0 | 17.6 | 102 | 0.24 | 0.41 | 22.3 | 22.7 | 0.40 | 5.67 | 6.07 | 46.8 | 27,536 | 27,582 | 6.17 | 1.09 | 4,199 | 32,262 |
| % Reduced | 18% | 16% | 22% | 22% | 15% | 22% | 22% | 15% | 22% | 22% | 64% | 21% | 21% | 59% | 22% | < 0.5% | 20% |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 14.3 | 8.47 | 83.0 | 0.17 | 0.16 | 14.9 | 15.1 | 0.15 | 3.79 | 3.95 | 132 | 19,755 | 19,886 | 14.4 | 0.83 | 4,224 | 24,719 |
| Mit. | 11.8 | 6.37 | 65.9 | 0.13 | 0.11 | 11.5 | 11.6 | 0.10 | 2.93 | 3.03 | 46.8 | 15,487 | 15,534 | 5.66 | 0.65 | 4,218 | 20,087 |
| % Reduced | 18% | 25% | 21% | 24% | 33% | 23% | 23% | 34% | 23% | 23% | 64% | 22% | 22% | 61% | 22% | < 0.5% | 19% |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 2.62 | 1.55 | 15.1 | 0.03 | 0.03 | 2.73 | 2.76 | 0.03 | 0.69 | 0.72 | 21.8 | 3,271 | 3,292 | 2.38 | 0.14 | 699 | 4,092 |
| Mit. | 2.15 | 1.16 | 12.0 | 0.02 | 0.02 | 2.10 | 2.12 | 0.02 | 0.53 | 0.55 | 7.75 | 2,564 | 2,572 | 0.94 | 0.11 | 698 | 3,326 |
| % Reduced | 18% | 25% | 21% | 24% | 33% | 23% | 23% | 34% | 23% | 23% | 64% | 22% | 22% | 61% | 22% | < 0.5% | 19% |
| Exceeds (Daily Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Threshold | 55.0 | 55.0 | 550 | 150 | — | — | 150 | — | — | 55.0 | — | — | — | — | — | — | — |
| Unmit. | No | No | No | No | — | — | No | — | — | No | — | — | — | — | — | — | — |
| Mit. | No | No | No | No | — | — | No | — | — | No | — | — | — | — | — | — | — |
| Exceeds (Average Daily) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Threshold | 55.0 | 55.0 | 550 | 150 | — | — | 150 | — | — | 55.0 | — | — | — | — | — | — | — |
| Unmit. | No | No | No | No | — | — | No | — | — | No | — | — | — | — | — | — | — |
| Mit. | No | No | No | No | — | — | No | — | — | No | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exceeds (Annual) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Threshold | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 3,000 |
| Unmit. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | Yes |
| Mit. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | Yes |

## 2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Sector | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 15.2 | 12.0 | 137 | 0.32 | 0.21 | 28.8 | 29.0 | 0.19 | 7.31 | 7.50 | — | 32,532 | 32,532 | 1.55 | 1.27 | 120 | 33,068 |
| Area | 4.33 | 0.11 | 12.0 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | 0.00 | 38.2 | 38.2 | < 0.005 | < 0.005 | — | 38.3 |
| Energy | 0.02 | 0.42 | 0.21 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 2,886 | 2,886 | 0.21 | 0.02 | — | 2,898 |
| Water | — | — | — | — | — | — | — | — | — | — | 14.7 | 99.6 | 114 | 1.52 | 0.04 | — | 163 |
| Waste | — | — | — | — | — | — | — | — | — | — | 117 | 0.00 | 117 | 11.7 | 0.00 | — | 409 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4,197 | 4,197 |
| Stationary | 1.64 | 7.34 | 4.18 | 0.01 | 0.24 | 0.00 | 0.24 | 0.24 | 0.00 | 0.24 | 0.00 | 840 | 840 | 0.03 | 0.01 | 0.00 | 842 |
| Total | 21.2 | 19.9 | 154 | 0.33 | 0.49 | 28.8 | 29.3 | 0.48 | 7.31 | 7.79 | 132 | 36,395 | 36,527 | 15.0 | 1.33 | 4,317 | 41,616 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 15.0 | 13.2 | 126 | 0.30 | 0.21 | 28.8 | 29.0 | 0.19 | 7.31 | 7.50 | — | 31,162 | 31,162 | 1.61 | 1.33 | 3.11 | 31,602 |
| Area | 2.94 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Energy | 0.02 | 0.42 | 0.21 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 2,886 | 2,886 | 0.21 | 0.02 | — | 2,898 |
| Water | — | — | — | — | — | — | — | — | — | — | 14.7 | 99.6 | 114 | 1.52 | 0.04 | — | 163 |
| Waste | — | — | — | — | — | — | — | — | — | — | 117 | 0.00 | 117 | 11.7 | 0.00 | — | 409 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4,197 | 4,197 |
| Stationary | 1.64 | 7.34 | 4.18 | 0.01 | 0.24 | 0.00 | 0.24 | 0.24 | 0.00 | 0.24 | 0.00 | 840 | 840 | 0.03 | 0.01 | 0.00 | 842 |
| Total | 19.6 | 20.9 | 130 | 0.32 | 0.48 | 28.8 | 29.3 | 0.47 | 7.31 | 7.78 | 132 | 34,987 | 35,118 | 15.1 | 1.40 | 4,200 | 40,112 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 10.4 | 7.73 | 74.4 | 0.16 | 0.11 | 14.9 | 15.0 | 0.10 | 3.79 | 3.90 | — | 16,716 | 16,716 | 0.99 | 0.77 | 27.2 | 16,998 |
| Area | 3.90 | 0.08 | 8.24 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | 0.00 | 26.2 | 26.2 | < 0.005 | < 0.005 | — | 26.3 |
| Energy | 0.02 | 0.42 | 0.21 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 2,886 | 2,886 | 0.21 | 0.02 | — | 2,898 |
| Water | — | — | — | — | — | — | — | — | — | — | 14.7 | 99.6 | 114 | 1.52 | 0.04 | — | 163 |
| Waste | — | — | — | — | — | — | — | — | — | — | 117 | 0.00 | 117 | 11.7 | 0.00 | — | 409 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4,197 | 4,197 |
| Stationary | 0.05 | 0.24 | 0.14 | < 0.005 | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.00 | 27.6 | 27.6 | < 0.005 | < 0.005 | 0.00 | 27.7 |
| Total | 14.3 | 8.47 | 83.0 | 0.17 | 0.16 | 14.9 | 15.1 | 0.15 | 3.79 | 3.95 | 132 | 19,755 | 19,886 | 14.4 | 0.83 | 4,224 | 24,719 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 1.89 | 1.41 | 13.6 | 0.03 | 0.02 | 2.73 | 2.75 | 0.02 | 0.69 | 0.71 | — | 2,767 | 2,767 | 0.16 | 0.13 | 4.50 | 2,814 |
| Area | 0.71 | 0.01 | 1.50 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 4.33 | 4.33 | < 0.005 | < 0.005 | — | 4.35 |
| Energy | < 0.005 | 0.08 | 0.04 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 478 | 478 | 0.04 | < 0.005 | — | 480 |
| Water | — | — | — | — | — | — | — | — | — | — | 2.44 | 16.5 | 18.9 | 0.25 | 0.01 | — | 27.0 |
| Waste | — | — | — | — | — | — | — | — | — | — | 19.3 | 0.00 | 19.3 | 1.93 | 0.00 | — | 67.7 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 695 | 695 |
| Stationary | 0.01 | 0.04 | 0.03 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 4.57 | 4.57 | < 0.005 | < 0.005 | 0.00 | 4.58 |
| Total | 2.62 | 1.55 | 15.1 | 0.03 | 0.03 | 2.73 | 2.76 | 0.03 | 0.69 | 0.72 | 21.8 | 3,271 | 3,292 | 2.38 | 0.14 | 699 | 4,092 |

## 2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Sector | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 11.8 | 9.33 | 106 | 0.25 | 0.16 | 22.3 | 22.5 | 0.15 | 5.67 | 5.82 | — | 25,230 | 25,230 | 1.20 | 0.98 | 93.0 | 25,646 |
| Area | 4.13 | 0.11 | 12.0 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | 0.00 | 38.2 | 38.2 | < 0.005 | < 0.005 | — | 38.3 |
| Energy | < 0.005 | 0.07 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 2,449 | 2,449 | 0.18 | 0.02 | — | 2,460 |
| Water | — | — | — | — | — | — | — | — | — | — | 11.8 | 79.7 | 91.5 | 1.21 | 0.03 | — | 131 |
| Waste | — | — | — | — | — | — | — | — | — | — | 35.1 | 0.00 | 35.1 | 3.50 | 0.00 | — | 123 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4,197 | 4,197 |
| Stationary | 1.64 | 7.34 | 4.18 | 0.01 | 0.24 | 0.00 | 0.24 | 0.24 | 0.00 | 0.24 | 0.00 | 840 | 840 | 0.03 | 0.01 | 0.00 | 842 |
| Total | 17.5 | 16.9 | 123 | 0.26 | 0.42 | 22.3 | 22.7 | 0.40 | 5.67 | 6.07 | 46.8 | 28,637 | 28,683 | 6.13 | 1.04 | 4,290 | 33,437 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 11.6 | 10.2 | 97.5 | 0.24 | 0.16 | 22.3 | 22.5 | 0.15 | 5.67 | 5.82 | — | 24,168 | 24,168 | 1.25 | 1.03 | 2.41 | 24,509 |
| Area | 2.74 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Energy | < 0.005 | 0.07 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 2,449 | 2,449 | 0.18 | 0.02 | — | 2,460 |
| Water | — | — | — | — | — | — | — | — | — | — | 11.8 | 79.7 | 91.5 | 1.21 | 0.03 | — | 131 |
| Waste | — | — | — | — | — | — | — | — | — | — | 35.1 | 0.00 | 35.1 | 3.50 | 0.00 | — | 123 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4,197 | 4,197 |
| Stationary | 1.64 | 7.34 | 4.18 | 0.01 | 0.24 | 0.00 | 0.24 | 0.24 | 0.00 | 0.24 | 0.00 | 840 | 840 | 0.03 | 0.01 | 0.00 | 842 |
| Total | 16.0 | 17.6 | 102 | 0.24 | 0.41 | 22.3 | 22.7 | 0.40 | 5.67 | 6.07 | 46.8 | 27,536 | 27,582 | 6.17 | 1.09 | 4,199 | 32,262 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 8.02 | 5.97 | 57.5 | 0.13 | 0.09 | 11.5 | 11.6 | 0.08 | 2.93 | 3.01 | — | 12,905 | 12,905 | 0.77 | 0.60 | 21.0 | 13,122 |
| Area | 3.69 | 0.08 | 8.24 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | 0.00 | 26.2 | 26.2 | < 0.005 | < 0.005 | — | 26.3 |
| Energy | < 0.005 | 0.07 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 2,449 | 2,449 | 0.18 | 0.02 | — | 2,460 |
| Water | — | — | — | — | — | — | — | — | — | — | 11.8 | 79.7 | 91.5 | 1.21 | 0.03 | — | 131 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Waste | — | — | — | — | — | — | — | — | — | — | 35.1 | 0.00 | 35.1 | 3.50 | 0.00 | — | 123 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4,197 | 4,197 |
| Stationary | 0.05 | 0.24 | 0.14 | < 0.005 | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.00 | 27.6 | 27.6 | < 0.005 | < 0.005 | 0.00 | 27.7 |
| Total | 11.8 | 6.37 | 65.9 | 0.13 | 0.11 | 11.5 | 11.6 | 0.10 | 2.93 | 3.03 | 46.8 | 15,487 | 15,534 | 5.66 | 0.65 | 4,218 | 20,087 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 1.46 | 1.09 | 10.5 | 0.02 | 0.02 | 2.10 | 2.12 | 0.01 | 0.53 | 0.55 | — | 2,137 | 2,137 | 0.13 | 0.10 | 3.47 | 2,173 |
| Area | 0.67 | 0.01 | 1.50 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 4.33 | 4.33 | < 0.005 | < 0.005 | — | 4.35 |
| Energy | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 405 | 405 | 0.03 | < 0.005 | — | 407 |
| Water | — | — | — | — | — | — | — | — | — | — | 1.95 | 13.2 | 15.1 | 0.20 | < 0.005 | — | 21.6 |
| Waste | — | — | — | — | — | — | — | — | — | — | 5.80 | 0.00 | 5.80 | 0.58 | 0.00 | — | 20.3 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 695 | 695 |
| Stationary | 0.01 | 0.04 | 0.03 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 4.57 | 4.57 | < 0.005 | < 0.005 | 0.00 | 4.58 |
| Total | 2.15 | 1.16 | 12.0 | 0.02 | 0.02 | 2.10 | 2.12 | 0.02 | 0.53 | 0.55 | 7.75 | 2,564 | 2,572 | 0.94 | 0.11 | 698 | 3,326 |

# 3. Construction Emissions Details

## 3.1. Demolition (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.61 | 15.6 | 16.0 | 0.02 | 0.67 | — | 0.67 | 0.62 | — | 0.62 | — | 2,494 | 2,494 | 0.10 | 0.02 | — | 2,502 |
| Demolition | — | — | — | — | — | 0.23 | 0.23 | — | 0.03 | 0.03 | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.10 | 0.94 | 0.97 | < 0.005 | 0.04 | — | 0.04 | 0.04 | — | 0.04 | — | 150 | 150 | 0.01 | < 0.005 | — | 151 |
| Demolition | — | — | — | — | — | 0.01 | 0.01 | — | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02 | 0.17 | 0.18 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 24.9 | 24.9 | < 0.005 | < 0.005 | — | 25.0 |
| Demolition | — | — | — | — | — | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06 | 0.06 | 0.94 | 0.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.04 | 0.04 | — | 176 | 176 | 0.01 | 0.01 | 0.70 | 179 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.01 | 0.38 | 0.15 | < 0.005 | < 0.005 | 0.08 | 0.08 | < 0.005 | 0.02 | 0.03 | — | 308 | 308 | 0.02 | 0.05 | 0.71 | 323 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 10.2 | 10.2 | < 0.005 | < 0.005 | 0.02 | 10.4 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 18.5 | 18.5 | < 0.005 | < 0.005 | 0.02 | 19.5 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 1.69 | 1.69 | < 0.005 | < 0.005 | < 0.005 | 1.72 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 3.07 | 3.07 | < 0.005 | < 0.005 | < 0.005 | 3.22 |

## 3.2. Demolition (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.61 | 15.6 | 16.0 | 0.02 | 0.67 | — | 0.67 | 0.62 | — | 0.62 | — | 2,494 | 2,494 | 0.10 | 0.02 | — | 2,502 |
| Demolition | — | — | — | — | — | 0.23 | 0.23 | — | 0.03 | 0.03 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.10 | 0.94 | 0.97 | < 0.005 | 0.04 | — | 0.04 | 0.04 | — | 0.04 | — | 150 | 150 | 0.01 | < 0.005 | — | 151 |
| Demolition | — | — | — | — | — | 0.01 | 0.01 | — | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02 | 0.17 | 0.18 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 24.9 | 24.9 | < 0.005 | < 0.005 | — | 25.0 |
| Demolition | — | — | — | — | — | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06 | 0.06 | 0.94 | 0.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.04 | 0.04 | — | 176 | 176 | 0.01 | 0.01 | 0.70 | 179 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.01 | 0.38 | 0.15 | < 0.005 | < 0.005 | 0.08 | 0.08 | < 0.005 | 0.02 | 0.03 | — | 308 | 308 | 0.02 | 0.05 | 0.71 | 323 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 10.2 | 10.2 | < 0.005 | < 0.005 | 0.02 | 10.4 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 18.5 | 18.5 | < 0.005 | < 0.005 | 0.02 | 19.5 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 1.69 | 1.69 | < 0.005 | < 0.005 | < 0.005 | 1.72 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 3.07 | 3.07 | < 0.005 | < 0.005 | < 0.005 | 3.22 |

## 3.3. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.59 | 14.9 | 15.3 | 0.02 | 0.66 | — | 0.66 | 0.61 | — | 0.61 | — | 2,353 | 2,353 | 0.10 | 0.02 | — | 2,361 |
| Dust From Material Movement | — | — | — | — | — | 2.07 | 2.07 | — | 1.00 | 1.00 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.59 | 14.9 | 15.3 | 0.02 | 0.66 | — | 0.66 | 0.61 | — | 0.61 | — | 2,353 | 2,353 | 0.10 | 0.02 | — | 2,361 |
| Dust From Material Movement | — | — | — | — | — | 2.07 | 2.07 | — | 1.00 | 1.00 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.29 | 2.69 | 2.76 | < 0.005 | 0.12 | — | 0.12 | 0.11 | — | 0.11 | — | 426 | 426 | 0.02 | < 0.005 | — | 427 |
| Dust From Material Movement | — | — | — | — | — | 0.37 | 0.37 | — | 0.18 | 0.18 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road Equipment | 0.05 | 0.49 | 0.50 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 70.5 | 70.5 | < 0.005 | < 0.005 | — | 70.7 |
| Dust From Material Movement | — | — | — | — | — | 0.07 | 0.07 | — | 0.03 | 0.03 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.07 | 0.07 | 1.13 | 0.00 | 0.00 | 0.20 | 0.20 | 0.00 | 0.05 | 0.05 | — | 212 | 212 | 0.01 | 0.01 | 0.84 | 215 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.16 | 10.3 | 3.74 | 0.06 | 0.11 | 2.31 | 2.42 | 0.11 | 0.63 | 0.74 | — | 8,718 | 8,718 | 0.44 | 1.40 | 20.2 | 9,166 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.07 | 0.08 | 0.96 | 0.00 | 0.00 | 0.20 | 0.20 | 0.00 | 0.05 | 0.05 | — | 201 | 201 | 0.01 | 0.01 | 0.02 | 203 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.15 | 10.7 | 3.71 | 0.06 | 0.11 | 2.31 | 2.42 | 0.11 | 0.63 | 0.74 | — | 8,720 | 8,720 | 0.44 | 1.40 | 0.52 | 9,148 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.02 | 0.18 | 0.00 | 0.00 | 0.04 | 0.04 | 0.00 | 0.01 | 0.01 | — | 36.8 | 36.8 | < 0.005 | < 0.005 | 0.07 | 37.3 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.03 | 1.97 | 0.67 | 0.01 | 0.02 | 0.41 | 0.43 | 0.02 | 0.11 | 0.13 | — | 1,577 | 1,577 | 0.08 | 0.25 | 1.58 | 1,655 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.03 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 6.10 | 6.10 | < 0.005 | < 0.005 | 0.01 | 6.18 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.01 | 0.36 | 0.12 | < 0.005 | < 0.005 | 0.08 | 0.08 | < 0.005 | 0.02 | 0.02 | — | 261 | 261 | 0.01 | 0.04 | 0.26 | 274 |

## 3.4. Grading (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.59 | 14.9 | 15.3 | 0.02 | 0.66 | — | 0.66 | 0.61 | — | 0.61 | — | 2,353 | 2,353 | 0.10 | 0.02 | — | 2,361 |
| Dust From Material Movement | — | — | — | — | — | 2.07 | 2.07 | — | 1.00 | 1.00 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.59 | 14.9 | 15.3 | 0.02 | 0.66 | — | 0.66 | 0.61 | — | 0.61 | — | 2,353 | 2,353 | 0.10 | 0.02 | — | 2,361 |
| Dust From Material Movement | — | — | — | — | — | 2.07 | 2.07 | — | 1.00 | 1.00 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.29 | 2.69 | 2.76 | < 0.005 | 0.12 | — | 0.12 | 0.11 | — | 0.11 | — | 426 | 426 | 0.02 | < 0.005 | — | 427 |
| Dust From Material Movement | — | — | — | — | — | 0.37 | 0.37 | — | 0.18 | 0.18 | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.05 | 0.49 | 0.50 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 70.5 | 70.5 | < 0.005 | < 0.005 | — | 70.7 |
| Dust From Material Movement | — | — | — | — | — | 0.07 | 0.07 | — | 0.03 | 0.03 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.07 | 0.07 | 1.13 | 0.00 | 0.00 | 0.20 | 0.20 | 0.00 | 0.05 | 0.05 | — | 212 | 212 | 0.01 | 0.01 | 0.84 | 215 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.16 | 10.3 | 3.74 | 0.06 | 0.11 | 2.31 | 2.42 | 0.11 | 0.63 | 0.74 | — | 8,718 | 8,718 | 0.44 | 1.40 | 20.2 | 9,166 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.07 | 0.08 | 0.96 | 0.00 | 0.00 | 0.20 | 0.20 | 0.00 | 0.05 | 0.05 | — | 201 | 201 | 0.01 | 0.01 | 0.02 | 203 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.15 | 10.7 | 3.71 | 0.06 | 0.11 | 2.31 | 2.42 | 0.11 | 0.63 | 0.74 | — | 8,720 | 8,720 | 0.44 | 1.40 | 0.52 | 9,148 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.02 | 0.18 | 0.00 | 0.00 | 0.04 | 0.04 | 0.00 | 0.01 | 0.01 | — | 36.8 | 36.8 | < 0.005 | < 0.005 | 0.07 | 37.3 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.03 | 1.97 | 0.67 | 0.01 | 0.02 | 0.41 | 0.43 | 0.02 | 0.11 | 0.13 | — | 1,577 | 1,577 | 0.08 | 0.25 | 1.58 | 1,655 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.03 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 6.10 | 6.10 | < 0.005 | < 0.005 | 0.01 | 6.18 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.01 | 0.36 | 0.12 | < 0.005 | < 0.005 | 0.08 | 0.08 | < 0.005 | 0.02 | 0.02 | — | 261 | 261 | 0.01 | 0.04 | 0.26 | 274 |

## 3.5. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.40 | 11.5 | 14.3 | 0.02 | 0.50 | — | 0.50 | 0.46 | — | 0.46 | — | 2,050 | 2,050 | 0.08 | 0.02 | — | 2,057 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.24 | 1.98 | 2.46 | < 0.005 | 0.09 | — | 0.09 | 0.08 | — | 0.08 | — | 353 | 353 | 0.01 | < 0.005 | — | 354 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.04 | 0.36 | 0.45 | < 0.005 | 0.02 | — | 0.02 | 0.01 | — | 0.01 | — | 58.4 | 58.4 | < 0.005 | < 0.005 | — | 58.6 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.61 | 0.78 | 8.81 | 0.00 | 0.00 | 1.81 | 1.81 | 0.00 | 0.42 | 0.42 | — | 1,850 | 1,850 | 0.08 | 0.07 | 0.20 | 1,873 |
| Vendor | 0.03 | 1.21 | 0.58 | 0.01 | 0.01 | 0.26 | 0.28 | 0.01 | 0.07 | 0.09 | — | 986 | 986 | 0.04 | 0.14 | 0.07 | 1,027 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.10 | 0.13 | 1.60 | 0.00 | 0.00 | 0.31 | 0.31 | 0.00 | 0.07 | 0.07 | — | 323 | 323 | 0.01 | 0.01 | 0.57 | 328 |
| Vendor | 0.01 | 0.21 | 0.10 | < 0.005 | < 0.005 | 0.04 | 0.05 | < 0.005 | 0.01 | 0.01 | — | 170 | 170 | 0.01 | 0.02 | 0.20 | 177 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02 | 0.02 | 0.29 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 53.5 | 53.5 | < 0.005 | < 0.005 | 0.09 | 54.3 |
| Vendor | < 0.005 | 0.04 | 0.02 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 28.1 | 28.1 | < 0.005 | < 0.005 | 0.03 | 29.3 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.6. Building Construction (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.40 | 11.5 | 14.3 | 0.02 | 0.50 | — | 0.50 | 0.46 | — | 0.46 | — | 2,050 | 2,050 | 0.08 | 0.02 | — | 2,057 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.24 | 1.98 | 2.46 | < 0.005 | 0.09 | — | 0.09 | 0.08 | — | 0.08 | — | 353 | 353 | 0.01 | < 0.005 | — | 354 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.04 | 0.36 | 0.45 | < 0.005 | 0.02 | — | 0.02 | 0.01 | — | 0.01 | — | 58.4 | 58.4 | < 0.005 | < 0.005 | — | 58.6 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.61 | 0.78 | 8.81 | 0.00 | 0.00 | 1.81 | 1.81 | 0.00 | 0.42 | 0.42 | — | 1,850 | 1,850 | 0.08 | 0.07 | 0.20 | 1,873 |
| Vendor | 0.03 | 1.21 | 0.58 | 0.01 | 0.01 | 0.26 | 0.28 | 0.01 | 0.07 | 0.09 | — | 986 | 986 | 0.04 | 0.14 | 0.07 | 1,027 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.10 | 0.13 | 1.60 | 0.00 | 0.00 | 0.31 | 0.31 | 0.00 | 0.07 | 0.07 | — | 323 | 323 | 0.01 | 0.01 | 0.57 | 328 |
| Vendor | 0.01 | 0.21 | 0.10 | < 0.005 | < 0.005 | 0.04 | 0.05 | < 0.005 | 0.01 | 0.01 | — | 170 | 170 | 0.01 | 0.02 | 0.20 | 177 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02 | 0.02 | 0.29 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 53.5 | 53.5 | < 0.005 | < 0.005 | 0.09 | 54.3 |
| Vendor | < 0.005 | 0.04 | 0.02 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 28.1 | 28.1 | < 0.005 | < 0.005 | 0.03 | 29.3 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.32 | 11.0 | 14.2 | 0.02 | 0.44 | — | 0.44 | 0.40 | — | 0.40 | — | 2,050 | 2,050 | 0.08 | 0.02 | — | 2,057 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.32 | 11.0 | 14.2 | 0.02 | 0.44 | — | 0.44 | 0.40 | — | 0.40 | — | 2,050 | 2,050 | 0.08 | 0.02 | — | 2,057 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.63 | 5.28 | 6.83 | 0.01 | 0.21 | — | 0.21 | 0.19 | — | 0.19 | — | 983 | 983 | 0.04 | 0.01 | — | 986 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.12 | 0.96 | 1.25 | < 0.005 | 0.04 | — | 0.04 | 0.04 | — | 0.04 | — | 163 | 163 | 0.01 | < 0.005 | — | 163 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.59 | 0.60 | 9.62 | 0.00 | 0.00 | 1.81 | 1.81 | 0.00 | 0.42 | 0.42 | — | 1,912 | 1,912 | 0.08 | 0.07 | 7.00 | 1,940 |
| Vendor | 0.03 | 1.10 | 0.54 | 0.01 | 0.01 | 0.26 | 0.28 | 0.01 | 0.07 | 0.08 | — | 969 | 969 | 0.04 | 0.14 | 2.65 | 1,013 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.59 | 0.66 | 8.16 | 0.00 | 0.00 | 1.81 | 1.81 | 0.00 | 0.42 | 0.42 | — | 1,812 | 1,812 | 0.08 | 0.07 | 0.18 | 1,835 |
| Vendor | 0.03 | 1.15 | 0.54 | 0.01 | 0.01 | 0.26 | 0.28 | 0.01 | 0.07 | 0.08 | — | 969 | 969 | 0.04 | 0.14 | 0.07 | 1,011 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.28 | 0.34 | 4.11 | 0.00 | 0.00 | 0.86 | 0.86 | 0.00 | 0.20 | 0.20 | — | 882 | 882 | 0.04 | 0.03 | 1.45 | 893 |
| Vendor | 0.01 | 0.55 | 0.26 | < 0.005 | 0.01 | 0.12 | 0.13 | < 0.005 | 0.03 | 0.04 | — | 465 | 465 | 0.02 | 0.07 | 0.55 | 485 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.05 | 0.06 | 0.75 | 0.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.04 | 0.04 | — | 146 | 146 | 0.01 | 0.01 | 0.24 | 148 |
| Vendor | < 0.005 | 0.10 | 0.05 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | 0.01 | 0.01 | — | 76.9 | 76.9 | < 0.005 | 0.01 | 0.09 | 80.3 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.8. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road Equipment | 1.32 | 11.0 | 14.2 | 0.02 | 0.44 | — | 0.44 | 0.40 | — | 0.40 | — | 2,050 | 2,050 | 0.08 | 0.02 | — | 2,057 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.32 | 11.0 | 14.2 | 0.02 | 0.44 | — | 0.44 | 0.40 | — | 0.40 | — | 2,050 | 2,050 | 0.08 | 0.02 | — | 2,057 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.63 | 5.28 | 6.83 | 0.01 | 0.21 | — | 0.21 | 0.19 | — | 0.19 | — | 983 | 983 | 0.04 | 0.01 | — | 986 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.12 | 0.96 | 1.25 | < 0.005 | 0.04 | — | 0.04 | 0.04 | — | 0.04 | — | 163 | 163 | 0.01 | < 0.005 | — | 163 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.59 | 0.60 | 9.62 | 0.00 | 0.00 | 1.81 | 1.81 | 0.00 | 0.42 | 0.42 | — | 1,912 | 1,912 | 0.08 | 0.07 | 7.00 | 1,940 |
| Vendor | 0.03 | 1.10 | 0.54 | 0.01 | 0.01 | 0.26 | 0.28 | 0.01 | 0.07 | 0.08 | — | 969 | 969 | 0.04 | 0.14 | 2.65 | 1,013 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.59 | 0.66 | 8.16 | 0.00 | 0.00 | 1.81 | 1.81 | 0.00 | 0.42 | 0.42 | — | 1,812 | 1,812 | 0.08 | 0.07 | 0.18 | 1,835 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.03 | 1.15 | 0.54 | 0.01 | 0.01 | 0.26 | 0.28 | 0.01 | 0.07 | 0.08 | — | 969 | 969 | 0.04 | 0.14 | 0.07 | 1,011 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.28 | 0.34 | 4.11 | 0.00 | 0.00 | 0.86 | 0.86 | 0.00 | 0.20 | 0.20 | — | 882 | 882 | 0.04 | 0.03 | 1.45 | 893 |
| Vendor | 0.01 | 0.55 | 0.26 | < 0.005 | 0.01 | 0.12 | 0.13 | < 0.005 | 0.03 | 0.04 | — | 465 | 465 | 0.02 | 0.07 | 0.55 | 485 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.05 | 0.06 | 0.75 | 0.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.04 | 0.04 | — | 146 | 146 | 0.01 | 0.01 | 0.24 | 148 |
| Vendor | < 0.005 | 0.10 | 0.05 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | 0.01 | 0.01 | — | 76.9 | 76.9 | < 0.005 | 0.01 | 0.09 | 80.3 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.9. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.59 | 4.98 | 6.11 | 0.01 | 0.12 | — | 0.12 | 0.11 | — | 0.11 | — | 829 | 829 | 0.03 | 0.01 | — | 832 |
| Architectural Coatings | 12.9 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.59 | 4.98 | 6.11 | 0.01 | 0.12 | — | 0.12 | 0.11 | — | 0.11 | — | 829 | 829 | 0.03 | 0.01 | — | 832 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Architectu Coatings | 12.9 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.11 | 0.90 | 1.11 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 150 | 150 | 0.01 | < 0.005 | — | 150 |
| Architectu ral Coatings | 2.34 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02 | 0.16 | 0.20 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 24.8 | 24.8 | < 0.005 | < 0.005 | — | 24.9 |
| Architectu ral Coatings | 0.43 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.12 | 0.12 | 1.92 | 0.00 | 0.00 | 0.36 | 0.36 | 0.00 | 0.08 | 0.08 | — | 382 | 382 | 0.02 | 0.01 | 1.40 | 388 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.12 | 0.13 | 1.63 | 0.00 | 0.00 | 0.36 | 0.36 | 0.00 | 0.08 | 0.08 | — | 362 | 362 | 0.02 | 0.01 | 0.04 | 367 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

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| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02 | 0.03 | 0.31 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.02 | 0.02 | — | 66.5 | 66.5 | < 0.005 | < 0.005 | 0.11 | 67.4 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.06 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 11.0 | 11.0 | < 0.005 | < 0.005 | 0.02 | 11.2 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.10. Architectural Coating (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.59 | 4.98 | 6.11 | 0.01 | 0.12 | — | 0.12 | 0.11 | — | 0.11 | — | 829 | 829 | 0.03 | 0.01 | — | 832 |
| Architectural Coatings | 12.9 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.59 | 4.98 | 6.11 | 0.01 | 0.12 | — | 0.12 | 0.11 | — | 0.11 | — | 829 | 829 | 0.03 | 0.01 | — | 832 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Architectural | 12.9 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.11 | 0.90 | 1.11 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 150 | 150 | 0.01 | < 0.005 | — | 150 |
| Architectural Coatings | 2.34 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02 | 0.16 | 0.20 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 24.8 | 24.8 | < 0.005 | < 0.005 | — | 24.9 |
| Architectural Coatings | 0.43 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.12 | 0.12 | 1.92 | 0.00 | 0.00 | 0.36 | 0.36 | 0.00 | 0.08 | 0.08 | — | 382 | 382 | 0.02 | 0.01 | 1.40 | 388 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.12 | 0.13 | 1.63 | 0.00 | 0.00 | 0.36 | 0.36 | 0.00 | 0.08 | 0.08 | — | 362 | 362 | 0.02 | 0.01 | 0.04 | 367 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

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| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02 | 0.03 | 0.31 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.02 | 0.02 | — | 66.5 | 66.5 | < 0.005 | < 0.005 | 0.11 | 67.4 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.06 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 11.0 | 11.0 | < 0.005 | < 0.005 | 0.02 | 11.2 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

# 4. Operations Emissions Details

## 4.1. Mobile Emissions by Land Use

### 4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | 2.61 | 2.03 | 23.1 | 0.05 | 0.03 | 4.80 | 4.83 | 0.03 | 1.22 | 1.25 | — | 5,430 | 5,430 | 0.26 | 0.21 | 20.0 | 5,521 |
| Supermarket | 12.6 | 10.00 | 114 | 0.27 | 0.17 | 24.0 | 24.2 | 0.16 | 6.09 | 6.25 | — | 27,101 | 27,101 | 1.28 | 1.05 | 100.0 | 27,547 |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 15.2 | 12.0 | 137 | 0.32 | 0.21 | 28.8 | 29.0 | 0.19 | 7.31 | 7.50 | — | 32,532 | 32,532 | 1.55 | 1.27 | 120 | 33,068 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | 2.58 | 2.22 | 21.2 | 0.05 | 0.03 | 4.80 | 4.83 | 0.03 | 1.22 | 1.25 | — | 5,202 | 5,202 | 0.27 | 0.22 | 0.52 | 5,276 |
| Supermarket | 12.4 | 11.0 | 105 | 0.25 | 0.17 | 24.0 | 24.2 | 0.16 | 6.09 | 6.25 | — | 25,960 | 25,960 | 1.34 | 1.11 | 2.59 | 26,326 |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 15.0 | 13.2 | 126 | 0.30 | 0.21 | 28.8 | 29.0 | 0.19 | 7.31 | 7.50 | — | 31,162 | 31,162 | 1.61 | 1.33 | 3.11 | 31,602 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | 0.44 | 0.39 | 3.77 | 0.01 | 0.01 | 0.82 | 0.83 | 0.01 | 0.21 | 0.21 | — | 828 | 828 | 0.04 | 0.04 | 1.36 | 841 |
| Supermarket | 1.45 | 1.02 | 9.80 | 0.02 | 0.01 | 1.90 | 1.92 | 0.01 | 0.48 | 0.50 | — | 1,939 | 1,939 | 0.12 | 0.09 | 3.14 | 1,973 |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 1.89 | 1.41 | 13.6 | 0.03 | 0.02 | 2.73 | 2.75 | 0.02 | 0.69 | 0.71 | — | 2,767 | 2,767 | 0.16 | 0.13 | 4.50 | 2,814 |

### 4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | 1.97 | 1.53 | 17.4 | 0.04 | 0.03 | 3.61 | 3.64 | 0.02 | 0.92 | 0.94 | — | 4,091 | 4,091 | 0.20 | 0.16 | 15.1 | 4,158 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Supermar | 9.80 | 7.80 | 89.0 | 0.21 | 0.13 | 18.7 | 18.8 | 0.12 | 4.75 | 4.88 | — | 21,140 | 21,140 | 1.00 | 0.82 | 78.0 | 21,487 |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 11.8 | 9.33 | 106 | 0.25 | 0.16 | 22.3 | 22.5 | 0.15 | 5.67 | 5.82 | — | 25,230 | 25,230 | 1.20 | 0.98 | 93.0 | 25,646 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | 1.94 | 1.67 | 16.0 | 0.04 | 0.03 | 3.61 | 3.64 | 0.02 | 0.92 | 0.94 | — | 3,918 | 3,918 | 0.21 | 0.17 | 0.39 | 3,974 |
| Supermarket | 9.66 | 8.55 | 81.6 | 0.20 | 0.13 | 18.7 | 18.8 | 0.13 | 4.75 | 4.88 | — | 20,249 | 20,249 | 1.04 | 0.86 | 2.02 | 20,535 |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 11.6 | 10.2 | 97.5 | 0.24 | 0.16 | 22.3 | 22.5 | 0.15 | 5.67 | 5.82 | — | 24,168 | 24,168 | 1.25 | 1.03 | 2.41 | 24,509 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | 0.33 | 0.29 | 2.84 | 0.01 | < 0.005 | 0.62 | 0.62 | < 0.005 | 0.16 | 0.16 | — | 624 | 624 | 0.03 | 0.03 | 1.02 | 634 |
| Supermarket | 1.13 | 0.80 | 7.65 | 0.02 | 0.01 | 1.48 | 1.50 | 0.01 | 0.38 | 0.39 | — | 1,512 | 1,512 | 0.10 | 0.07 | 2.45 | 1,539 |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 1.46 | 1.09 | 10.5 | 0.02 | 0.02 | 2.10 | 2.12 | 0.01 | 0.53 | 0.55 | — | 2,137 | 2,137 | 0.13 | 0.10 | 3.47 | 2,173 |

## 4.2. Energy

### 4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | — | 863 | 863 | 0.06 | 0.01 | — | 867 |
| Supermarket | — | — | — | — | — | — | — | — | — | — | — | 966 | 966 | 0.07 | 0.01 | — | 970 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | 527 | 527 | 0.04 | 0.01 | — | 529 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 2,356 | 2,356 | 0.17 | 0.02 | — | 2,367 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | — | 863 | 863 | 0.06 | 0.01 | — | 867 |
| Supermarket | — | — | — | — | — | — | — | — | — | — | — | 966 | 966 | 0.07 | 0.01 | — | 970 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | 527 | 527 | 0.04 | 0.01 | — | 529 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 2,356 | 2,356 | 0.17 | 0.02 | — | 2,367 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | — | 143 | 143 | 0.01 | < 0.005 | — | 144 |
| Supermarket | — | — | — | — | — | — | — | — | — | — | — | 160 | 160 | 0.01 | < 0.005 | — | 161 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | 87.2 | 87.2 | 0.01 | < 0.005 | — | 87.6 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 390 | 390 | 0.03 | < 0.005 | — | 392 |

### 4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | — | 869 | 869 | 0.06 | 0.01 | — | 873 |
| Supermarket | — | — | — | — | — | — | — | — | — | — | — | 966 | 966 | 0.07 | 0.01 | — | 970 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | 527 | 527 | 0.04 | 0.01 | — | 529 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 2,361 | 2,361 | 0.17 | 0.02 | — | 2,372 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | — | 869 | 869 | 0.06 | 0.01 | — | 873 |
| Supermarket | — | — | — | — | — | — | — | — | — | — | — | 966 | 966 | 0.07 | 0.01 | — | 970 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | 527 | 527 | 0.04 | 0.01 | — | 529 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | — | — | — | — | — | — | — | — | — | — | — | 2,361 | 2,361 | 0.17 | 0.02 | — | 2,372 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | — | 144 | 144 | 0.01 | < 0.005 | — | 144 |
| Supermarket | — | — | — | — | — | — | — | — | — | — | — | 160 | 160 | 0.01 | < 0.005 | — | 161 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | — | 87.2 | 87.2 | 0.01 | < 0.005 | — | 87.6 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 391 | 391 | 0.03 | < 0.005 | — | 393 |

### 4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | 0.02 | 0.35 | 0.15 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 442 | 442 | 0.04 | < 0.005 | — | 443 |
| Supermarket | < 0.005 | 0.07 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 87.9 | 87.9 | 0.01 | < 0.005 | — | 88.1 |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | 0.02 | 0.42 | 0.21 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 530 | 530 | 0.05 | < 0.005 | — | 531 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Apartments Mid Rise | 0.02 | 0.35 | 0.15 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 442 | 442 | 0.04 | < 0.005 | — | 443 |
| Supermarket | < 0.005 | 0.07 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 87.9 | 87.9 | 0.01 | < 0.005 | — | 88.1 |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | 0.02 | 0.42 | 0.21 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 530 | 530 | 0.05 | < 0.005 | — | 531 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | < 0.005 | 0.06 | 0.03 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 73.2 | 73.2 | 0.01 | < 0.005 | — | 73.4 |
| Supermarket | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 14.5 | 14.5 | < 0.005 | < 0.005 | — | 14.6 |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | < 0.005 | 0.08 | 0.04 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 87.8 | 87.8 | 0.01 | < 0.005 | — | 88.0 |

### 4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Supermarket | < 0.005 | 0.07 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 87.9 | 87.9 | 0.01 | < 0.005 | — | 88.1 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | < 0.005 | 0.07 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 87.9 | 87.9 | 0.01 | < 0.005 | — | 88.1 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Supermarket | < 0.005 | 0.07 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 87.9 | 87.9 | 0.01 | < 0.005 | — | 88.1 |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | < 0.005 | 0.07 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 87.9 | 87.9 | 0.01 | < 0.005 | — | 88.1 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Supermarket | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 14.5 | 14.5 | < 0.005 | < 0.005 | — | 14.6 |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 14.5 | 14.5 | < 0.005 | < 0.005 | — | 14.6 |

## 4.3. Area Emissions by Source

### 4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Source | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Consumer Products | 2.71 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.23 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 1.39 | 0.11 | 12.0 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 38.2 | 38.2 | < 0.005 | < 0.005 | — | 38.3 |
| Total | 4.33 | 0.11 | 12.0 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | 0.00 | 38.2 | 38.2 | < 0.005 | < 0.005 | — | 38.3 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Consumer Products | 2.71 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.23 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | 2.94 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Consumer Products | 0.49 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Architectural Coatings | 0.04 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.17 | 0.01 | 1.50 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 4.33 | 4.33 | < 0.005 | < 0.005 | — | 4.35 |
| Total | 0.71 | 0.01 | 1.50 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 4.33 | 4.33 | < 0.005 | < 0.005 | — | 4.35 |

### 4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Source | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Consumer Products | 2.51 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.23 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 1.39 | 0.11 | 12.0 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 38.2 | 38.2 | < 0.005 | < 0.005 | — | 38.3 |
| Total | 4.13 | 0.11 | 12.0 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | 0.00 | 38.2 | 38.2 | < 0.005 | < 0.005 | — | 38.3 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Consumer Products | 2.51 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Architectu Coatings | 0.23 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | 2.74 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Consume r Products | 0.46 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectu ral Coatings | 0.04 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscap e Equipme nt | 0.17 | 0.01 | 1.50 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 4.33 | 4.33 | < 0.005 | < 0.005 | — | 4.35 |
| Total | 0.67 | 0.01 | 1.50 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 4.33 | 4.33 | < 0.005 | < 0.005 | — | 4.35 |

## 4.4. Water Emissions by Land Use

### 4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartmen ts Mid Rise | — | — | — | — | — | — | — | — | — | — | 9.93 | 67.5 | 77.4 | 1.02 | 0.02 | — | 110 |
| Supermar ket | — | — | — | — | — | — | — | — | — | — | 4.78 | 32.1 | 36.9 | 0.49 | 0.01 | — | 52.8 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | 14.7 | 99.6 | 114 | 1.52 | 0.04 | — | 163 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | 9.93 | 67.5 | 77.4 | 1.02 | 0.02 | — | 110 |
| Supermarket | — | — | — | — | — | — | — | — | — | — | 4.78 | 32.1 | 36.9 | 0.49 | 0.01 | — | 52.8 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | 14.7 | 99.6 | 114 | 1.52 | 0.04 | — | 163 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | 1.64 | 11.2 | 12.8 | 0.17 | < 0.005 | — | 18.3 |
| Supermarket | — | — | — | — | — | — | — | — | — | — | 0.79 | 5.32 | 6.11 | 0.08 | < 0.005 | — | 8.74 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | 2.44 | 16.5 | 18.9 | 0.25 | 0.01 | — | 27.0 |

### 4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | 7.94 | 54.0 | 62.0 | 0.82 | 0.02 | — | 88.3 |
| Supermarket | — | — | — | — | — | — | — | — | — | — | 3.82 | 25.7 | 29.5 | 0.39 | 0.01 | — | 42.2 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | 11.8 | 79.7 | 91.5 | 1.21 | 0.03 | — | 131 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | 7.94 | 54.0 | 62.0 | 0.82 | 0.02 | — | 88.3 |
| Supermarket | — | — | — | — | — | — | — | — | — | — | 3.82 | 25.7 | 29.5 | 0.39 | 0.01 | — | 42.2 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | 11.8 | 79.7 | 91.5 | 1.21 | 0.03 | — | 131 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | 1.31 | 8.94 | 10.3 | 0.14 | < 0.005 | — | 14.6 |
| Supermarket | — | — | — | — | — | — | — | — | — | — | 0.63 | 4.25 | 4.89 | 0.07 | < 0.005 | — | 6.99 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | — | — | — | — | — | — | — | — | — | — | 1.95 | 13.2 | 15.1 | 0.20 | < 0.005 | — | 21.6 |

## 4.5. Waste Emissions by Land Use

### 4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | 55.3 | 0.00 | 55.3 | 5.53 | 0.00 | — | 194 |
| Supermarket | — | — | — | — | — | — | — | — | — | — | 61.5 | 0.00 | 61.5 | 6.15 | 0.00 | — | 215 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | 117 | 0.00 | 117 | 11.7 | 0.00 | — | 409 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | 55.3 | 0.00 | 55.3 | 5.53 | 0.00 | — | 194 |
| Supermarket | — | — | — | — | — | — | — | — | — | — | 61.5 | 0.00 | 61.5 | 6.15 | 0.00 | — | 215 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | 117 | 0.00 | 117 | 11.7 | 0.00 | — | 409 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | 9.16 | 0.00 | 9.16 | 0.92 | 0.00 | — | 32.1 |
| Supermarket | — | — | — | — | — | — | — | — | — | — | 10.2 | 0.00 | 10.2 | 1.02 | 0.00 | — | 35.6 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | 19.3 | 0.00 | 19.3 | 1.93 | 0.00 | — | 67.7 |

### 4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | 16.6 | 0.00 | 16.6 | 1.66 | 0.00 | — | 58.1 |
| Supermarket | — | — | — | — | — | — | — | — | — | — | 18.5 | 0.00 | 18.5 | 1.84 | 0.00 | — | 64.6 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | 35.1 | 0.00 | 35.1 | 3.50 | 0.00 | — | 123 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | 16.6 | 0.00 | 16.6 | 1.66 | 0.00 | — | 58.1 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Supermar | — | — | — | — | — | — | — | — | — | — | 18.5 | 0.00 | 18.5 | 1.84 | 0.00 | — | 64.6 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | 35.1 | 0.00 | 35.1 | 3.50 | 0.00 | — | 123 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | 2.75 | 0.00 | 2.75 | 0.27 | 0.00 | — | 9.62 |
| Supermarket | — | — | — | — | — | — | — | — | — | — | 3.06 | 0.00 | 3.06 | 0.31 | 0.00 | — | 10.7 |
| Enclosed Parking with Elevator | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | 5.80 | 0.00 | 5.80 | 0.58 | 0.00 | — | 20.3 |

## 4.6. Refrigerant Emissions by Land Use

### 4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.76 | 0.76 |
| Supermarket | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4,196 | 4,196 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4,197 | 4,197 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.76 | 0.76 |
| Supermarket | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4,196 | 4,196 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4,197 | 4,197 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.13 | 0.13 |
| Supermarket | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 695 | 695 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 695 | 695 |

### 4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.76 | 0.76 |
| Supermarket | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4,196 | 4,196 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4,197 | 4,197 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Apartments | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.76 | 0.76 |
| Supermarket | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4,196 | 4,196 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4,197 | 4,197 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Apartments Mid Rise | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.13 | 0.13 |
| Supermarket | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 695 | 695 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 695 | 695 |

## 4.7. Offroad Emissions By Equipment Type

### 4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

### 4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## 4.8. Stationary Emissions By Equipment Type

### 4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Emergency Generator | 1.64 | 7.34 | 4.18 | 0.01 | 0.24 | 0.00 | 0.24 | 0.24 | 0.00 | 0.24 | 0.00 | 840 | 840 | 0.03 | 0.01 | 0.00 | 842 |
| Total | 1.64 | 7.34 | 4.18 | 0.01 | 0.24 | 0.00 | 0.24 | 0.24 | 0.00 | 0.24 | 0.00 | 840 | 840 | 0.03 | 0.01 | 0.00 | 842 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Emergency Generator | 1.64 | 7.34 | 4.18 | 0.01 | 0.24 | 0.00 | 0.24 | 0.24 | 0.00 | 0.24 | 0.00 | 840 | 840 | 0.03 | 0.01 | 0.00 | 842 |
| Total | 1.64 | 7.34 | 4.18 | 0.01 | 0.24 | 0.00 | 0.24 | 0.24 | 0.00 | 0.24 | 0.00 | 840 | 840 | 0.03 | 0.01 | 0.00 | 842 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Emergency Generator | 0.01 | 0.04 | 0.03 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 4.57 | 4.57 | < 0.005 | < 0.005 | 0.00 | 4.58 |
| Total | 0.01 | 0.04 | 0.03 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 4.57 | 4.57 | < 0.005 | < 0.005 | 0.00 | 4.58 |

### 4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Emergency Generator | 1.64 | 7.34 | 4.18 | 0.01 | 0.24 | 0.00 | 0.24 | 0.24 | 0.00 | 0.24 | 0.00 | 840 | 840 | 0.03 | 0.01 | 0.00 | 842 |
| Total | 1.64 | 7.34 | 4.18 | 0.01 | 0.24 | 0.00 | 0.24 | 0.24 | 0.00 | 0.24 | 0.00 | 840 | 840 | 0.03 | 0.01 | 0.00 | 842 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Emergency Generator | 1.64 | 7.34 | 4.18 | 0.01 | 0.24 | 0.00 | 0.24 | 0.24 | 0.00 | 0.24 | 0.00 | 840 | 840 | 0.03 | 0.01 | 0.00 | 842 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | 1.64 | 7.34 | 4.18 | 0.01 | 0.24 | 0.00 | 0.24 | 0.24 | 0.00 | 0.24 | 0.00 | 840 | 840 | 0.03 | 0.01 | 0.00 | 842 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Emergency Generator | 0.01 | 0.04 | 0.03 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 4.57 | 4.57 | < 0.005 | < 0.005 | 0.00 | 4.58 |
| Total | 0.01 | 0.04 | 0.03 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 4.57 | 4.57 | < 0.005 | < 0.005 | 0.00 | 4.58 |

# 5. Activity Data

## 5.1. Construction Schedule

| Phase Name | Phase Type | Start Date | End Date | Days Per Week | Work Days per Phase | Phase Description |
|---|---|---|---|---|---|---|
| Demolition | Demolition | 6/4/2024 | 7/3/2024 | 5.00 | 22.0 | — |
| Grading | Grading | 7/5/2024 | 10/4/2024 | 5.00 | 66.0 | — |
| Building Construction | Building Construction | 10/5/2024 | 9/2/2025 | 5.00 | 237 | — |
| Architectural Coating | Architectural Coating | 9/3/2025 | 12/3/2025 | 5.00 | 66.0 | — |

## 5.2. Off-Road Equipment

### 5.2.1. Unmitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|---|
| Demolition | Tractors/Loaders/Backhoes | Diesel | Average | 3.00 | 8.00 | 84.0 | 0.37 |
| Demolition | Rubber Tired Dozers | Diesel | Average | 1.00 | 8.00 | 367 | 0.40 |
| Demolition | Concrete/Industrial Saws | Diesel | Average | 1.00 | 8.00 | 33.0 | 0.73 |
| Grading | Graders | Diesel | Average | 1.00 | 6.00 | 148 | 0.41 |
| Grading | Rubber Tired Dozers | Diesel | Average | 1.00 | 6.00 | 367 | 0.40 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Grading | Tractors/Loaders/Backhoes | Diesel | Average | 2.00 | 7.00 | 84.0 | 0.37 |
| Grading | Concrete/Industrial Saws | Diesel | Average | 1.00 | 8.00 | 33.0 | 0.73 |
| Grading | Excavators | Diesel | Average | 1.00 | 8.00 | 36.0 | 0.38 |
| Building Construction | Forklifts | Diesel | Average | 2.00 | 6.00 | 82.0 | 0.20 |
| Building Construction | Tractors/Loaders/Backhoes | Diesel | Average | 2.00 | 8.00 | 84.0 | 0.37 |
| Building Construction | Cement and Mortar Mixers | Diesel | Average | 1.00 | 8.00 | 10.0 | 0.56 |
| Building Construction | Generator Sets | Diesel | Average | 1.00 | 8.00 | 14.0 | 0.74 |
| Building Construction | Pavers | Diesel | Average | 1.00 | 8.00 | 81.0 | 0.42 |
| Building Construction | Rollers | Diesel | Average | 1.00 | 8.00 | 36.0 | 0.38 |
| Building Construction | Welders | Diesel | Average | 3.00 | 8.00 | 46.0 | 0.45 |
| Architectural Coating | Air Compressors | Diesel | Average | 4.00 | 6.00 | 37.0 | 0.48 |
| Architectural Coating | Aerial Lifts | Diesel | Average | 2.00 | 8.00 | 46.0 | 0.31 |

### 5.2.2. Mitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|---|
| Demolition | Tractors/Loaders/Backhoes | Diesel | Average | 3.00 | 8.00 | 84.0 | 0.37 |
| Demolition | Rubber Tired Dozers | Diesel | Average | 1.00 | 8.00 | 367 | 0.40 |
| Demolition | Concrete/Industrial Saws | Diesel | Average | 1.00 | 8.00 | 33.0 | 0.73 |
| Grading | Graders | Diesel | Average | 1.00 | 6.00 | 148 | 0.41 |
| Grading | Rubber Tired Dozers | Diesel | Average | 1.00 | 6.00 | 367 | 0.40 |
| Grading | Tractors/Loaders/Backhoes | Diesel | Average | 2.00 | 7.00 | 84.0 | 0.37 |
| Grading | Concrete/Industrial Saws | Diesel | Average | 1.00 | 8.00 | 33.0 | 0.73 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Grading | Excavators | Diesel | Average | 1.00 | 8.00 | 36.0 | 0.38 |
| Building Construction | Forklifts | Diesel | Average | 2.00 | 6.00 | 82.0 | 0.20 |
| Building Construction | Tractors/Loaders/Backhoes | Diesel | Average | 2.00 | 8.00 | 84.0 | 0.37 |
| Building Construction | Cement and Mortar Mixers | Diesel | Average | 1.00 | 8.00 | 10.0 | 0.56 |
| Building Construction | Generator Sets | Diesel | Average | 1.00 | 8.00 | 14.0 | 0.74 |
| Building Construction | Pavers | Diesel | Average | 1.00 | 8.00 | 81.0 | 0.42 |
| Building Construction | Rollers | Diesel | Average | 1.00 | 8.00 | 36.0 | 0.38 |
| Building Construction | Welders | Diesel | Average | 3.00 | 8.00 | 46.0 | 0.45 |
| Architectural Coating | Air Compressors | Diesel | Average | 4.00 | 6.00 | 37.0 | 0.48 |
| Architectural Coating | Aerial Lifts | Diesel | Average | 2.00 | 8.00 | 46.0 | 0.31 |

## 5.3. Construction Vehicles

### 5.3.1. Unmitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix |
|---|---|---|---|---|
| Demolition | — | — | — | — |
| Demolition | Worker | 12.5 | 18.5 | LDA,LDT1,LDT2 |
| Demolition | Vendor | — | 10.2 | HHDT,MHDT |
| Demolition | Hauling | 4.36 | 20.0 | HHDT |
| Demolition | Onsite truck | — | — | HHDT |
| Grading | — | — | — | — |
| Grading | Worker | 15.0 | 18.5 | LDA,LDT1,LDT2 |
| Grading | Vendor | — | 10.2 | HHDT,MHDT |
| Grading | Hauling | 78.0 | 32.0 | HHDT |
| Grading | Onsite truck | — | — | HHDT |
| Building Construction | — | — | — | — |

| | | | | |
|---|---|---|---|---|
| Building Construction | Worker | 138 | 18.5 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 30.5 | 10.2 | HHDT,MHDT |
| Building Construction | Hauling | 0.00 | 20.0 | HHDT |
| Building Construction | Onsite truck | — | — | HHDT |
| Architectural Coating | — | — | — | — |
| Architectural Coating | Worker | 27.7 | 18.5 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor | — | 10.2 | HHDT,MHDT |
| Architectural Coating | Hauling | 0.00 | 20.0 | HHDT |
| Architectural Coating | Onsite truck | — | — | HHDT |

### 5.3.2. Mitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix |
|---|---|---|---|---|
| Demolition | — | — | — | — |
| Demolition | Worker | 12.5 | 18.5 | LDA,LDT1,LDT2 |
| Demolition | Vendor | — | 10.2 | HHDT,MHDT |
| Demolition | Hauling | 4.36 | 20.0 | HHDT |
| Demolition | Onsite truck | — | — | HHDT |
| Grading | — | — | — | — |
| Grading | Worker | 15.0 | 18.5 | LDA,LDT1,LDT2 |
| Grading | Vendor | — | 10.2 | HHDT,MHDT |
| Grading | Hauling | 78.0 | 32.0 | HHDT |
| Grading | Onsite truck | — | — | HHDT |
| Building Construction | — | — | — | — |
| Building Construction | Worker | 138 | 18.5 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 30.5 | 10.2 | HHDT,MHDT |
| Building Construction | Hauling | 0.00 | 20.0 | HHDT |
| Building Construction | Onsite truck | — | — | HHDT |

| | | | | |
|---|---|---|---|---|
| Architectural Coating | — | — | — | — |
| Architectural Coating | Worker | 27.7 | 18.5 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor | — | 10.2 | HHDT,MHDT |
| Architectural Coating | Hauling | 0.00 | 20.0 | HHDT |
| Architectural Coating | Onsite truck | — | — | HHDT |

## 5.4. Vehicles

### 5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

## 5.5. Architectural Coatings

| Phase Name | Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|---|---|---|---|---|---|
| Architectural Coating | 215,359 | 71,786 | 30,360 | 10,120 | — |

## 5.6. Dust Mitigation

### 5.6.1. Construction Earthmoving Activities

| Phase Name | Material Imported (Cubic Yards) | Material Exported (Cubic Yards) | Acres Graded (acres) | Material Demolished (Building Square Footage) | Acres Paved (acres) |
|---|---|---|---|---|---|
| Demolition | 0.00 | 0.00 | 0.00 | 8,300 | — |
| Grading | — | 35,950 | 49.5 | 0.00 | — |

### 5.6.2. Construction Earthmoving Control Strategies

| Control Strategies Applied | Frequency (per day) | PM10 Reduction | PM2.5 Reduction |
|---|---|---|---|
| Water Exposed Area | 2 | 61% | 61% |
| Water Demolished Area | 2 | 36% | 36% |

## 5.7. Construction Paving

| Land Use | Area Paved (acres) | % Asphalt |
|---|---|---|
| Apartments Mid Rise | — | 0% |
| Supermarket | 0.00 | 0% |
| Enclosed Parking with Elevator | 0.00 | 100% |

## 5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

| Year | kWh per Year | CO2 | CH4 | N2O |
|---|---|---|---|---|
| 2024 | 0.00 | 690 | 0.05 | 0.01 |
| 2025 | 0.00 | 690 | 0.05 | 0.01 |

## 5.9. Operational Mobile Sources

### 5.9.1. Unmitigated

| Land Use Type | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VMT/Weekday | VMT/Saturday | VMT/Sunday | VMT/Year |
|---|---|---|---|---|---|---|---|---|
| Apartments Mid Rise | 756 | 682 | 569 | 262,372 | 6,768 | 6,109 | 5,089 | 2,348,519 |
| Supermarket | 2,161 | 3,595 | 3,369 | 926,606 | 7,700 | 33,819 | 31,696 | 5,423,538 |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

### 5.9.2. Mitigated

| Land Use Type | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VMT/Weekday | VMT/Saturday | VMT/Sunday | VMT/Year |
|---|---|---|---|---|---|---|---|---|
| Apartments Mid Rise | 570 | 514 | 428 | 197,633 | 5,098 | 4,602 | 3,833 | 1,769,028 |
| Supermarket | 1,686 | 2,804 | 2,628 | 722,774 | 6,006 | 26,380 | 24,724 | 4,230,485 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 5.10. Operational Area Sources

### 5.10.1. Hearths

#### 5.10.1.1. Unmitigated

| Hearth Type | Unmitigated (number) |
|---|---|
| Apartments Mid Rise | — |
| Wood Fireplaces | 0 |
| Gas Fireplaces | 0 |
| Propane Fireplaces | 0 |
| Electric Fireplaces | 0 |
| No Fireplaces | 0 |
| Conventional Wood Stoves | 0 |
| Catalytic Wood Stoves | 0 |
| Non-Catalytic Wood Stoves | 0 |
| Pellet Wood Stoves | 0 |

#### 5.10.1.2. Mitigated

| Hearth Type | Unmitigated (number) |
|---|---|
| Apartments Mid Rise | — |
| Wood Fireplaces | 0 |
| Gas Fireplaces | 0 |
| Propane Fireplaces | 0 |
| Electric Fireplaces | 0 |
| No Fireplaces | 0 |

| | |
|---|---|
| Conventional Wood Stoves | 0 |
| Catalytic Wood Stoves | 0 |
| Non-Catalytic Wood Stoves | 0 |
| Pellet Wood Stoves | 0 |

### 5.10.2. Architectural Coatings

| Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|---|---|---|---|---|
| 215358.75 | 71,786 | 30,360 | 10,120 | — |

### 5.10.3. Landscape Equipment

| Season | Unit | Value |
|---|---|---|
| Snow Days | day/yr | 0.00 |
| Summer Days | day/yr | 250 |

### 5.10.4. Landscape Equipment - Mitigated

| Season | Unit | Value |
|---|---|---|
| Snow Days | day/yr | 0.00 |
| Summer Days | day/yr | 250 |

## 5.11. Operational Energy Consumption

### 5.11.1. Unmitigated

#### Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

| Land Use | Electricity (kWh/yr) | CO2 | CH4 | N2O | Natural Gas (kBTU/yr) |
|---|---|---|---|---|---|
| Apartments Mid Rise | 456,406 | 690 | 0.0489 | 0.0069 | 1,379,625 |
| Supermarket | 510,478 | 690 | 0.0489 | 0.0069 | 274,171 |

| | | | | | |
|---|---|---|---|---|---|
| Enclosed Parking with Elevator | 278,555 | 690 | 0.0489 | 0.0069 | 0.00 |

### 5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

| Land Use | Electricity (kWh/yr) | CO2 | CH4 | N2O | Natural Gas (kBTU/yr) |
|---|---|---|---|---|---|
| Apartments Mid Rise | 459,180 | 690 | 0.0489 | 0.0069 | 0.00 |
| Supermarket | 510,478 | 690 | 0.0489 | 0.0069 | 274,171 |
| Enclosed Parking with Elevator | 278,555 | 690 | 0.0489 | 0.0069 | 0.00 |

## 5.12. Operational Water and Wastewater Consumption

### 5.12.1. Unmitigated

| Land Use | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|---|---|---|
| Apartments Mid Rise | 5,181,058 | 80,049 |
| Supermarket | 2,494,949 | 0.00 |
| Enclosed Parking with Elevator | 0.00 | 0.00 |

### 5.12.2. Mitigated

| Land Use | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|---|---|---|
| Apartments Mid Rise | 4,144,847 | 64,039 |
| Supermarket | 1,995,959 | 0.00 |
| Enclosed Parking with Elevator | 0.00 | 0.00 |

## 5.13. Operational Waste Generation

### 5.13.1. Unmitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|---|---|---|

| | | |
|---|---|---|
| Apartments Mid Rise | 103 | — |
| Supermarket | 114 | — |
| Enclosed Parking with Elevator | 0.00 | — |

### 5.13.2. Mitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|---|---|---|
| Apartments Mid Rise | 30.8 | — |
| Supermarket | 34.2 | — |
| Enclosed Parking with Elevator | 0.00 | — |

## 5.14. Operational Refrigeration and Air Conditioning Equipment

### 5.14.1. Unmitigated

| Land Use Type | Equipment Type | Refrigerant | GWP | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|---|---|---|---|---|---|---|---|
| Apartments Mid Rise | Average room A/C & Other residential A/C and heat pumps | R-410A | 2,088 | < 0.005 | 2.50 | 2.50 | 10.0 |
| Apartments Mid Rise | Household refrigerators and/or freezers | R-134a | 1,430 | 0.12 | 0.60 | 0.00 | 1.00 |
| Supermarket | Other commercial A/C and heat pumps | R-410A | 2,088 | < 0.005 | 4.00 | 4.00 | 18.0 |
| Supermarket | Supermarket refrigeration and condensing units | R-404A | 3,922 | 26.5 | 16.5 | 16.5 | 18.0 |

### 5.14.2. Mitigated

| Land Use Type | Equipment Type | Refrigerant | GWP | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|---|---|---|---|---|---|---|---|

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Apartments Mid Rise | Average room A/C & Other residential A/C and heat pumps | R-410A | 2,088 | < 0.005 | 2.50 | 2.50 | 10.0 |
| Apartments Mid Rise | Household refrigerators and/or freezers | R-134a | 1,430 | 0.12 | 0.60 | 0.00 | 1.00 |
| Supermarket | Other commercial A/C and heat pumps | R-410A | 2,088 | < 0.005 | 4.00 | 4.00 | 18.0 |
| Supermarket | Supermarket refrigeration and condensing units | R-404A | 3,922 | 26.5 | 16.5 | 16.5 | 18.0 |

## 5.15. Operational Off-Road Equipment

### 5.15.1. Unmitigated

| Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|

### 5.15.2. Mitigated

| Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|

## 5.16. Stationary Sources

### 5.16.1. Emergency Generators and Fire Pumps

| Equipment Type | Fuel Type | Number per Day | Hours per Day | Hours per Year | Horsepower | Load Factor |
|---|---|---|---|---|---|---|
| Emergency Generator | Diesel | 1.00 | 1.00 | 12.0 | 1,000 | 0.73 |

### 5.16.2. Process Boilers

| Equipment Type | Fuel Type | Number | Boiler Rating (MMBtu/hr) | Daily Heat Input (MMBtu/day) | Annual Heat Input (MMBtu/yr) |
|---|---|---|---|---|---|

# 8. User Changes to Default Data

| Screen | Justification |
|---|---|
| Land Use | Project data per October 2023 site plans. |
| Construction: Construction Phases | Assumes 18-month construction timeline. |
| Construction: Off-Road Equipment | Assumes construction equipment on worst-case day. |
| Construction: Trips and VMT | Assumes 14-cy haul truck capacity for soil export and 32 miles average distance to disposal site. |
| Operations: Hearths | No hearths or woodstoves proposed. |

**ATTACHMENT 6**

*Information for Planning and Consultation (IPaC) Resource List,*
U.S. Fish & Wildlife Service,
December 20, 2023.

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**IPaC** Information for Planning and Consultation **U.S. Fish & Wildlife Service**

# IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

## Location

Los Angeles County, California



## Local office

Carlsbad Fish And Wildlife Office

(760) 431-9440
(760) 431-5901

2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385

# Endangered species

**This resource list is for informational purposes only and does not constitute an analysis of project level impacts.**

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).

NOT FOR CONSULTATION

4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

## Birds

| NAME | STATUS |
|---|---|
| Coastal California Gnatcatcher *Polioptila californica californica*<br>Wherever found<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>https://ecos.fws.gov/ecp/species/8178 | Threatened |

## Reptiles

| NAME | STATUS |
|---|---|
| Southwestern Pond Turtle *Actinemys pallida*<br>Wherever found<br>No critical habitat has been designated for this species.<br>https://ecos.fws.gov/ecp/species/4768 | Proposed Threatened |

## Insects

| NAME | STATUS |
|---|---|
| Monarch Butterfly *Danaus plexippus*<br>Wherever found<br>No critical habitat has been designated for this species.<br>https://ecos.fws.gov/ecp/species/9743 | Candidate |

## Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

# Bald & Golden Eagles

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act[1] and the Migratory Bird Treaty Act[2].

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats[3], should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

**There are bald and/or golden eagles in your project area.**

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

| NAME | BREEDING SEASON |
|---|---|
| Bald Eagle *Haliaeetus leucocephalus*<br>This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. | Breeds Jan 1 to Aug 31 |
| Golden Eagle *Aquila chrysaetos*<br>This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.<br>https://ecos.fws.gov/ecp/species/1680 | Breeds Jan 1 to Aug 31 |

# Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

**Probability of Presence (▪)**

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

**Breeding Season (▪)**
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

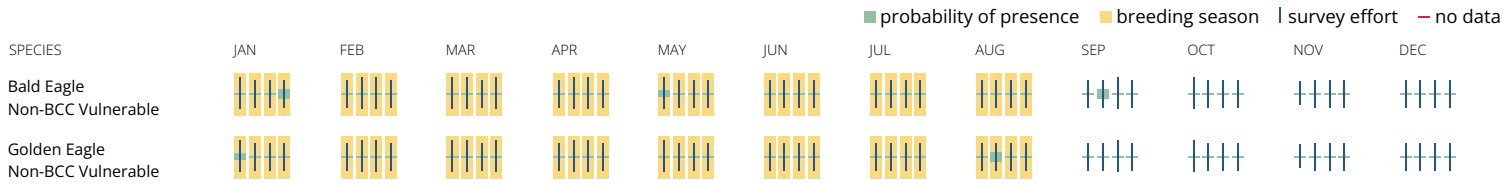
**Survey Effort (|)**
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

**No Data (–)**
A week is marked as having no data if there were no survey events for that week.

**Survey Timeframe**

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.




**What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?**

The potential for eagle presence is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply). To see a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

**What does IPaC use to generate the probability of presence graphs of bald and golden eagles in my specified location?**

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

**What if I have eagles on my list?**

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur. Please contact your local Fish and Wildlife Service Field Office if you have questions.

# Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats[3] should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

**The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location.** To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip:

enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

| NAME | BREEDING SEASON |
|---|---|
| **Allen's Hummingbird** *Selasphorus sasin*<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/9637 | Breeds Feb 1 to Jul 15 |
| **Bald Eagle** *Haliaeetus leucocephalus*<br>This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. | Breeds Jan 1 to Aug 31 |
| **Belding's Savannah Sparrow** *Passerculus sandwichensis beldingi*<br>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA<br>https://ecos.fws.gov/ecp/species/8 | Breeds Apr 1 to Aug 15 |
| **Black Swift** *Cypseloides niger*<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/8878 | Breeds Jun 15 to Sep 10 |
| **Bullock's Oriole** *Icterus bullockii*<br>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA | Breeds Mar 21 to Jul 25 |
| **California Gull** *Larus californicus*<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds Mar 1 to Jul 31 |
| **California Thrasher** *Toxostoma redivivum*<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds Jan 1 to Jul 31 |
| **Clark's Grebe** *Aechmophorus clarkii*<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds Jun 1 to Aug 31 |
| **Common Yellowthroat** *Geothlypis trichas sinuosa*<br>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA<br>https://ecos.fws.gov/ecp/species/2084 | Breeds May 20 to Jul 31 |
| **Golden Eagle** *Aquila chrysaetos*<br>This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.<br>https://ecos.fws.gov/ecp/species/1680 | Breeds Jan 1 to Aug 31 |
| **Lawrence's Goldfinch** *Carduelis lawrencei*<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/9464 | Breeds Mar 20 to Sep 20 |
| **Long-eared Owl** *asio otus*<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/3631 | Breeds Mar 1 to Jul 15 |
| **Nuttall's Woodpecker** *Picoides nuttallii*<br>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA<br>https://ecos.fws.gov/ecp/species/9410 | Breeds Apr 1 to Jul 20 |

| | |
|---|---|
| Oak Titmouse Baeolophus inornatus<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/9656 | Breeds Mar 15 to Jul 15 |
| Olive-sided Flycatcher Contopus cooperi<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/3914 | Breeds May 20 to Aug 31 |
| Tricolored Blackbird Agelaius tricolor<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/3910 | Breeds Mar 15 to Aug 10 |
| Western Grebe aechmophorus occidentalis<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/6743 | Breeds Jun 1 to Aug 31 |
| Willet Tringa semipalmata<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds elsewhere |
| Wrentit Chamaea fasciata<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds Mar 15 to Aug 10 |

# Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

**Probability of Presence (▪)**

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

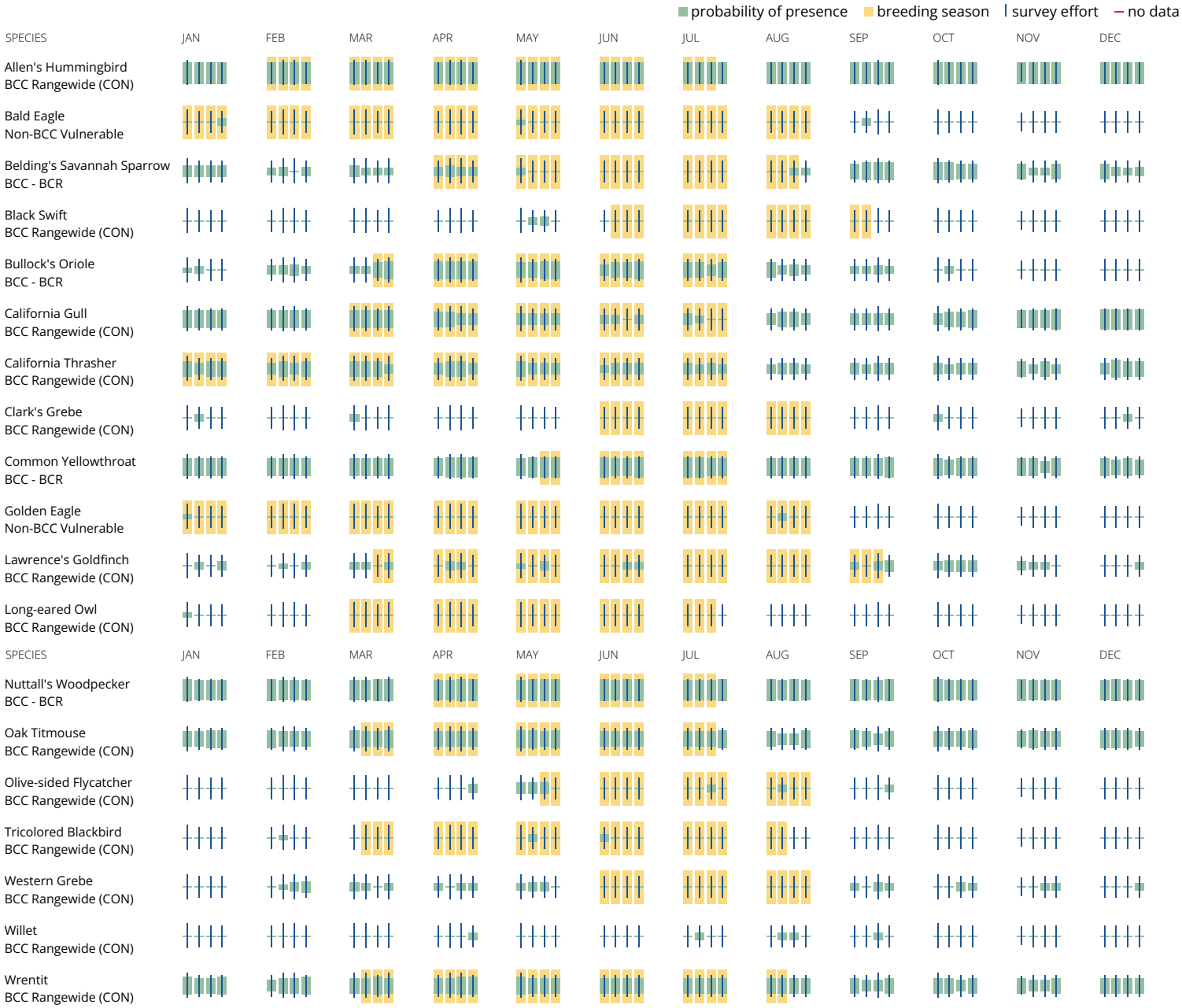
**Breeding Season (▪)**
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

**Survey Effort (|)**
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

**No Data (–)**
A week is marked as having no data if there were no survey events for that week.

**Survey Timeframe**
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.




**Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.**

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

**What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?**

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

**What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?**

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

**How do I know if a bird is breeding, wintering or migrating in my area?**

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the RAIL Tool and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

**What are the levels of concern for migratory birds?**

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

**Details about birds that are potentially affected by offshore projects**

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

**What if I have eagles on my list?**

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

**Proper Interpretation and Use of Your Migratory Bird Report**

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

# Facilities

## National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

# Fish hatcheries

There are no fish hatcheries at this location.

# Wetlands in the National Wetlands Inventory (NWI)

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

## This location did not intersect any wetlands mapped by NWI.

**NOTE:** This initial screening does **not** replace an on-site delineation to determine whether wetlands occur. Additional information on the NWI data is provided below.

**Data limitations**

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

**Data exclusions**

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

**Data precautions**

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

**ATTACHMENT 7**

*Phase I Environmental Site Assessment,*
Western Environmental Engineers Co.,
December 5, 2014

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WEECO WESTERN ENVIRONMENTAL ENGINEERS CO.

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Santa Ana, CA 92705

(714) 542-2644
Fax: (714) 542-2520

WEECO Project #2014-4381

# Phase I Environmental Site Assessment

**Project Site**
**4693 Hollywood Boulevard**
**Los Angeles, California 90027**

**Prepared for**
**Open Bank / SBA Dept.**
**1000 Wilshire Boulevard, Suite 100**
**Los Angeles, California 90017**

**December 05, 2014**

Prepared by _____
Yisak Kim
Project Engineer

Reviewed by _____
James Yoon, REPA
Environmental Professional

# PHASE-1 ENVIRONMENTAL SITE ASSESSMENT
## For Property at:
## 4693 HOLLYWOOD BOULEVARD
## LOS ANGELES, CALIFORNIA 90027

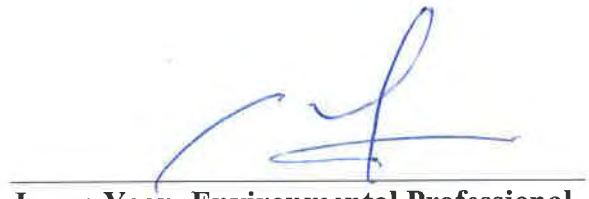
DECEMBER 5, 2014

**Environmental Professional Certification:** I declare that, to best of my professional knowledge and belief, I meet the definition of *Environmental Professional* as defined in §312.10 of 40 CFR 312.10 (All Appropriate Inquiry).



**James Yoon, Environmental Professional**
**Principal**

**Standard Certification:** I have the specific qualifications based on educations, training and experience to assess a *property* of nature, history and setting of the Subject Property. I have developed and performed the all appropriate inquiries (AAI) in conformance with the standards and practices set forth in 40 CFR part 312.



**James Yoon, Environmental Professional**
**Principal**

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# EXECUTIVE SUMMARY

Western Environmental Engineers Co. (WEECO) was retained by **Open Bank** to perform a Phase I Environmental Assessment for the property located at **4693 Hollywood Boulevard, Los Angeles, California** in order to determine if the potential for contamination exists at the subject site. On November 26, 2014, WEECO conducted a site investigation of the subject site. The following summarizes the findings, conclusions, and recommendations of this assessment.

In conducting a Phase I Environmental Assessment, WEECO completed the following steps: a review of government records and databases for evidence of possible environmental contamination on-site and any neighboring sites to determine listed locations of hazardous material spills and/or hazardous material risks, site reconnaissance through a visual inspection of the subject site, interviews with current owners and occupants of the property and/or their representative(s), as well as with appropriate government staff members and an evaluation of the evidence developed and incorporated during the site assessment presented in a written report to our client, **Open Bank.**

Asbestos, lead-based paint, radon and wetland visual site investigation was not performed in this study. Archaeological studies were not included in the scope of services for this project.

This report summarizes the results of these investigations and the government records research.

## ENVIRONMENTAL FINDINGS:

### ON-SITE:

- The subject property located at 4693 Hollywood Boulevard, in the City of Los Angeles is legally described by the assessor's parcel number: 5542-001-022. According to the Los Angeles County, Office of the Assessor, the subject site is approximately 28,005 square-foot lot, and has been developed with one (1) single-story commercial building approximately 7,680 square-feet in total size. The subject building was first constructed in 1965/1966. From the visual inspection, the subject site is composed of two (2) single-story commercial buildings. Asphalt-paved parking with canopies were observed eastern side of the building. Currently, the subject property is occupied by "Car Wash and Macho's Tacos". See Section 3 and Attachment (G).

- From the records research at the Los Angeles City Department of Building & Safety, the oldest record found for the subject site was a building permit issued on November 13, 1916, for a new foundation. In January 5, 1917, a building permit was issued for a new stores and apartments. In May 4, 1917, a building permit was issued for a new garage. In March 31, 1920, a building permit was issued for a new office. In September 11, 1924, a building permit was issued for a new store. In August 13, 1926, a building permit was issued for a new barber shop. In February 24, 1927, a building permit was issued for a new loading shed. In May 5, 1927, a building permit was issued for a new kitchen. In May 10, 1938, a building permit was issued for alteration to the store. In May 20, 1948, a building permit was issued for alteration to the market. In February 7, 1958, a building permit was issued for a new flower stand. In December 10, 1964, a building permit was issued for grading. In December 10, 1964, a building permit was issued for a new carwash. In October 7, 1965, a certificate of occupancy was issued for the use of shelter and signs. In November 2, 1965, a certificate of occupancy was issued for use of carwash. In January 10, 1970, a building permit was issued for a new pole sign. In November 10, 1970, a building permit was issued for a new painted bulletin. Over the years various permits were issued for the subject site to make alterations and improvements. See Section 4 and Attachment (B).

- From the visual inspection, WEECO investigator observed no hazardous materials being used or stored at the subject site. Several 55-gallon plastic drums containing new/old carwash soaps were observed in the storage room and near the trash-bin. One (1) trash-bin was observed behind the building, and did not appear to contain any hazardous materials or waste. See Section 3 and Attachment (G).

- From the visual inspection, WEECO investigator observed no aboveground storage tanks (AST) at the subject site. Also, no evidence of concrete scaring, fill pipes, or vent pipes that indicate the past or present existence of underground storage tanks (UST) were detected at the subject property. Several clarifiers were observed at the subject site. Clarifiers at car wash facilities normally contain non-hazardous waste such as soap, liquid wax, sludge etc. that are

generated from car washing. See Section 3 and Attachment (G).

- WEECO investigator contacted the Los Angeles City Fire Department Hazardous Materials Division to review any records pertaining to hazardous materials and aboveground/ underground storage tanks used or stored at the subject site. No records were found for the subject site. See Section 4 and Attachment (C).

- WEECO investigator contacted the Los Angeles City Fire Department Underground Tank Unit to review any records pertaining to aboveground/underground storage tanks at the subject site. The results are currently pending; however, based on over 30 years of experience in environmental services, the pending results are not likely to change any recommendations made in this Phase I Environmental Site Assessment report. See Section 4 and Attachment (D).

- WEECO investigator researched data from the South Coast AQMD Database to review any records regarding Hazardous Waste/Materials and violations for the subject property. No records were found for the subject site.

- WEECO investigator contacted the Department of Toxic Substances Control, EnviroStor website to review any records pertaining to hazardous materials used or stored at the subject site and to review any records pertaining to aboveground/underground storage tanks at the subject site. No records were found for the subject site.

- The subject site was not listed as a LUST (Leaking Underground Storage Tank) site on the Geotracker – California State Water Resources Control Board's sponsored website.

- Based on WEECO's review of the historical and current usage of the Subject Property as well as our review of the Federal, State, and Regional databases discussed in Section 5.5 for onsite and adjacent properties of potential concern for vapor encroachment, no pVEC (potential Vapor Encroachment Condition) was identified in connection with the Property, and it is WEECO's professional opinion that a VEC is not suspected of having encroached into the Subject Property.

- The subject site is not listed as having any environmental concerns or operating permits in the list of 51 government databases reviewed in this report. See Attachment (E).

**OFF-SITE:**

- **Twenty-seven (27)** environmental concerns are listed in the government databases, which are located within a ½ mile radius from the subject site. The neighborhood sites up to 1.00-mile distance have been investigated by government agencies to determine if any hazardous chemical spills occurred in the past. Please refer to Table (2) and Attachment (E) for further

details.

- **NPL - National Priority List**

  EPA has prioritized sites with significant risk to human health and the environment. These sites receive remedial funding under the Comprehensive Environmental Response Conservation and Liability Act (CERCLA).

  No listings within 1 mile radius of the subject site.

- **CERCLIS- Comprehensive Environmental Response, Compensation, and Liability Information System**

  CERCLIS is a database used by the EPA to track activities conducted under the Comprehensive Environmental Response and Liability Act CERCLA (1980) and the amendment the Superfund Amendments and Reauthorization Act SARA (1986).

  Sites to be included are identified primarily by the reporting requirements of hazardous substances Treatment, Storage and Disposal (TSD) facilities and releases larger than specific Reportable Quantities (RQ), established by EPA. Using the National Oil and hazardous Substance Pollution Contingency Plan (National Contingency Plan) the EPA set priorities for cleanup.

  The EPA rates National Contingency Plan sites according to a quantitative Hazard Ranking System (HRS) based on the potential health risk via any one or more pathways: groundwater, surface water, air, direct contact, and fire/explosion.

  The EPA and state agencies seek to identify potentially responsible parties(PRP) and ultimately Responsible Parties (RP) who can be required to finance cleanup activities, either directly or through reimbursement of federal Superfund expenditures.

  No listings within ½ of a mile radius of the subject site.

- **NFRAP - No Further Remedial Action Planned sites (CERCLIS)**

  As of February 1995, CERCLIS sites designated 'No Further Remedial Action Planned' NFRAP have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the site being placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration.

  EPA has removed these NFRAP sites from CERCLIS to lift unintended barriers to the redevelopment of these properties. This policy change is part of EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens

promote economic redevelopment of unproductive urban sites.

No listing within ½ of a mile radius of the subject site.

- **LUST - Leaking Underground Storage Tanks – California State**

The Leaking Underground Storage Tank (LUST) database is maintained by the Water Resources Control Board and their regional branches, and tracks sites contaminated by releases from underground storage tanks pursuant to Section 25295 of the Health and Safety Code.

**Fifteen (15) Leaking Underground Storage Tank (LUST) Sites** were identified within a ½ mile of the subject property. However, because of the distance from the subject site, the nearby leaking site could not have adversely impacted subsurface soil and/or groundwater at the subject site. If indeed, soil and/or groundwater at the subject site have been adversely impacted, the ultimate responsible party of remediation costs will be the LUST site. See Figure (3) and Attachment (E).

1) Site: ARCO #5025
Address: 1630 N VERMONT AVE
City: LOS FELIZ
Map Loc: 6 - about .0 mile S of the subject
Status: REM - Remedial Action

2) Site: MTA - BARNSDALL PARK
Address: 4800 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 29 - about .1 mile W of the subject
Status: CLSD - Case Closed

3) Site: HOLLYWOOD CAR WASH
Address: 4810 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 36 - about .2 mile W of the subject
Status: CLSD - Case Closed

4) Site: EDGEMONT HOSPITAL
Address: 4841 HOLLYWOOD BLVD
City: LOS FELIZ
Map Loc: 45 - about .2 mile W of the subject
Status: CLSD - Case Closed

5) Site: FIRE STATION #35
Address: 1601 HILLHURST AVE
City: LOS ANGELES
Map Loc: 52 - about .2 mile E of the subject
Status: CLSD - Case Closed

6) Site: UNOCAL #3837 (FORMER)
Address: 4900 HOLLYWOOD BLVD
City: LOS FELIZ
Map Loc: 59 - about .2 mile W of the subject
Status: CLSD - Case Closed

7) Site: SHELL OIL CO (FORMER)
Address: 4905 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 61 - about .2 mile W of the subject
Status: CLSD - Case Closed

8) Site: CHILDRENS HOSPITAL
Address: 4560 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 65 - about .2 mile SE of the subject
Status: CLSD - Case Closed

9) Site: KAISER PERMANENTE
Address: 4867 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 77 - about .3 mile SW of the subject
Status: CLSD - Case Closed

10) Site: CHEVRON #9-0140
Address: 1869 HILLHURST AVE
City: LOS ANGELES
Map Loc: 93 - about .3 mile NE of the subject
Status: CLSD - Case Closed

11) Site: HOLLYWOOD GAS (FORMER)
Address: 4977 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 97 - about .3 mile W of the subject
Status: CLSD - Case Closed

12) Site: QUEEN OF ANGLS-HWD PRESBYTERIA
Address: 1300 N VERMONT AVE
City: LOS ANGELES
Map Loc: 104 - about .3 mile S of the subject
Status: CLSD - Case Closed

13) Site: 76 PRODUCTS STATION #3647
Address: 1270 N VERMONT AVE
City: LOS ANGELES
Map Loc: 106 - about .4 mile S of the subject
Status: CLSD - Case Closed

14) Site: PACIFIC BELL (G1-125)
Address: 1255 N VERMONT AVE
City: LOS ANGELES
Map Loc: 108 - about .4 mile S of the subject

Status: CLSD - Case Closed

15) Site: THRIFTY #183
Address: 5025 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 109 - about .4 mile SW of the subject
Status: CLSD - Case Closed

# INTRODUCTION

## 2.1 OBJECTIVE

**Purpose of a Phase I Environmental Assessment**

The purpose of a Phase I Environmental Assessment is to permit the user of this report to seek CERCLA landowner liability protection as innocent landowner, contiguous property owner, bona fide prospective purchaser by providing an appropriate inquiry into the previous ownership and uses of the subject property in order to identify any recognized environmental conditions and to establish the likelihood of environmental degradation to the property. Environmental assessments are made to satisfy due diligence requirements and are performed mainly to identify potential impact on the site's soil and groundwater. A Phase I Environmental Assessment addresses on-site impacts of chemical use, storage and management and any potential liabilities due to past and/or current practices associated with the use, storage, treatment and/or disposal of hazardous wastes on the subject site.

The American Society for Testing and Materials (ASTM) Standard Practice guidelines for environmental site assessments for commercial properties identifies the objective for a Phase I Environmental Assessment is to "define good commercial and customary practice in the United States of America for conducting an *environmental site assessment* of a parcel of *commercial real estate* with respect to the range of contaminants within the scope of Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and *petroleum products* (ASTM E1527-13)" and to prescribe *recognized environmental conditions* (RECs) in connection with the subject site, complying with the Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (AAI). The term *recognized environmental conditions* means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions and generally do not present any threat to the public health or the environment and generally would not be the subject of and enforcement action or brought to the attention of appropriate governmental agencies.

Under the Federal Comprehensive Environmental response, Compensation and Liability Act (CERCLA or "Superfund"), owners of property where hazardous substances have been released (including deposited or deposited of) are strictly liable for the costs of response and cleanup. This liability, which can amount to millions of dollars, generally extends to landowners who receive title after the release has occurred, unless the landowner can demonstrate that prior to acquisition, s/he undertook "all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial or customary practice in an effort to minimize liability." Potential environmental liability may result under other federal and state laws, and under common

law tort suits based on contamination. In addition, the Federal Deposit Insurance Corporation since 1993 has required that all insured lending institutions have in place "appropriate safeguards and controls to limit exposure to potential environmental liability associated with real property held as collateral or as an investment.... Examiners will review the institution's compliance with its own environmental risk program as part of the examination of lending and investment activities." As a result, essentially all nonresidential real estate transactions now include an environmental site assessment.

## 2.2 PROJECT DESCRIPTION

On November 21, 2014, WEECO was retained by **Open Bank** to conduct a Phase I Environmental Site Assessment for the subject property located at **4693 Hollywood Boulevard,** in the City of Los Angeles, County of Los Angeles within the State of California.

## 2.3 STATEMENT OF WORK

Western Environmental Engineers Co. completed the Phase I Environmental Assessment by investigating the current and past history use of the subject site.

The site background investigation was conducted by researching the U.S.G.S. topographic map and published geologic and hydro-geologic data for the vicinity; reviewing records from the Los Angeles City Department of Building & Safety and Sanborn Fire Insurance Maps; and reviewing state, federal and regional environmental databases for the subject site.

The current status of the subject property was evaluated by conducting a site reconnaissance; contacting the Los Angeles City Fire Department Hazardous Materials Division, the Los Angeles City Fire Department Underground Tank Unit and reviewing online records at the California Regional Water Quality Control Board, Los Angeles Region. Researching data from the South Coast AQMD Database and the Department of Toxic Substance Control, ENVIROSTOR website.

# SITE RECONNAISSANCE

A site reconnaissance of the subject property was conducted on November 26, 2014. Investigator(s) in attendance for the site reconnaissance included the following:

- Yisak Kim, Project Engineer / WEECO

The site reconnaissance consisted of a visual inspection of the subject property. The following sections discuss the findings of the site reconnaissance.

## 3.1 SITE LOCATION

The subject site at 4693 Hollywood Boulevard, is a commercial property located on the southwest corner of the Prospect Ave. and N. Vermont Ave. in the City of Los Angeles, County of Los Angeles within the State of California as shown in Figure (1) and Figure (2).

## 3.2 SITE AND VICINITY CHARACTERISTICS

The subject property located at 4693 Hollywood Boulevard, in the City of Los Angeles is legally described by the assessor's parcel number: 5542-001-022. There are seventeen (17) addresses associated with this parcel: 4646 and 4650 W. Prospect Ave.; 1642, 1644, 1646, 1650, 1660, 1662, 1664, and 1666 N. Vermont Ave.; 4685, 4687, 4689, 4691, 4693, 4695, and 4697 W. Hollywood Blvd.

According to the Los Angeles County, Office of the Assessor, the subject site is approximately 28,005 square-foot lot, and has been developed with one (1) single-story commercial building approximately 7,680 square-feet in total size. The subject building was first constructed in 1965/1966.

From the visual inspection, the subject site is composed of two (2) single-story commercial buildings. Asphalt-paved parking with canopies were observed eastern side of the building.

The subject buildings appears to be constructed of stucco walls, composite roof, and concrete slab floors. The building materials appeared to be in good condition at the time of visual inspection. See Figure (2) and Attachment (G).

## 3.3 CURRENT USE of the SUBJECT SITE

Currently, the subject property is occupied by "Car Wash and Macho's Tacos".

### 3.4 HAZARDOUS MATERIAL STORAGE/USE

From the visual inspection, WEECO investigator observed no hazardous materials being used or stored at the subject site. Several 55-gallon plastic drums containing new/old carwash soaps were observed in the storage room and near the trash-bin. One (1) trash-bin was observed behind the building, and did not appear to contain any hazardous materials or waste. See Attachment (G).

### 3.5 UNDERGROUND/ABOVEGROUND STORAGE TANKS

From the visual inspection, WEECO investigator observed no aboveground storage tanks (AST) at the subject site. Also, no evidence of concrete scaring, fill pipes, or vent pipes that indicate the past or present existence of underground storage tanks (UST) were detected at the subject property. Several clarifiers were observed at the subject site. Clarifiers at car wash facilities normally contain non-hazardous waste such as soap, liquid wax, sludge etc. that are generated from car washing. See Attachment (G).

### 3.6 STAINING

From the visual inspection, WEECO investigator found few stained areas at the subject site. However, those stains could not impose a significant threat upon the environmental integrity of the subject site.

### 3.7 ELECTRICAL TRANSFORMERS

Polychlorinated Biphenyls (PCBs) had been commonly used in dielectric fluids for electrical transformers or light ballasts before 1978. However, manufacturing of PCBs was discontinued in the United States because of its toxicity.

No electrical transformer was observed at the subject site.

### 3.8 ASBESTOS CONTAINING MATERIALS (ACM), LEAD-BASED PAINT, RADON & WETLAND

Commercial use of ACM and lead-based paint as a building material was banned by the federal government in 1978. WEECO did not contract to conduct asbestos, lead-based paint inspection at the subject site. Since the subject buildings were built prior to 1978, asbestos containing materials can still be present. However, prior to renovation or demolition work which would disturb any potential asbestos containing materials or potential lead paint, they should be sampled by a California Certified Asbestos Consultant and lead paint consultant, who may also assist with proper removal of any materials containing asbestos or lead paint. Such materials must be

removed by a properly licensed asbestos and/or lead paint abatement contractor. And oversight and monitoring of the work must be performed by a California Certified Asbestos/Lead consultant.

### 3.9 ADJOINING PROPERTIES

During the Site Reconnaissance, WEECO's field assessor also visually inspected and documented the use of those properties, which adjoin the subject properties. The observations made by Mr. Yisak Kim of the adjoining properties are as follows:

NORTH

- The property to the north of the subject site across the Prospect Ave. is used for a commercial purposes (Commercial Area / "Starbucks Coffee").

EAST

- The property to the east of the subject site is used for a residential purpose (Residential Area / Houses).

SOUTH

- The property to the south of the subject site is used for a commercial purpose (Commercial Area / Retail Building).

WEST

- The property west of the subject site across the N. Vermont Ave. is used for a commercial purpose (Commercial Area / Retail Plaza).

### 3.10 ENVIRONMENTAL QUESTIONNAIRE

An environmental questionnaire was answered by a WEECO investigator. The answers are as follows:

1a. Is the property used for an industrial use? **NO**
1b. Is any adjoining property used for an industrial use? **NO**

2a. Did you observe evidence or do you have any prior knowledge that the property has been used for an industrial use in the past? **NO**
2b. Did you observe evidence or do you have any prior knowledge that any adjoining property has been used for an industrial use in the past? **NO**

3a. Is the property used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)? **NO**

3b. Is any adjoining property used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)? **NO**

4a. Did you observe evidence or do you have any prior knowledge that the property has been used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)? **NO**

4b. Did you observe evidence or do you have any prior knowledge that any adjoining property has been used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)? **NO**

5a. Are there currently any damaged or discarded automotive or industrial batteries, pesticides, paints, or other chemicals in individual containers of >5 gallons (19L) in volume or 50 gallons (190L) in the aggregate, stored on or used at the property or at the facility? **NO**

5b. Did you observe evidence or do you have any prior knowledge that there have been previously any damaged or discarded automotive or industrial batteries, pesticides, paints, or other chemicals in individual containers of >5 gallons (19L) in volume or 50 gallons (190L) in the aggregate, stored on or used at the property or at the facility? **NO**

6a. Are there currently any industrial drums (typically 55 gallons (208L) or sacks of chemicals located on the property or at the facility? **YES (Carwash Soap)**

6b. Did you observe evidence or do you have any prior knowledge that there have been previously any industrial drums (typically 55 gallons (208L) or sacks of chemicals located on the property or at the facility? **YES (Carwash Soap)**

7a. Did you observe evidence or do you have prior knowledge that fill dirt has been brought onto the property that originated from a contaminated site? **NO**

7b. Did you observe evidence or do you have prior knowledge that fill dirt has been brought onto the property that originated from an unknown origin? **NO**

8a. Are there currently any pits, ponds, or lagoons located on the property in connection with waste treatment or waste disposal? **YES (Clarifier)**

8b. Did you observe evidence or do you have any prior knowledge that there have been previously, any pits, ponds, or lagoons located on the property in connection with waste treatment or waste disposal? **YES (Clarifier)**

9a. Is there currently any stained soil on the property? **NO**

9b. Did you observe any evidence or do you have any prior knowledge that there has been previously, any stained soil on the property? **NO**

10a. Are there currently any registered or unregistered storage tanks (aboveground or

underground) located on the property? **NO**

10b. Did you observe evidence or do you have any prior knowledge that there have been previously, any registered or unregistered storage tanks (aboveground or underground) located on the property? **NO**

11a. Are there currently any vent pipes, fill pipes, or access ways indicating a fill pipe protruding from the ground on the property or adjacent to any structure located on the property? **NO**

11b. Did you observe evidence or do you have any prior knowledge that there have been previously, any vent pipes, fill pipes, or access ways indicating a fill pipe protruding from the ground on the property or adjacent to any structure located on the property? **NO**

12a. Are there currently any flooring, drains, or walls located within the facility that are stained by substances other than water or are emitting foul odors? **NO**

12b. Did you observe evidence or do you have any prior knowledge that there have been previously any flooring, drains, or walls located within the facility that are stained by substances other than water or are emitting foul odors? **NO**

13a. If the property is served by a private well or non-public water system, is there evidence or do you have any prior knowledge that contaminants have been identified in the well or system that exceed guidelines applicable to the water system? **NO**

13b. If the property is served by a private well or non-public water system, is there evidence or do you have prior knowledge that the well has been designated as contaminated by any government environmental/health agency? **NO**

18a. Does the property discharge waste water, on or adjacent to the property, other than storm water, into a storm water sewer system? **NO**

18b. Does the property discharge waste water, on or adjacent to the property, other than storm water, into a sanitary sewer system? **NO**

19. Did you observe evidence or do you have any prior knowledge that any hazardous substances or petroleum products, unidentified waste materials, tires, automotive or industrial batteries, or any other waste materials have been dumped above grade, buried and/or burned on the property? **NO**

20. Is there a transformer, capacitor, or any hydraulic equipment for which there are any records indicating the presence of PCB's? **NO**

Attachment (A) includes the questionnaire.

## 3.11 INTERVIEWS AND USER PROVIDED INFORMATION

Pursuant to ASTM E1527-13, the following interviews were performed during this investigation in order to obtain information indicating *recognized environmental conditions* (RECs) in connection with the subject property.

- **INTERVIEWS**

No interviews were conducted at the time of site inspection. However, based on the quality of information obtained from other sources, this limitation is not expected to alter the findings of this investigation.

- **INTERVIEW WITH OWNER OR OCCUPANTS OF NEIGHBORING PROPERTIES (ABANDONED PROPERTIES)**

The subject site is not an abandoned property. The owners/occupants of neighboring properties were not available for interview at the time of visual inspection.

## 3.12 USGS TOPOGRAPHIC MAP REVIEW

USGS topographic map indicates that the subject property and the vicinity had established medium duty and light duty roads in their current configurations. The ground elevation level at the subject site is approximately 400 feet above the mean sea level.

The Source of these topographic maps is from the US Department of the Interior, Geological Survey.

The topography of the site area demonstrates a complex elevation contour. The topography of the local area can be useful in recognizing the direction in which surface runoff and groundwater will generally flow. However due to the creation of sewers, drains and other man made water canals, the flow of surface runoff is not necessarily the same as would be expected by the topography. The groundwater of the local area can also differ from the general topography due to a variation of depth of the ground water, the geology of the subsurface soil in the area. See Figure (4).

## 3.13 HYDROGEOLOGIC CONDITIONS

The subject site is in the Los Angeles Forebay Area, located in the northern part of the Central Basin. In general, it is a free groundwater area; however, in the course of this investigation it became evident that the Bellflower aquiclude extends into the southerly portion of the forebay area. The aquiclude extends in this area contains a high percentage of sand, and vertical percolation of water is apparently more rapid here than in other portions of the basin covered by it. Where the Bellflower aquiclude is missing within the forebay area, the aquifers are in direct hydraulic continuity with the surface.

The Los Angeles Forebay Area is overlain by parts of the La Brea, Los Angeles and Montebello Plains. The known water-bearing sediments extend to a depth of 1600 feet (1440 feet below sea level) and include recent alluvium, the Lakewood formation and the San Pedro formation. Some fresh water also may be present in the Pliocene and Miocene rocks underlying these formations in

this area.

Recent alluvium in the Los Angeles Forebay Area is found on the Los Angeles Plain and in the Los Angeles Narrows. It attains a maximum thickness of 160 feet, and includes the western arm of Gaspur aquifer and the parts of the Semi-perched aquifer and Bellflower aquiclude lying west and south of the Los Angeles River.

The Semi-perched aquifer is defined as the area where sand and gravel overlying the Bellflower aquiclude is more than 20 feet in thickness. This semi-perched aquifer is also present in the Lakewood formation just south of the Repetto Hill. Although the aquifer can be defined in well logs, water levels in well indicate that it contains little or no water.

# LOCAL GOVERNMENT & HISTORICAL RECORD SEARCH

## 4.1 HISTORICAL TENANT REPORT REVIEW

WEECO investigator visited the City of Los Angeles Department of Building & Safety Department to find out if any building or occupancy permits were issued to the subject property that may indicate information regarding the presence of underground storage tanks, hazardous material storage/use and/or spills on the subject site.

From the records research at the Los Angeles City Department of Building & Safety, the oldest record found for the subject site was a building permit issued on November 13, 1916, for a new foundation. In January 5, 1917, a building permit was issued for a new stores and apartments. In May 4, 1917, a building permit was issued for a new garage. In March 31, 1920, a building permit was issued for a new office. In September 11, 1924, a building permit was issued for a new store. In August 13, 1926, a building permit was issued for a new barber shop. In February 24, 1927, a building permit was issued for a new loading shed. In May 5, 1927, a building permit was issued for a new kitchen. In May 10, 1938, a building permit was issued for alteration to the store. In May 20, 1948, a building permit was issued for alteration to the market. In February 7, 1958, a building permit was issued for a new flower stand. In December 10, 1964, a building permit was issued for grading. In December 10, 1964, a building permit was issued for a new carwash. In October 7, 1965, a certificate of occupancy was issued for the use of shelter and signs. In November 2, 1965, a certificate of occupancy was issued for use of carwash. In January 10, 1970, a building permit was issued for a new pole sign. In November 10, 1970, a building permit was issued for a new painted bulletin. Over the years various permits were issued for the subject site to make alterations and improvements. See Section 4 and Attachment (B).

| Address | Permit Type, Number & Date | Permit Description – Present Use & Property Owner |
|---|---|---|
| 1642-4-6 N. Vermont Ave. | Building Permit<br>Permit # 6702<br>11/13/1916 | Bldg-New – Foundation – J. G. Warren |
| 4693-4697 Hollywood Blvd. and 1642-1648 N. Vermont Ave. | Building Permit<br>Permit # 00093<br>1/5/1917 | Bldg-New – Stores and Apartments – J. G. Warren |
| 4691 Hollywood Blvd. | Building Permit<br>Permit # 2703<br>5/4/1917 | Bldg-New – Garage – J. G. Warren |
| Hollywood Blvd. | Building Permit<br>Permit # 4964<br>3/31/1920 | Bldg-New – Office – Shears and Shranges |

| Address | Permit Type, Number & Date | Permit Description – Present Use & Property Owner |
|---|---|---|
| 1689 Hollywood Blvd. | Building Permit<br>Permit # 36795<br>9/11/1924 | Bldg-New – Stores – M. M. Kingman & W. B. Howard |
| 4646 Prospect Ave. | Building Permit<br>Permit # 23404<br>8/13/1926 | Bldg-New – Barber Shop – J.G. Warren |
| 4685 Hollywood Blvd. | Building Permit<br>Permit #5146<br>2/24/1927 | Bldg-New – Loading Shed – Jeffe |
| 4685 Hollywood Blvd. | Building Permit<br>Permit #12786<br>5/5/1927 | Bldg-New – Cooking – Ben Jeffe |
| 1660-1662 N. Vermont | Building Permit<br>Permit #13709<br>5/10/1938 | Alter/Repair – Store – J. G. Warren Co. |
| 1660 N. Vermont | Building Permit<br>Permit #13124<br>5/20/1948 | Alter/Repair – Market – James & Warren |
| 1660 N. Vermont | Building Permit<br>Permit #92751<br>2/7/1958 | Bldg-New – Flower Stand – David Klin |
| 4693 Hollywood Blvd. | Building Permit<br>Permit #83004<br>12/10/1964 | Grading – Bert Myerson |
| 4693 Hollywood Blvd. | Building Permit<br>Permit #83005<br>12/10/1964 | Bldg-New – Car Wash – Bert Myerson |
| 4693 Hollywood Blvd. | Cert. of Occ.<br>Permit #94258<br>10/7/1965 | Cert. of Occ. – Shelter and Sign – Hollymont Car Wash |
| 4693 Hollywood Blvd. | Cert. of Occ.<br>Permit #83005<br>11/2/1965 | Cert. of Occ. – Car Wash – Bert Myerson |
| 1660 N. Vermont Ave. | Building Permit<br>Permit #22039<br>1/10/1970 | Bldg-New – Pole Sign – Standard Co. |
| 4697 Hollywood Blvd. | Building Permit<br>Permit #19646<br>11/10/1970 | Bldg-New – Painted Bulletin – Pacific Outdoor Advertising Co. |

- **Data Gap and Data Failure**

According to ASTM E1527-13, data gaps occur when the Environmental Professional is unable to obtain information required, despite good faith efforts to gather such information. Data failure is one type of data gap. According to ASTM E1527-13 "data failure occurs when all of the standard historical sources that are reasonably ascertainable and likely to be useful have been reviewed and yet the objectives have not been met". Pursuant to ASTM Standards, historical sources are required to document property use back to the property's first developed use or back to 1940, whichever is earlier. However, pursuant to ASTM #1527-13, Section 8.3.2.1, if the specific use of the property appears unchanged over a period longer than five years, then it is not required by this practice to research the use during that period.

## 4.2 GOVERNMENT AGENCY / FIRE DEPARTMENT

WEECO investigator contacted the Los Angeles City Fire Department Hazardous Materials Division to review any records pertaining to hazardous materials and aboveground/ underground storage tanks used or stored at the subject site. No records were found for the subject site. See Attachment (C).

WEECO investigator contacted the Los Angeles City Fire Department Underground Tank Unit to review any records pertaining to aboveground/underground storage tanks at the subject site. The results are currently pending; however, based on over 30 years of experience in environmental services, the pending results are not likely to change any recommendations made in this Phase I Environmental Site Assessment report. See Attachment (D).

WEECO investigator researched data from the South Coast AQMD Database to review any records regarding Hazardous Waste/Materials and violations for the subject property. No records were found for the subject site.

WEECO investigator contacted the Department of Toxic Substances Control, EnviroStor website to review any records pertaining to hazardous materials used or stored at the subject site and to review any records pertaining to aboveground/underground storage tanks at the subject site. No records were found for the subject site.

The subject site was not listed as a LUST (Leaking Underground Storage Tank) site on the Geotracker – California State Water Resources Control Board's sponsored website.

## 4.3 SANBORN FIRE INSURANCE MAP REVIEW

Fire insurance maps are large-scale maps that depict the commercial, industrial and residential sections of approximately twelve thousand cities and towns in the United States of America.

These specialized maps were first prepared for the exclusive use of fire insurance companies and underwriters to provide accurate, current and detailed information about the buildings they were insuring. Information relied upon in place of personal examinations of property.

Fire insurance maps show the size, shape and construction of dwellings, commercial buildings and factories, as well as indicate widths and names of Avenues, property boundaries and house and block numbers.

The primary benefit of reviewing fire insurance maps is to analyze historical land use of subject property and its immediate area. In this review, special emphasis is given to the existence and location of fuel storage tanks, flammable or other potentially hazardous substances, as well as the nature of businesses located on site.

No fire insurance maps are available for the area surrounding the subject site. See Attachment (F).

## 4.4 HISTORICAL MAP REVIEW

A historical map review was conducted to better understand the historical use of the subject site.

**Historical Map Review:**

| Map Date: | Description: |
|---|---|
| 2005 | Same as current aerial photo map |
| 2004 | Same as 2005 aerial photo map |
| 2003 | Same as 2004 aerial photo map |
| 1994 | Same as 2003 aerial photo map |
| 1989 | Same as 1994 aerial photo map |
| 1980 | Same as 1989 aerial photo map |
| 1977 | Same as 1980 aerial photo map |
| 1972 | Same as 1977 aerial photo map |
| 1964 | Different Building |
| 1954 | Same as 1964 aerial photo map |
| 1952 | Same as 1954 aerial photo map |
| 1948 | Same as 1952 aerial photo map |

# FEDERAL, STATE AND REGIONAL RECORDS SEARCH

- WEECO contracted BBL to research the following databases:

## 5.1 FEDERAL SOURCES

| | | |
|---|---|---|
| ♦ NPL-National Priority List | no sites | within 1 mile radius |
| ♦ CERCLIS-Comprehensive Environmental Response, Compensation & Liability Information System | no sites | within ½ mile radius |
| ♦ NFRAP | no sites | within ½ mile radius |
| ♦ Federal Facilities | no sites | within ½ mile radius |
| ♦ **Emergency Response Notification System** | **1 site** | **within ¼ mile radius** |
| ♦ Hazardous Material Incident Report System | no sites | subject |
| ♦ Targeted Brownfields Assessments | no sites | within ½ mile radius |
| ♦ Site Enforcement Tracking System | no sites | within ½ mile radius |
| ♦ Enforcement-Docket | no sites | within ¼ mile radius |
| ♦ C-Docket | no sites | within ¼ mile radius |
| ♦ **Integrated Compliance Information System** | **1 site** | **within ½ mile radius** |
| ♦ CORRACTS | no sites | within 1 mile radius |
| ♦ RCRA – TSD Facilities | no sites | within ½ mile radius |
| ♦ Clandestine Drug Laboratories | no sites | within ½ mile radius |
| ♦ Indian LUST/VCP/UST | no sites | within ½ mile radius |
| ♦ Federal Enforcement Dockets | no sites | within ¼ mile radius |

## 5.2 CALIFORNIA STATE SOURCES

| | | |
|---|---|---|
| ♦ State Response Sites - Federal Lead | no sites | within 1 mile radius |
| ♦ State Response Sites | no sites | within ½ mile radius |
| ♦ Voluntary Cleanup Program | no sites | within ½ mile radius |
| ♦ **Properties Needing Further Evaluation** | **1 site** | **within ½ mile radius** |
| ♦ Military Evaluation Sites | no sites | within ½ mile radius |
| ♦ Expedited Remedial Action | no sites | within ½ mile radius |
| ♦ Border Zone Properties | no sites | within ½ mile radius |
| ♦ **School Property Evaluation Program** | **1 site** | **within ¼ mile radius** |
| ♦ SMBRPD Land Use Restrictions | no sites | within ½ mile radius |
| ♦ HWMP Deed/Land Use Restrictions | no sites | within ½ mile radius |
| ♦ Corrective Action | no sites | within ½ mile radius |
| ♦ Historical Sites | no sites | within ½ mile radius |
| ♦ CALSITES-No Further Action | no sites | within ¼ mile radius |
| ♦ CORTESE | no sites | within ½ mile radius |
| ♦ **LUST-Leaking Underground Storage Tanks** | **15 sites** | **within ½ mile radius** |
| ♦ Solid Waste Information System | no sites | within 1 mile radius |
| ♦ Well Investigation Program | no sites | within 1 mile radius |
| ♦ Drinking Water Program | no sites | within ½ mile radius |

## 5.3 REGIONAL SOURCES

| | | |
|---|---|---|
| ♦ **Toxic Releases** | **1 site** | **within ½ mile radius** |
| ♦ **Land Disposal Site** | **1 site** | **within ½ mile radius** |
| ♦ Toxic Pits | no sites | within 1 mile radius |
| ♦ **Solid Waste Assessment Test-Regional** | **1 site** | **within 1 mile radius** |

## 5.4 OPERATING PERMITS

| | | |
|---|---|---|
| ♦ **RCRA Generators** | **19 sites** | **within ¼ mile radius** |
| ♦ SARA Title III, section (TRIS) | no sites | within ¼ mile radius |
| ♦ Nuclear Regulatory Commission Licensees | no sites | within ¼ mile radius |
| ♦ PCB Waste Handlers Database | no sites | within ¼ mile radius |
| ♦ Permit Compliance System (PCS) | no sites | within ¼ mile radius |
| ♦ AIRS Facility System (AFS) | no sites | within ¼ mile radius |
| ♦ Section Seven Tracking System | no sites | within ¼ mile radius |
| ♦ **FIFRA/TSCA tracking system** | **2 sites** | **within ¼ mile radius** |
| ♦ Federal Facilities Information System (FFIS) | no sites | within ¼ mile radius |
| ♦ Chemicals in Commerce Information System | no sites | within ¼ mile radius |
| ♦ FINDS EPA Facility Index System | no sites | within ¼ mile radius |
| ♦ **Hazardous Waste Information System** | **67 sites** | **within ¼ mile radius** |
| ♦ **Underground Storage Tanks** | **17 sites** | **within ¼ mile radius** |

## 5.5 VAPOR ENCROACHMENT SCREENING

ASTM E 2600-10 Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions (VES) was used as guidance for conducting a VES for the Subject Property. The purpose of the screening is to determine whether a Vapor Encroachment Condition (VEC) exists from chemicals of concern (COC) that may migrate as vapors onto a property as a result of contaminated soil and groundwater on or near the Subject Property. This standard replaces E 2600-08 published in March of 2008.

The newly revised standard focuses solely on screening for the likelihood of migrating vapors volatilized from a contaminated source the encroach upon the subsurface of a property involved in a real estate transaction and create a vapor encroachment condition (VEC). Two tiers for screening are included in the practice. The first tier is based upon the existence of known or suspect contaminated sites in the area. The second tier is more comprehensive and investigates specific characteristics associated with the contaminated plumes from these sites, or if no plume information is available, relies on sampling. If the likelihood exists for vapors to reach the subsurface of the property, further investigation that is beyond the scope of this practice would be necessary to determine if vapor intrusion is occurring into any buildings on the property. Of particular note in the standard is the completely revised Legal Appendix that discusses the relationship between this standard and the E 1527-13 Phase I ESA standard. In simple terms, the E 1527-13 standard (which complies with AAI) includes in its REC definition the Environmental Professional's (EP's) need to consider hazardous substances and petroleum products on the target property or migrating to the target provides a methodology for the EP to accomplish this for vapors. If vapors can reach the target property (thereby creating a VEP), the EP conducting the E 1527-13 Phase I would then have to decide whether or not the VEC constitutes an REC. This would be analogous to the EP finding in the Phase I investigation the potential for a contaminated groundwater plume to reach the target property. The EP would then have to determine if this situation is a REC.

The purpose of this practice is to define good commercial and customary practice in the United States of America for determining if a vapor encroachment condition (VEC) on a property parcel involved in a real estate transaction with respect to chemicals of concern (COC) that may migrate as vapors into existing or planned structures on a property due to contaminated soil and groundwater on the property or within close proximity to the property. For the purpose of this Report, this practice is used as a voluntary supplement to Practice E 1527 and does not alter or in any way define the scope of that practice. In addition, performance of this standard is not a requirement of and does not constitute, expand, or in any way define "all appropriate inquiry" as defined or approved by U.S. EPA under CERCLA and the regulations thereunder, including 40 CFR Sec. 312.11.

In defining a standard of good commercial and customary practice for determining a VEC on a parcel of property, the goal of the process established by this practice is to identify whether or not a VEC exists or is likely to exist on the property. The term VEC means the presence or likely presence of any COC in the indoor air environment of existing or planned structures on a property

caused by the release of vapor from contaminated soil or groundwater either on the property or within close proximity to the property, at a concentration that presents or may present an unacceptable health risk to occupants. The term is not intended to include de minimis conditions that do not normally represent an unacceptable health risk to occupants that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. A condition determined to be de minimis does not represent a VEC.
The screening involves a two tired approach to assessing VEC risk as described below.

**VES TIER I - SEARCH DISTANCE TEST/CHEMICALS OF CONCERN TEST**

The search distance test involves a review of the regulatory database report (see Section 5) and available historical records to make a determination if any *known or suspect potentially contaminated* properties exist within the Area of Concern (AOC). High risk sites are typically current and former gas stations, former and current dry cleaners, manufactured gas plants, and industrial sites. The AOC is defined as any up gradient sites within the ASTM Practice E1527-13 standard search distances and any cross or down gradient sites within 1/3 mile for solvents and petroleum products.

If the contamination at the known or potentially contaminated site within the AOC consists of COCs, then a potential Vapor Encroachment Condition (pVEC) exists and Tier II screening is recommended. If no known or potentially contaminated sites with COCs exist within the AOC, no further inquiry is necessary.

No release sites were identified in the BBL Radius Map Report (see Section 5) within the AOC that are considered to pose a pVEC at the Subject Property based on the Tier I evaluation.

**VES TIER II - PLUME TEST**

The Plume Test assesses whether or not a plume is close enough to the property to result in a VEC.

1. Critical Distance Determination - Determine distance from property to edge of plume in any direction (vertical, horizontal, lateral).

2. A VEC exists if there is a plume of VOCs, semi-volatile organic compounds (SVOCs), Volatile Inorganic Compounds (VICs), or free petroleum product have accumulated above a water table within 100 feet of the Subject Property or if a plume of dissolved volatile petroleum hydrocarbons is present within 30 feet of the property.

The sites were manually mapped to determine the location of the Subject Property and any potential plumes of contamination relative to the Subject Property and groundwater gradient. In addition, the case information for each site was reviewed.

## 5.6 GOVERNMENT RECORDS

**Twenty-seven (27)** environmental concerns are listed in the government databases, which are located within a ½ mile radius from the subject site. The neighborhood sites up to 1.00-mile distance have been investigated by government agencies to determine if any hazardous chemical spills occurred in the past. Please refer to Table (2) and Attachment (E) for further details.

Attachment (E) includes the findings of the hazardous material contaminated sites from the state and federal government file searches. Table (2) shows the list of environmental concerns within a 1 mile radius and these environmental concerns are shown on the map in Figure (3). As shown in Figure (3), there are a number of hazardous sites within a 1 mile radius of the subject site.

The subject site is not listed as having any environmental concerns or operating permits in the list of 51 government databases reviewed in this report. See Attachment (E).

- **NPL - National Priority List**

  EPA has prioritized sites with significant risk to human health and the environment. These sites receive remedial funding under the Comprehensive Environmental Response Conservation and Liability Act (CERCLA).

  No listings within 1 mile radius of the subject site.

- **CERCLIS- Comprehensive Environmental Response, Compensation, and Liability Information System**

  CERCLIS is a database used by the EPA to track activities conducted under the Comprehensive Environmental Response and Liability Act CERCLA (1980) and the amendment the Superfund Amendments and Reauthorization Act SARA (1986).

  Sites to be included are identified primarily by the reporting requirements of hazardous substances Treatment, Storage and Disposal (TSD) facilities and releases larger than specific Reportable Quantities (RQ), established by EPA. Using the National Oil and hazardous Substance Pollution Contingency Plan (National Contingency Plan) the EPA set priorities for cleanup.

  The EPA rates National Contingency Plan sites according to a quantitative Hazard Ranking System (HRS) based on the potential health risk via any one or more pathways: groundwater, surface water, air, direct contact, and fire/explosion.

  The EPA and state agencies seek to identify potentially responsible parties(PRP) and ultimately Responsible Parties (RP) who can be required to finance cleanup activities, either directly or through reimbursement of federal Superfund expenditures.

No listings within ½ of a mile radius of the subject site.

- **NFRAP - No Further Remedial Action Planned sites (CERCLIS)**

As of February 1995, CERCLIS sites designated 'No Further Remedial Action Planned' NFRAP have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the site being placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration.

EPA has removed these NFRAP sites from CERCLIS to lift unintended barriers to the redevelopment of these properties. This policy change is part of EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens promote economic redevelopment of unproductive urban sites.

No listing within ½ of a mile radius of the subject site.

- **LUST - Leaking Underground Storage Tanks – California State**

The Leaking Underground Storage Tank (LUST) database is maintained by the Water Resources Control Board and their regional branches, and tracks sites contaminated by releases from underground storage tanks pursuant to Section 25295 of the Health and Safety Code.

**Fifteen (15) Leaking Underground Storage Tank (LUST) Sites** were identified within a ½ mile of the subject property. However, because of the distance from the subject site, the nearby leaking site could not have adversely impacted subsurface soil and/or groundwater at the subject site. If indeed, soil and/or groundwater at the subject site have been adversely impacted, the ultimate responsible party of remediation costs will be the LUST site. See Figure (3) and Attachment (E).

1) Site: ARCO #5025
Address: 1630 N VERMONT AVE
City: LOS FELIZ
Map Loc: 6 - about .0 mile S of the subject
Status: REM - Remedial Action

2) Site: MTA - BARNSDALL PARK
Address: 4800 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 29 - about .1 mile W of the subject
Status: CLSD - Case Closed

3) Site: HOLLYWOOD CAR WASH
Address: 4810 HOLLYWOOD BLVD
City: HOLLYWOOD

Map Loc: 36 - about .2 mile W of the subject
Status: CLSD - Case Closed

4) Site: EDGEMONT HOSPITAL
Address: 4841 HOLLYWOOD BLVD
City: LOS FELIZ
Map Loc: 45 - about .2 mile W of the subject
Status: CLSD - Case Closed

5) Site: FIRE STATION #35
Address: 1601 HILLHURST AVE
City: LOS ANGELES
Map Loc: 52 - about .2 mile E of the subject
Status: CLSD - Case Closed

6) Site: UNOCAL #3837 (FORMER)
Address: 4900 HOLLYWOOD BLVD
City: LOS FELIZ
Map Loc: 59 - about .2 mile W of the subject
Status: CLSD - Case Closed

7) Site: SHELL OIL CO (FORMER)
Address: 4905 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 61 - about .2 mile W of the subject
Status: CLSD - Case Closed

8) Site: CHILDRENS HOSPITAL
Address: 4560 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 65 - about .2 mile SE of the subject
Status: CLSD - Case Closed

9) Site: KAISER PERMANENTE
Address: 4867 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 77 - about .3 mile SW of the subject
Status: CLSD - Case Closed

10) Site: CHEVRON #9-0140
Address: 1869 HILLHURST AVE
City: LOS ANGELES
Map Loc: 93 - about .3 mile NE of the subject
Status: CLSD - Case Closed

11) Site: HOLLYWOOD GAS (FORMER)
Address: 4977 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 97 - about .3 mile W of the subject
Status: CLSD - Case Closed

12) Site: QUEEN OF ANGLS-HWD PRESBYTERIA

Address: 1300 N VERMONT AVE
City: LOS ANGELES
Map Loc: 104 - about .3 mile S of the subject
Status: CLSD - Case Closed

13) Site: 76 PRODUCTS STATION #3647
Address: 1270 N VERMONT AVE
City: LOS ANGELES
Map Loc: 106 - about .4 mile S of the subject
Status: CLSD - Case Closed

14) Site: PACIFIC BELL (G1-125)
Address: 1255 N VERMONT AVE
City: LOS ANGELES
Map Loc: 108 - about .4 mile S of the subject
Status: CLSD - Case Closed

15) Site: THRIFTY #183
Address: 5025 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 109 - about .4 mile SW of the subject
Status: CLSD - Case Closed

- **FEDFAC-Federal Facilities**

As part of the CERCLA program, federal facilities with known or suspected environmental problem, the Federal Facilities Hazardous Waste Compliance Docket is tracked separately to comply with a Federal Court Order.

- **ERNS-Emergency Response Notification System**

The ERNS is a national computer database used to store information on unauthorized releases of oil and hazardous substances. The program is a cooperative effort of the Environmental Protection Agency, the Department of Transportation Research and Special Program Administration's John Volpe National Transportation System Center and the National Response Center. There are primarily five Federal statutes that require release reporting: the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) section 103, the Superfund Amendments and Reauthorization Act (SARA) Title III Section 304; the Clean Water Act of 1972 (CWA) section 311 (b) (3); and the Hazardous Material Transportation Act 1974 (HMTA section 1808) (b).

- **HMIRS-Hazardous Material Incident Report System**

The Hazardous Material Incident Report System (HMIRS) of the Research and Special Programs Administration (RSPA) Hazardous Material Information System was established in 1971 to fulfill the requirements of the Federal hazardous material transportation law. Part 171 of Title 49, Code of Federal Regulations (49 CFR) contains the incident reporting requirements of carriers of hazardous materials. An unintentional release of hazardous materials meeting the criteria set forth in Section 171.16, 49 CFR, must be reported on DOT Form 5800.1. The data from the reports received are subsequently entered in the HAZMAT database.

• **TBA-Targeted Brownfields Assessments**
EPA's Targeted Brownfields Assessment (TBA) program is designed to help states, tribes, and municipalities—especially those without EPA Brownfields Assessment Pilots/Grants—minimize the uncertainties of contamination often associated with brownfields. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Program to promote the cleanup and redevelopment of brownfields. EPA's TBA assistance is available through two sources: directly from EPA through EPA Regional Brownfields offices under Subtitle A of the law, and from state or tribal voluntary response program offices receiving funding under Subtitle C of the law

• **SETS-Site Enforcement Tracking System**
When Expanding Superfund Monies at a CERCLA site, EPA must conduct a search to identify parties with potential financial responsibility for Remediation of uncontrolled hazardous waste sites. EPA regional Superfund Waste Management Staff issue a notice letter to the potentially responsible party (PRP). The status field contains the EPA ID number and name of the site where the actual pollution occurred.

• **DO-Enforcement Docket System/Consent Decree Tracking System**
DOCKET tracks civil judicial cases against environmental polluters, while CDETS processes court settlements, called consent decrees.

• **CD-Criminal Docket System (C-Docket)**
The Criminal Docket System is a comprehensive automated system for tracking criminal enforcement actions. C-Docket handles data for all environmental statues and tracks enforcement actions from the initial stages of investigations through conclusion.

• **ICIS-Integrated Compliance Information System (ICIS)**
ICIS is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and it Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.

• **RCRA Violators List (CORRACTS)**
The Resource Conservation and Recovery Act of 1976 provides for "cradle to grave" regulation of hazardous wastes. RCRA requires regulation of hazardous waste generators, transporters, and storage/treatment/disposal sites. Evaluation to potential violators, ranging from manifest requirements to hazardous waste discharges, is typically conducted by the US EPA. This database

is also known as Corrective Action Report (CORRACTS).
If enforcement is required, it is typically delegated to a state agency.

- **Resource Conservation and Recovery Information System–Treatment, Storage & Disposal (RCRA-D)**

The Environmental Protection Agency regulates the treatment, storage and disposal of hazardous material through the Resource Conservation and Recovery Act (RCRA). All hazardous waste TSD facilities are required to notify EPA of their existence by submitting the Federal Notification of Regulated Waste Activity Form (EPA Form 8700-12) or a state equivalent form as well as part A (EPA form 8700-23) and Part B of their Hazardous Waste Permit Application.

- **CDL-Clandestine Drug Laboratories**

The U.S. Department of Justice ("the Department") provides this information as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy.

- **INDN-Indian Reservation LUST/VCP/UST**

This database includes all environmental records from Indian Reservations such as Leaking Underground Tanks (LUST), Voluntary Cleanup Program (VCP) and Underground Storage Tanks (UST)

- **FD-Federal Enforcement Dockets**

The US EPA, Office of Enforcement, maintains a list of sites under enforcement by the US EPA.

- **FL-State Response Sites - Federal Lead**

The Site Mitigation and Brownfields Reuse Database (SMBRD) identifies certain high priority hazardous were the U.S. EPA is the lead agency. These sites are typically proposed, on or delisted from the National Priority List.

- **SR-State Response Sites**

The Site Mitigation and Brownfields Reuse Database (SMBRD) identifies certain potential hazardous waste sites. These are confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity and deemed generally high-priority and high potential risk.
The information has been compiled into this database by the California Environmental Protection Agency, Department of Toxic Substance Control (DTSC) in accordance with Section 25359.6 of the California Health and Safety Code.

- **VCP–Voluntary Cleanup Program**

This category contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have requested that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

- **FE-Properties Needing Further Evaluation**

This category of The Site Mitigation and Brownfields Reuse Program Database (SMBRPD) contains properties that are suspected of being contaminated. These are unconfirmed contaminated properties that need to be assessed using the PEA process.

- **ME-Military Evaluation Sites**

This category the Site Mitigation and Brownfields Reuse Program Database SMBRPD, contains Formerly Used Defense Sites (FUDS) and Open or Closed military facilities with confirmed or unconfirmed releases and where DTSC is involved in investigation and/or remediation, either in a lead or support capacity. Sites with confirmed releases are generally considered high-priority and high potential risk.

- **EP-Expedited Remedial Action Program**

The Expedited Remedial Action Program is a pilot program limited to 30 sites. These are confirmed release sites worked on by Responsible Parties with oversight of the cleanup by DTSC. These confirmed sites are generally high-priority and high potential risk.

- **BZ-Border Zone Properties**

These sites went through the Hazardous Waste Property or Border Zone Property evaluation and formal determination process. (Chapter 6.5, Health and Safety Code section 25221.)

- **SCH-School Property Evaluation Program Properties**

This category of The Site Mitigation and Brownfields Reuse Program Database (SMBRPD) contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the Calsites category depending on the level of threat to public health, safety or the environment they pose.

- **LUR-Brownfields Reuse Program Facility Sites with Land Use Restrictions**

The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents land use restrictions that are active. Some sites have multiple land use restrictions.

- **DR-Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction**

The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

• **CA-Hazardous Waste sites - Permitted and Corrective Action**
Permitted and Corrective Action sites are RCRA-permitted facilities undergoing cleanup activities or permitted to handle Hazardous Waste.

• **HIS-Historical Site**
This category of The Site Mitigation and Brownfields Reuse Program Database (SMBRPD) contains sites from an older database where no site type was identified. Most of these sites have a status of Referred or No Further Action. DTSC is working to clean up this data by identifying an appropriate site type for each Historic site.

• **CALSITES-No Further Action**
This section includes the sites on the CALSITE list which have been flagged for no further action by the California Environmental Protection Agency, Department of Toxic Substance Control (DTSC) in accordance with Section 25359.6 of the California Health & Safety Code.

• **CORTESE-State of California Office of Planning and Research**
This database is a consolidation of information from various sources. It is maintained by the State Office of Planning and research and lists potential and confirmed hazardous waste or substances sites.

• **SWIS-Solid Waste Information System**
As legislated under the Solid Waste Management and Resource Recovery Act of 1972, the California Waste Management Board maintains lists of certain facilities, i.e. active solid waste disposal sites, inactive or closed waste disposal sites and transfer facilities.

• **WIP-Well Investigation Program**
The Well Investigation Program (AB 1803) identifies groundwater that is already contaminated and empowers the California Department of Health Services and local health officers to order ongoing monitoring programs.

• **WQ-Drinking Water Program**
The California Health and Safety Code section 116275-116300 stipulates that it is the intent of the Legislature to improve laws governing drinking water quality to improve upon the minimum requirements of the federal Safe Drinking Water Act Amendments of 1986, to establish primary drinking water standards that are at least as stringent as those established under the federal Safe Drinking Water Act, and to establish a program under this chapter that is more protective of public health than the minimum federal requirement. In order to provide for the orderly and efficient delivery of safe drinking water the State Department of Health Services collect information on the quality of public drinking water wells under the California Drinking Program.

• **NT-Toxic Releases**
The California Regional Water Quality Control Boards or local Department of Health Service keeps track of toxic releases to the environment. These lists are known as Unauthorized Releases, Spill Leaks, Investigations and Cleanups (SLIC), Non-Tank Releases, Toxics List or similar,

depending on the local agency.

- **TPC-Toxic Pits**

The Toxic Pits Clean-Up Act (Katz Bill) places strict limitations on the discharge of liquid hazardous wastes into surface impoundment, toxic ponds, pits and lagoons. Regional Water Quality Control Boards are required to inspect all surface impoundment annually; in addition, every facility was required to file a Hydrogeological Assessment Report. Recent legislation allows the Department of Health Services to exempt facilities that closed on or before December 31, 1985, if a showing is made that no significant environmental risk remains (AB1046).
Special exemption provisions have created for surface impoundment receives mining wastes.

- **SWAT-Solid Waste Assessment Test-Regional**

This program, provided for under the Calderon legislation (Section 13273 of the Water Code), requires that disposal sites with more than 50,000 cubic yards of waste provide sufficient information to the regional water quality control board to determine whether or not the site has been discharged hazardous substances which will impact the environment.

Site operators are required to file Solid Waste Assessment Test report on staggered basis. Operators of the 150 highest ranking (Rank 1) sites were required to submit Solid Waste Assessment Tests by July 1, 1987, Rank 2 in 1988 and so on.

Operators submit water quality tests to the Regional Water Quality Control Board, describing surface and groundwater quality and supply; and the geology within 1 mile of the site. Air quality tests are submitted to the local Air Quality Management District/Air Pollution Control District.

# CONCLUSIONS AND RECOMMENDATIONS

In conclusion, WEECO has used generally accepted practices to identify information available on the subject property relating to prior and current environmental concerns. It is our opinion that the site reconnaissance performed, and the information reviewed and cited in this report, indicate the following:

- The subject property located at 4693 Hollywood Boulevard, in the City of Los Angeles is legally described by the assessor's parcel number: 5542-001-022. According to the Los Angeles County, Office of the Assessor, the subject site is approximately 28,005 square-foot lot, and has been developed with one (1) single-story commercial building approximately 7,680 square-feet in total size. The subject building was first constructed in 1965/1966. From the visual inspection, the subject site is composed of two (2) single-story commercial buildings. Asphalt-paved parking with canopies were observed eastern side of the building. Currently, the subject property is occupied by "Car Wash and Macho's Tacos". See Section 3 and Attachment (G).

- From the records research at the Los Angeles City Department of Building & Safety, the oldest record found for the subject site was a building permit issued on November 13, 1916, for a new foundation. In January 5, 1917, a building permit was issued for a new stores and apartments. In May 4, 1917, a building permit was issued for a new garage. In March 31, 1920, a building permit was issued for a new office. In September 11, 1924, a building permit was issued for a new store. In August 13, 1926, a building permit was issued for a new barber shop. In February 24, 1927, a building permit was issued for a new loading shed. In May 5, 1927, a building permit was issued for a new kitchen. In May 10, 1938, a building permit was issued for alteration to the store. In May 20, 1948, a building permit was issued for alteration to the market. In February 7, 1958, a building permit was issued for a new flower stand. In December 10, 1964, a building permit was issued for grading. In December 10, 1964, a building permit was issued for a new carwash. In October 7, 1965, a certificate of occupancy was issued for the use of shelter and signs. In November 2, 1965, a certificate of occupancy was issued for use of carwash. In January 10, 1970, a building permit was issued for a new pole sign. In November 10, 1970, a building permit was issued for a new painted bulletin. Over the years various permits were issued for the subject site to make alterations and improvements. See Section 4 and Attachment (B).

- From the visual inspection, WEECO investigator observed no hazardous materials being used or stored at the subject site. Several 55-gallon plastic drums containing new/old carwash soaps were observed in the storage room and near the trash-bin. One (1) trash-bin was observed behind the building, and did not appear to contain any hazardous materials or waste. See Section 3 and Attachment (G).

- From the visual inspection, WEECO investigator observed no aboveground storage tanks (AST) at the subject site. Also, no evidence of concrete scaring, fill pipes, or vent pipes that indicate the past or present existence of underground storage tanks (UST) were detected at the subject property. Several clarifiers were observed at the subject site. Clarifiers at car wash facilities normally contain non-hazardous waste such as soap, liquid wax, sludge etc. that are generated from car washing. See Section 3 and Attachment (G).

- WEECO investigator contacted the Los Angeles City Fire Department Hazardous Materials Division to review any records pertaining to hazardous materials and aboveground/ underground storage tanks used or stored at the subject site. No records were found for the subject site. See Section 4 and Attachment (C).

- WEECO investigator contacted the Los Angeles City Fire Department Underground Tank Unit to review any records pertaining to aboveground/underground storage tanks at the subject site. The results are currently pending; however, based on over 30 years of experience in environmental services, the pending results are not likely to change any recommendations made in this Phase I Environmental Site Assessment report. See Section 4 and Attachment (D).

- WEECO investigator researched data from the South Coast AQMD Database to review any records regarding Hazardous Waste/Materials and violations for the subject property. No records were found for the subject site.

- WEECO investigator contacted the Department of Toxic Substances Control, EnviroStor website to review any records pertaining to hazardous materials used or stored at the subject site and to review any records pertaining to aboveground/underground storage tanks at the subject site. No records were found for the subject site.

- The subject site was not listed as a LUST (Leaking Underground Storage Tank) site on the Geotracker – California State Water Resources Control Board's sponsored website.

- Based on WEECO's review of the historical and current usage of the Subject Property as well as our review of the Federal, State, and Regional databases discussed in Section 5.5 for onsite and adjacent properties of potential concern for vapor encroachment, no pVEC (potential Vapor Encroachment Condition) was identified in connection with the Property, and it is WEECO's professional opinion that a VEC is not suspected of having encroached into the Subject Property.

- The subject site is not listed as having any environmental concerns or operating permits in the list of 51 government databases reviewed in this report. See Attachment (E).

- **Twenty-seven (27)** environmental concerns are listed in the government databases, which are located within a ½ mile radius from the subject site. Among these twenty-seven environmental

concerns, **Fifteen (15) Leaking Underground Storage Tank (LUST) sites** are identified within ½ mile of the subject property as discussed in Section 5.6. However, because of the distance from the subject site, the nearby leaking site could not have adversely impacted subsurface soil and/or groundwater at the subject site. If indeed, soil and/or groundwater at the subject site have been adversely impacted, the ultimate responsible party of remediation costs will be the LUST site. See Attachment (E).

- The following describes the potential environmental conditions (PECs) that have been identified in WEECO's Phase I Environmental Site Assessment for the subject site. WEECO classifies a concern as a potential environmental condition (PEC) when the possible presence of any hazardous substances or petroleum products on a property under conditions that indicate the possibility of an existing release, a past release, or the threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water or surface water of the property.

| CONDITION #3 | SECTION # | COMMENTS |
|---|---|---|
| Asbestos Containing Materials (ACM) | 3.8 | Asbestos Containing Materials (ACM) may be present at the subject site. |
| **Action Recommended:** No immediate action recommended. Commercial use of ACM and lead-based paint as a building material was banned by the federal government in 1978. WEECO did not contract to conduct asbestos, lead-based paint inspection at the subject site. Since the subject building was built prior to 1978, asbestos containing materials and lead based paint may be present. Prior to renovation or demolition work which would disturb any potential asbestos containing materials or potential lead paint, they should be sampled by a California Certified Asbestos Consultant and lead paint consultant, who may also assist with proper removal of any materials found to contain asbestos or lead paint. Such materials must be removed by a properly licensed asbestos and/or lead paint abatement contractor. And oversight and monitoring of the work must be performed by a California Certified Asbestos/Lead consultant. | | |

- WEECO has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E 1527-13 of 4693 Hollywood Boulevard, Los Angeles, California, the subject property. This assessment has revealed no evidence of any recognized environmental conditions (RECs) or potential environmental conditions (PECs) in connection with the subject property except for the item listed above. Therefore WEECO concludes that the risk of contamination at the site is so minimal that no further investigation is warranted at this time.

# DISCLAIMER

This report has been specifically prepared for **Open Bank** with application to a Phase I Environmental Assessment for the property at **4693 Hollywood Boulevard, Los Angeles, California.** This report has been prepared in accordance with the care and skill generally exercised by reputable professionals, under similar circumstances, in this or similar localities. No other warranty, either expressed or implied, is made as to the opinions presented herein. WEECO agrees to hold the information contained in this report or any portion thereof, confidential. WEECO will consent to the release of this report to third parties at the discretion of the Client. Any use of or reliance upon this information by a party other than the Client shall be solely at the risk of such third party and without legal recourse against WEECO, its affiliates, associates, employees, officers, or directors, regardless of whether the action in which recovery of the damage is sought is based upon contract, tort (including the sole, concurrent or other negligence and strict liability of WEECO), statute or otherwise. This report shall not be used or relied upon by a party, which does not agree to be bound by the statement above.

This assessment focused on potential sources of hazardous substances and petroleum hydrocarbons that could be considered a liability due to their possible presence in significant concentrations (e.g. above acceptable limits set by federal or state agencies) or due to the potential for contaminant migration through exposure pathways (e.g. groundwater). Hazardous substances naturally occurring in plants, soils and rock (e.g. trace metals, radon, or naturally occurring asbestos) are not typically considered in these investigations.

Sampling and laboratory analysis were not performed as part of this investigation; samples were not collected from soil, water, air building materials, or other media. Positive identification of hazardous substances can only be accomplished through sampling and appropriate laboratory analysis.

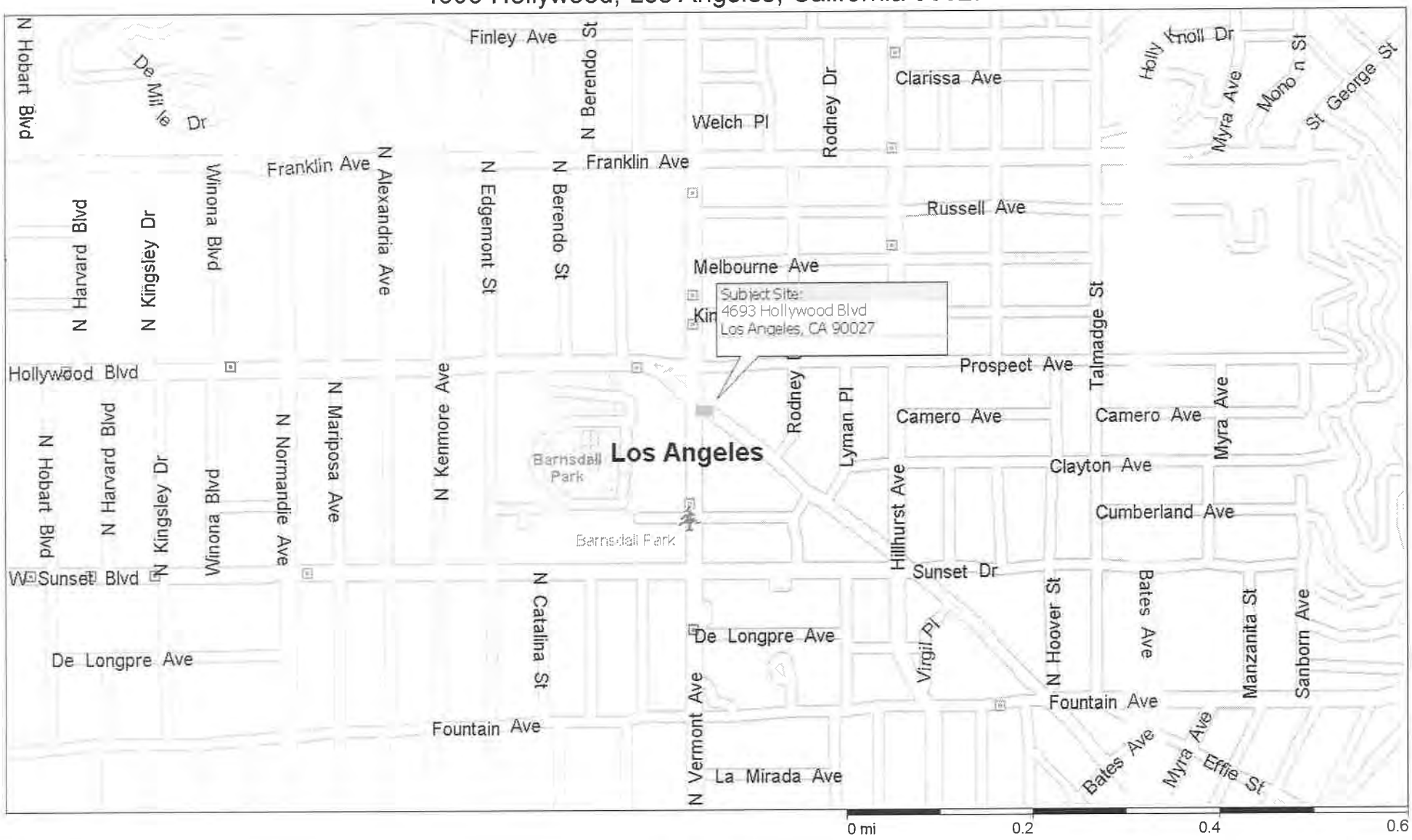
It is possible that additional information exists beyond the scope of this investigation. Changes in site use and conditions may occur due to variations in rainfall, temperature, water usage, economic and/or other factors. Additional information, which was not available to the consultant at the time this investigation was conducted or changes, which may occur on the site, may result in a modification to the summary and recommendations presented. This report is not a legal opinion.

Any drawing or map appearing in this report or any statement dimensions, capacities, quantities or distances are approximate and are included to assist the reader in visualizing the property. Information, estimates and opinions furnished by WEECO and contained in this report were furnished from sources considered reliable and believed to be true and correct.

# FIGURE (1)

SITE LOCATION MAP

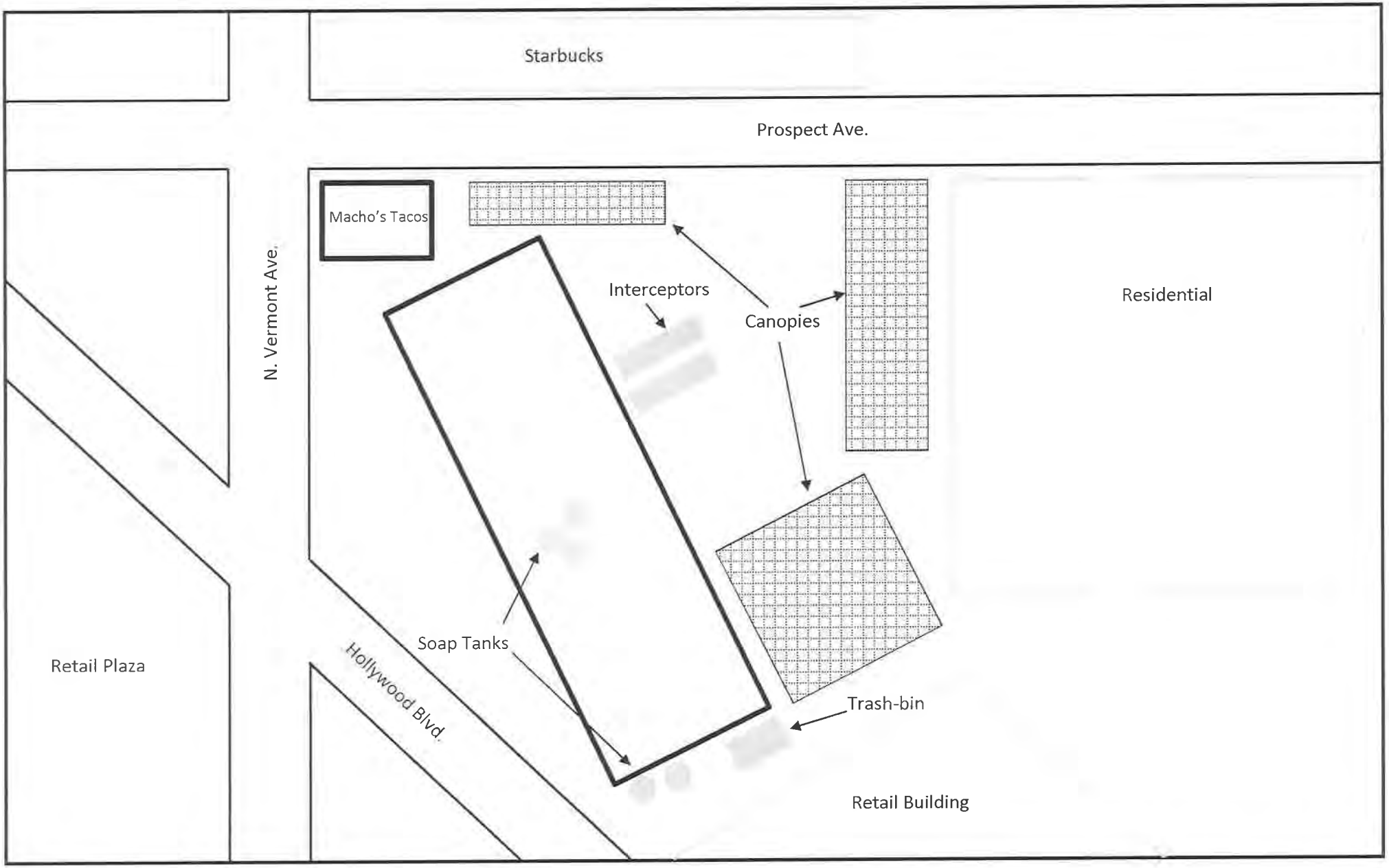
# 4693 Hollywood, Los Angeles, California 90027




Copyright © and (P) 1988–2012 Microsoft Corporation and/or its suppliers All rights reserved http://www.microsoft.com/streets/
Certain mapping and direction data © 2012 NAVTEQ All rights reserved The Data for areas of Canada includes information taken with permission from Canadian authorities, including: © Her Majesty the Queen in Right of Canada, © Queen's Printer for Ontario. NAVTEQ and NAVTEQ ON BOARD are trademarks of NAVTEQ © 2012 Tele Atlas North America, Inc. All rights reserved Tele Atlas and Tele Atlas North America are trademarks of Tele Atlas, Inc © 2012 by Applied Geographic Solutions. All rights reserved Portions © Copyright 2012 by Woodall Publications Corp All rights reserved

# FIGURE (2)

SITE PLOT PLAN




**Subject Site: 4693 Hollywood Boulevard**
**Los Angeles, CA 90027**

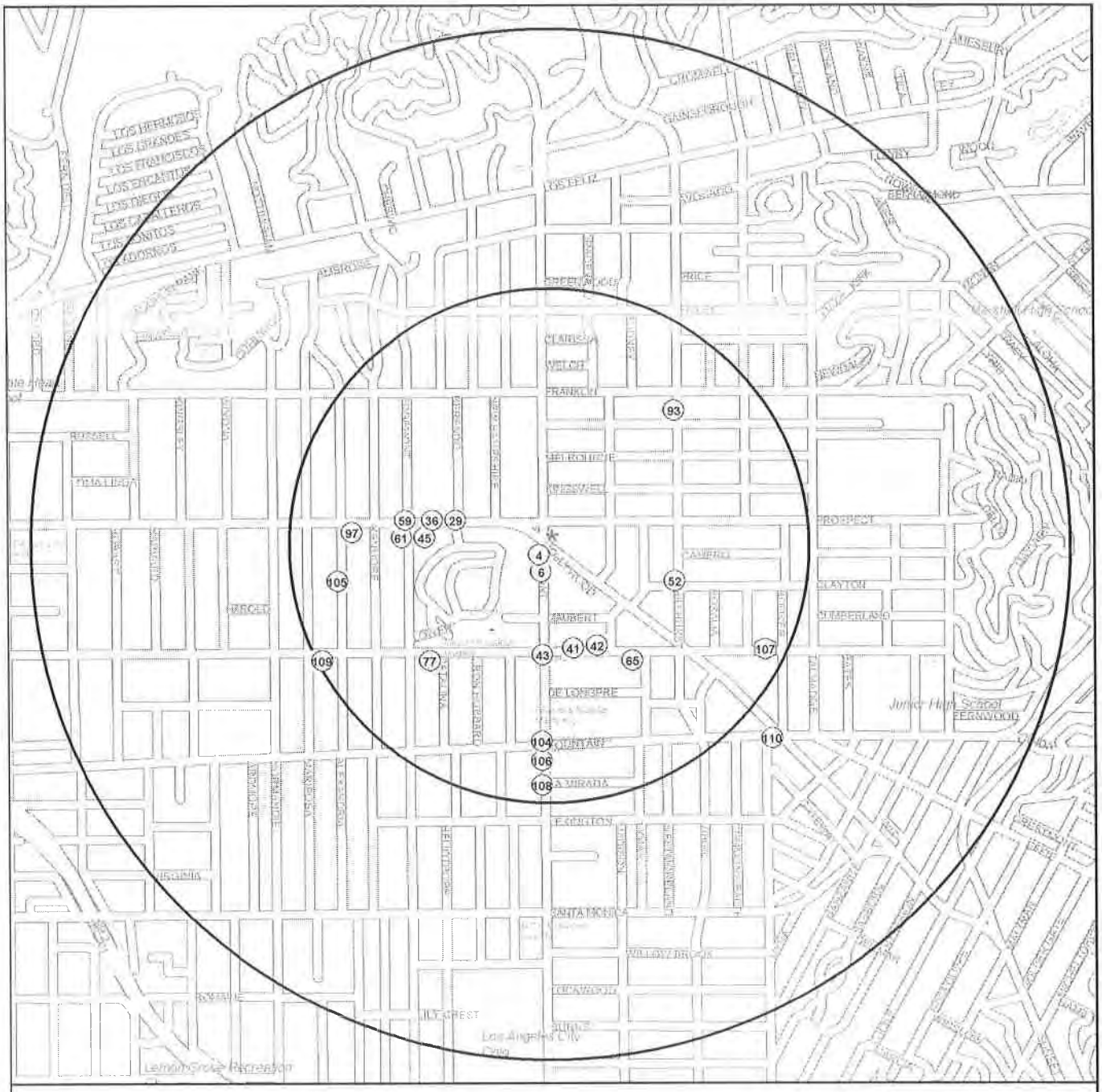
***NOT TO SCALE***

**Figure (2) Subject Site Plot Plan**

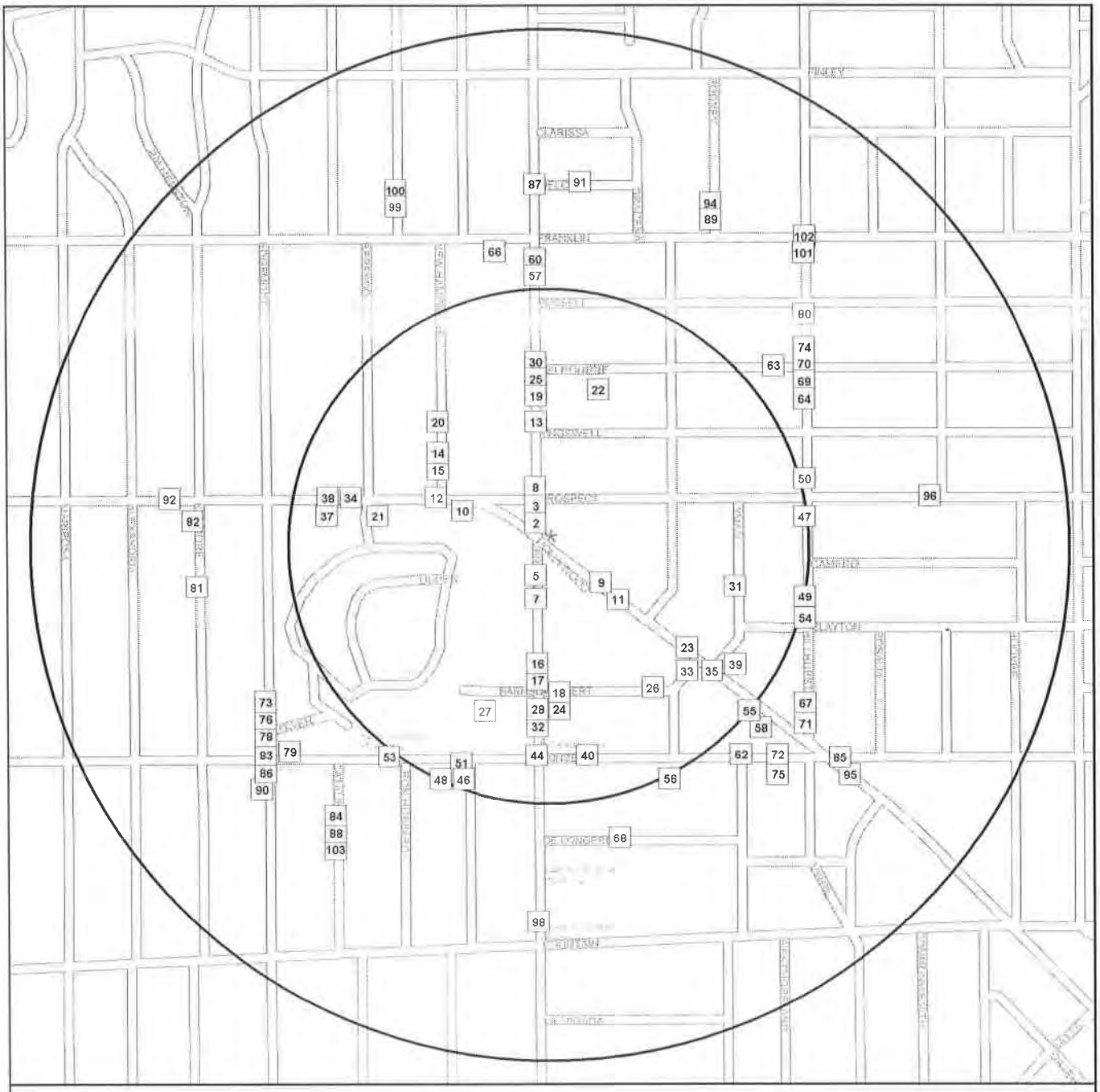
N

# FIGURE (3)

ENVIRONMENTAL CONCERNS WITHIN 1.0 MILE RADIUS
(MAP)




APPROXIMATE LOCATION OF IDENTIFIED SITES WITH KNOWN ENVIRONMENTAL CONCERNS IN THE VICINITY
AT 4693 HOLLYWOOD BLVD, LOS ANGELES



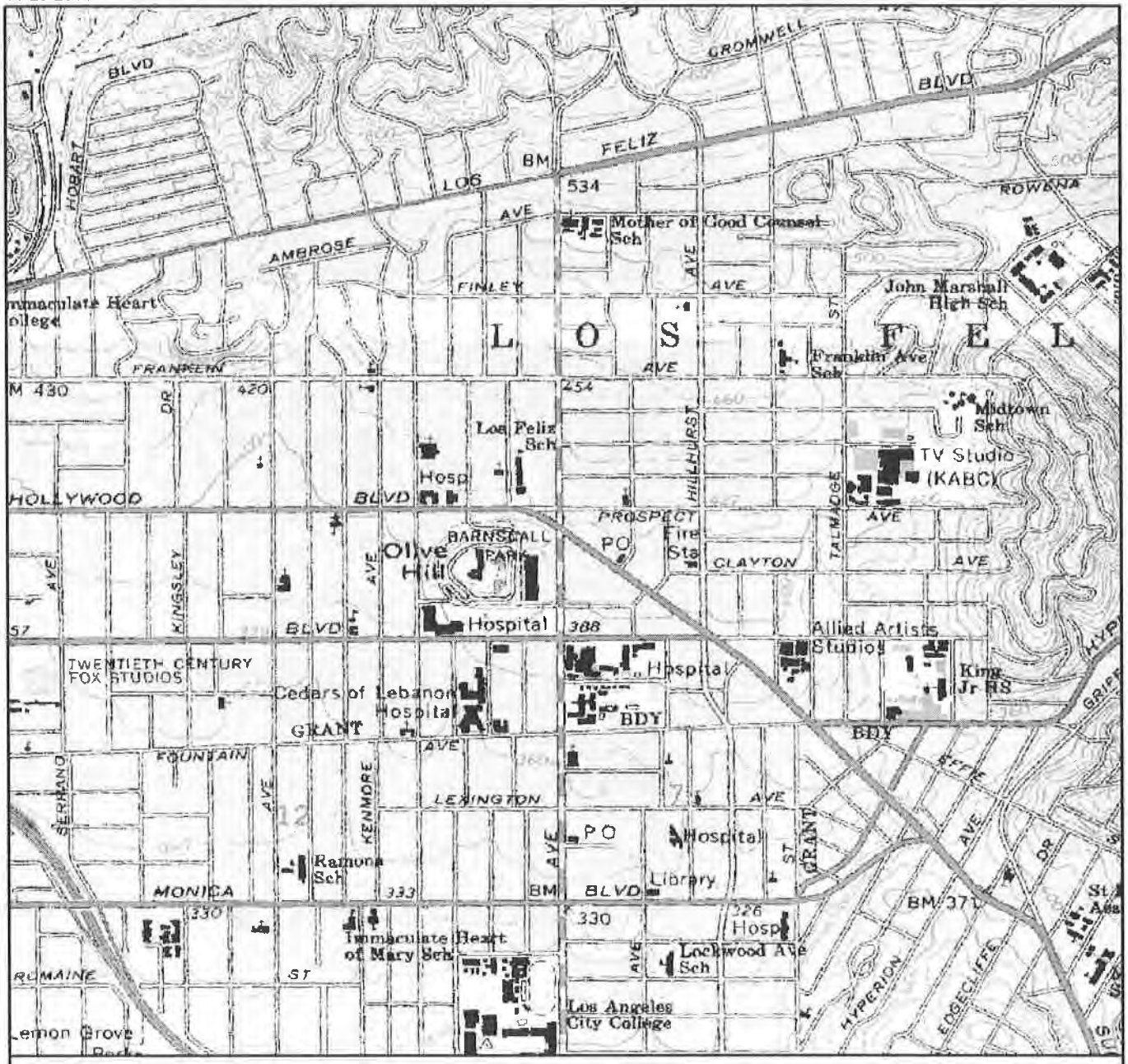

APPROXIMATE LOCATION OF IDENTIFIED SITES WITH OPERATING PERMITS ONLY WITHIN HALF A MILE
AT 4693 HOLLYWOOD BLVD, LOS ANGELES

2 EXXONMOBIL OIL CORP #10300
3 HOLLYMONT CAR WASH
4 1637 NORTH VERMONT BLVD LOS A
5 DAVID DEVINE
6 ARCO #5025
7 FAT BURGER/HOLLYWOOD
8 BANK OF AMERICA
9 SAINT THOMAS MEDICAL CLINIC
10 HOLLYWOOD CLEANERS
11 HAGOP BEZIKIAN MD
12 KAJIMA/REY WILSON
13 HOLLYMONT CLEANERS
14 LOS FELIZ EL
15 HOLLYWOOD LUTHERAN CHURCH
16 THRIFTY STORE #5435
17 THRIFTY 129
18 TIME O MAX ONE HOUR PHOTO
19 PRESTIGE MANAGEMENT INC
20 VICTOR ADJEMIAN
21 AUTOMOBILE CLUB OF SOUTHERN CA
22 HVBB MEDICAL GROUP
23 GLORIA C DINGLASAN DDS
24 M E T
25 ROTHMAN, MIKE
26 CHILDREN'S HOSPITAL LOS ANGELE
27 KAISER FOUND HOSPITALS
28 FIRST INTERSTATE BANK
29 MTA - BARNSDALL PARK
30 FIGARO RESTURANT
31 1X PAUL F MATTOON #3
32 KAISER PERMANENTE RESEARCH LAB
33 MONOCAL MOTORS INC
34 CITY OF L A CULTURAL AFFAIRS
35 ESTATE OF LEONOR W GRIFFIN
36 HOLLYWOOD CAR WASH
37 WILLD, JOHN
38 DANILO MANAHAN DMD
39 HOLLYWOOD BODY AND FENDER WORK
40 THE L A COUNTY TRANS AUTH
41 CHILDREN'S HOSPITAL, LOS ANGEL
42 CHILDREN'S HOSPITAL, LOS ANGEL
43 CADILLAC - FAIRVIEW SITE
44 4900 SUNSET
45 EDGEMONT HOSPITAL
46 KAISER FOUNDATION HEALTH PLAN
47 ABC MEDICAL CLINIC
48 KAISER FOUND HLTH PLAN
49 RONALD WONG
50 JOHN AAROW & ASSOCIATES
51 KAISER FOUNDATION
52 FIRE STATION #35
53 THE CHURCH SCIENTOLOGY
54 CASTLE FORD BODY SHOP
55 HOLLYWOOD MOVING CENTER
56 CHILDRENS HOSP OF L A
57 VIDEO HUT
58 CASTLE FORD SALES INC
59 UNOCAL #3837 (FORMER)
60 LLOYDS ARCO STA
61 SHELL OIL CO (FORMER)
62 CHILDRENS HOSPITAL THRIFT STOR
63 BYUNG S KIM & SUNG JA KIM
64 ISE AUTOMOTIVE INC
65 CHILDRENS HOSPITAL
66 O CLEANING STORE
67 KAISER PERMANENTE
68 WALGREENS #11449
69 VIDE 0 ASIS
70 VIDEO OASIS & 1 HOUR PHOTO
71 AUTOZONE INC #5412
72 VONS STORE #2665
73 KAISER PERMANENTE HOSPITAL
74 EDWARD HOM DDS
75 APPLIED GRAPHICS
76 BARNSDELL GARDENS
77 KAISER PERMANENTE
78 KAISER FOUNDATION HEALTH PLAN
79 KAISER FOUNDATION HOSPITALS
80 CELEBRITY CLEANERS
81 KAISER FOUNDATION HEALTH PLAN
82 PANOS INDUSTRIES
83 KAISER PERMANENTE
84 CHURCH OF SCIENTOLOGY
85 90703
86 KAISER PERMANENTE
87 1930 VERMONT LLC
88 PACIFIC RENOVATIONS
89 RODNEY DRIVE HOA
90 KAISER FOUND HLTH PLAN 4900
91 U-HAUL OF LOS ANGELES/C
92 THRIFTY CLEANERS
93 CHEVRON #9-0140
94 COURTLAND DANE MANAGEMENT GROU
95 SUNSET 30 MINUTE PHOTO
96 ILUMINADA GUY
97 HOLLYWOOD GAS (FORMER)
98 MONCADA'S DENTAL OFFICE
99 LES $ MARGARET MACOWSKI
100 LINA GERONCA
101 HEYDON S UNION
102 THRIFTY OIL STATION #276
103 1X CHURCH OF SCIENTOLOGY
104 QUEEN OF ANGLS-HWD PRESBYTERIA
105 ALEX PILIBOS ARMENIAN APOST SC
106 76 PRODUCTS STATION #3647
107 DUMP
108 PACIFIC BELL (G1-125)
109 THRIFTY #183
110 SAV-MOR OIL CO #343

INDEX OF SITES LISTED BY MAP NUMBERS

# FIGURE (4)

TOPOGRAPHIC MAP / AERIAL PHOTOGRAPH




Scale: 1.6 inches to 1/2 mile

UTM North is straight up

Longitude: -118° 17' 29.7"
Latitude 34° 6' 4"

UTM Easting: 380859 meters
UTM Northing 3773926 meters
UTM Zone: NAD 11

County: LOS ANGELES

AREA RADON ESTIMATES
LOS ANGELES County (69 sites tested)

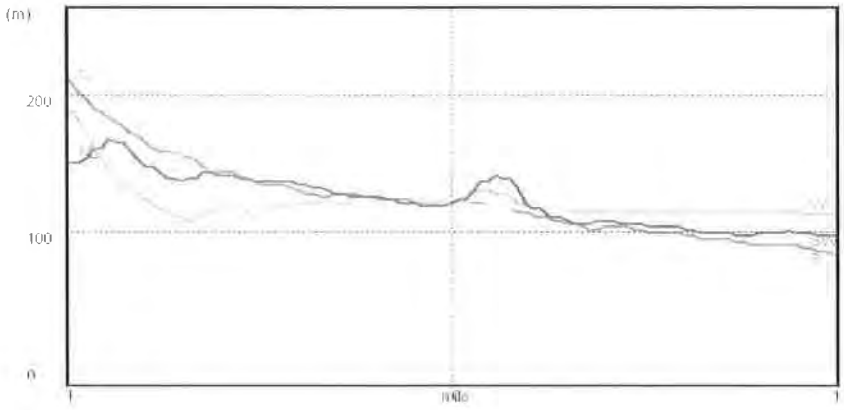
| | | |
|---|---|---|
| <2 | pCi/L | 92.8% |
| 2-4 | pCi/L | 5.8 % |
| 4-8 | pCi/L | 1.4 % |
| 8-20 | pCi/L | 0.0 % |
| 20 > | pCi/L | 0.0% |

Source: U.S. Dept of Interior, Geological Survey
HOLLYWOOD, CA 1994

TOPOGRAPHIC MAP OF THE VICINITY OF THE SUBJECT SITE LOCATED AT
4693 HOLLYWOOD BLVD, LOS ANGELES

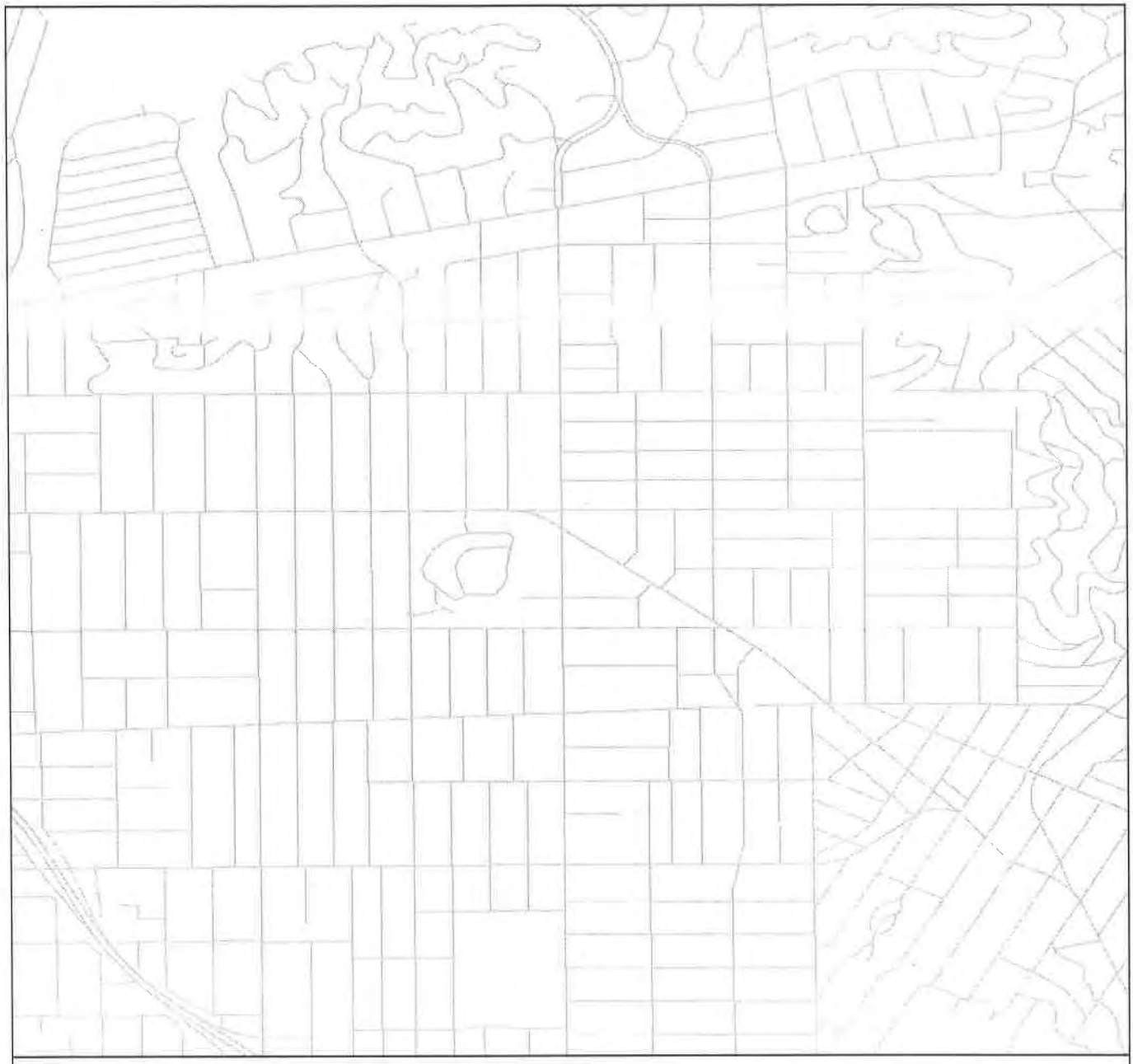



Elevation Contour overview map (6*6 mile)




Elevation Profiles (±1 mile)

CONTOUR DATA IN THE VICINITY OF THE SUBJECT SITE LOCATED AT
4693 HOLLYWOOD BLVD, LOS ANGELES



LIQUEFACTION
Areas where historic occurrance of liquefaction, or geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required

EARTHQUAKE-INDUCED LANDSLIDES
Areas where previous occurence of landslide movement, or topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required

LIQUEFACTION and EARTHQUAKE-INDUCED LANDSLIDES

AREAS COVERED BY INVESTIGATION

AREAS NOT COVERED BY INVESTIGATION

EARTHQUAKE FAULT ZONES
As defined by the Alquist-Priolo Earthquake Fault Zoning Act decribed in Public Resource Code Chap 7 5 Div 2

Faults considered to have been active during Holocene time and to have a relatively high potential for surface rupture. Evidence of historical offset indicated by year of event or C for displacement caused by creep or possible creep

Accurately located

Approximately located

Inferred location

concealed location

SOURCE State of California, Dept of Conservation, Div of Mines & Geology
Official Maps of Seismic Hazard Zones (s)
Eartquake Fault Zones (f)
HOLLYWOOD MARCH 1999 (s) JULY 1986 (f)

Seismic Hazards in the vicinity of the subject site located at
4693 HOLLYWOOD BLVD, LOS ANGELES



Scale: 1 inch to 528 feet

UTM North is straight up

Longitude: -118° 17' 29.7"
Latitude: 34° 6' 4"

UTM Easting: 380859 meters
UTM Northing: 3773926 meters
UTM Zone: NAD 11

County: LOS ANGELES

Project: Google Earth
Quadrangle:
Date: Recent
Film Type: Color

Source: U.S. Dept of Interior, Geological Survey

AERIAL PHOTOGRAPH OF THE VICINITY OF THE SUBJECT SITE LOCATED AT
4693 HOLLYWOOD BLVD, LOS ANGELES

# TABLE (1)

## LIST OF FEDERAL, STATE & REGIONAL RECORDS SEARCHED

## SUBJECT SITE INFORMATION

| | | | |
|---|---|---|---|
| Address | 4693 HOLLYWOOD BLVD | County | LOS ANGELES |
| City | LOS ANGELES CA 90027 | Latitude | 34° 6' 4" |
| | | Longitude | 118° 17' 30" |
| Present Tenant | No Commercial Listing | Easting | 380859m |
| | | Northing | 3773926m |
| | | Zone | 11 |

| Environmental Concerns | Page | Search Dist | Site | < 1/8 | 1/8-1/4 | 1/4-1/2 | 1/2-1/1 | area | unkwn | total |
|---|---|---|---|---|---|---|---|---|---|---|
| National Priority List | 1 | 1 mile | | | | | | | | |
| CERCLIS | 1 | 1/2 mile | | | | | | | | |
| NFRAP | 1 | 1/2 mile | | | | | | | | |
| Federal Facilities | 2 | 1/2 mile | | | | | | | | |
| Emergency Response Notification System | 2 | 1/4 mile | | 1 | | | | | | 1 |
| Hazardous Material Incident Report System | 2 | subject | | | | | | | | |
| Targeted Brownfields Assessments | 3 | 1/2 mile | | | | | | | | |
| Site Enforcement Tracking System | 3 | 1/2 mile | | | | | | | | |
| Enforcement Docket (DOCKET/CDETS) | 3 | 1/4 mile | | | | | | | | |
| C-Docket | 3 | 1/4 mile | | | | | | | | |
| Integrated Compliance Information System | 3 | 1/2 mile | | | | 1 | | | | 1 |
| CORRACTS | 4 | 1 mile | | | | | | | | |
| RCRA - TSD Facilities | 4 | 1/2 mile | | | | | | | | |
| Clandestine Drug Laboratories | 4 | 1/2 mile | | | | | | | | |
| Indian LUST/VCP/UST | 4 | 1/2 mile | | | | | | | | |
| Federal Enforcement Dockets | 5 | 1/4 mile | | | | | | | | |
| Federal Lead | 5 | 1 mile | | | | | | | | |
| State Response | 5 | 1/2 mile | | | | | | | | |
| Voluntary Cleanup Program | 5 | 1/2 mile | | | | | | | | |
| Properties Needing Further Evaluation | 6 | 1/2 mile | | | 1 | | | | | 1 |
| Military Evaluation Sites | 6 | 1/2 mile | | | | | | | | |
| Expedited Remedial Action | 6 | 1/2 mile | | | | | | | | |
| Border Zone | 6 | 1/2 mile | | | | | | | | |
| School Property Evaluation Program | 6 | 1/4 mile | | | 1 | | | | | 1 |
| SMBRPD Land Use Restrictions | 7 | 1/2 mile | | | | | | | | |
| HWMP Deed/Land Use Restrictions | 7 | 1/2 mile | | | | | | | | |
| Corrective Action | 7 | 1/2 mile | | | | | | | | |
| Historical Sites | 7 | 1/2 mile | | | | | | | | |
| CALSITES - No Further Action | 8 | 1/4 mile | | | | | | | | |
| Cortese | 8 | 1/2 mile | | | | | | | | |
| Leaking Underground Storage Tanks | 8 | 1/2 mile | | 2 | 6 | 7 | 1 | | | 16 |
| Solid Waste Information System | 16 | 1 mile | | | | | | | | |
| Well Investigation Program | 16 | 1 mile | | | | | | | | |
| Drinking Water Program | 16 | 1/2 mile | | | | | | | | |
| Toxic Releases | 17 | 1/2 mile | | 1 | | | | | | 1 |
| Land Disposal Sites | 17 | 1/2 mile | | | 1 | | | | | 1 |
| Toxic Pits | 18 | 1 mile | | | | | | | | |
| Solid Waste Assessment Test | 18 | 1 mile | | | | 1 | | | | 1 |
| Environmental Concern References | | | | 4 | 9 | 9 | 1 | | | 23 |
| Environmental Concern Sites | | | | 3 | 9 | 9 | 1 | | | 22 |
| **Operating Permits** | | | | | | | | | | |
| RCRA Generators | 19 | 1/4 mile | | 8 | 11 | 5 | | | | 24 |
| SARA Title III,section 313 (TRIS) | 24 | 1/4 mile | | | | | | | | |
| Nuclear Regulatory Commission Licensees | 24 | 1/4 mile | | | | | | | | |
| PCB Waste Handlers Database | 24 | 1/4 mile | | | | | | | | |
| Permit Compliance System (PCS) | 24 | 1/4 mile | | | | | | | | |
| AIRS Facility System (AFS) | 24 | 1/4 mile | | | | 2 | | | | 2 |
| Section Seven Tracking System | 25 | 1/4 mile | | | | | | | | |
| FIFRA/TSCA tracking system | 25 | 1/4 mile | | 1 | 1 | | | | | 2 |
| Federal Facilities Information System (FFIS) | 26 | 1/4 mile | | | | | | | | |
| Chemicals in Commerce Information System | 26 | 1/4 mile | | | | | | | | |
| FINDS EPA Facility Index System | 26 | 1/4 mile | | | | | | | | |
| Hazardous Waste Information System | 26 | 1/4 mile | | 32 | 35 | 26 | | | | 93 |
| Underground Storage Tanks | 48 | 1/4 mile | | 6 | 11 | 9 | | | | 26 |
| Operating Permits References | | | | 47 | 58 | 42 | | | | 147 |
| Operating Permits Sites | | | | 30 | 31 | 26 | | | | 87 |
| **Total References** | | | | **51** | **67** | **51** | **1** | | | **170** |
| **Total Sites** | | | | **33** | **40** | **35** | **1** | | | **109** |

# TABLE (2)

## ENVIRONMENTAL CONCERNS WITHIN 1.0-MILE RADIUS

| ADDRESS | CITY | LOCATION | SOURCE | STATUS | PAGE | MAP LOC | DIR |
|---|---|---|---|---|---|---|---|
| **KNOWN ENVIRONMENTAL CONCERNS, WITHIN 1/4 MILE OF THE SUBJECT SITE** | | | | | | | |
| 1637 N VERMONT AVE | LOS ANGELES | 1637 NORTH VERMONT BLVD LOS A | ERNS | | 2 | 4 | SW |
| 1630 N VERMONT AVE | LOS FELIZ | ARCO #5025 | LUST | REM | 9 | 6 | S |
| | | BP WEST COAST PRODUCTS LLC 050 | HWIS | | 27 | | |
| | | BP WEST COAST PRODUCTS LLC 050 | HWIS | | 27 | | |
| | | ARCO MINI MARKET/FUEL STATION | UST | 2014 | 49 | | |
| | | YITZHAK HACHAMOFF | UST | 87&A9 | 49 | | |
| | | ARCO PRODUCTS CO FAC 5025 | HWIS | | 28 | | |
| | | PRESTIGE STATIONS INC NO 6261 | RCRA | X | 19 | | |
| 4800 HOLLYWOOD BLVD | LOS ANGELES | MTA - BARNSDALL PARK | NT | 3 | 17 | 29 | W |
| | | MTA - BARNSDALL PARK | NT | CLSD | 17 | | |
| | | MTA - BARNSDALL PARK | LUST | CLSD | 11 | | |
| | | BARNSDALL PARK | RCRA | S | 20 | | |
| | | CITY OF LOS ANGELES - PUBLIC W | HWIS | | 31 | | |
| | | LA HOLLYHOCK HOUSE | HWIS | | 31 | | |
| 4810 HOLLYWOOD BLVD | HOLLYWOOD | HOLLYWOOD CAR WASH | LUST | CLSD | 11 | 36 | W |
| 4810 HOLLYWOOD BLVD, 4810-20 | LOS ANGELES | WILLD, JOHN | HWIS | | 33 | 36 | W |
| 4810 HOLLYWOOD BLVD | LOS ANGELES | EVI ENTERPRISES CORPORATION | UST | 1998I | 50 | 36 | W |
| | | HOLLYWOOD CAR WASH | UST | 87 | 50 | | |
| 4650 SUNSET BLVD | LOS ANGELES | CHILDREN'S HOSPITAL, LOS ANGEL | SC | | 7 | 41 | S |
| 4650 W SUNSET BLVD | LOS ANGELES | CHILDREN'S HOSPITAL, LOS ANGEL | FE | | 6 | 42 | S |
| 4650 W SUNSET BLVD, #42 | LOS ANGELES | CHILDRENS HOSPITAL LOS ANGELES | FIFRA | | 26 | 42 | S |
| 4650 W SUNSET BLVD | LOS ANGELES | CHILDREN'S HOSPITAL OF LOS ANG | UST | 87 | 50 | 42 | S |
| | | CHILDREN'S HOSP OF LOS ANGELES | HWIS | | 34 | | |
| | | CHILDRENS HOSPITAL | HWIS | | 34 | | |
| | | CHILDREN'S HOSP OF LOS ANGELES | HWIS | | 34 | | |
| | | KHS & S CONTRACTORS | HWIS | | 35 | | |
| | | CHILDREN'S HOSPITAL OF LOS ANG | HWIS | | 35 | | |
| 4650 W SUNSET BLVD, #42 | LOS ANGELES | CHILDRENS HOSPITAL LOS ANGELES | RCRA | L | 21 | 42 | S |
| 4650 W SUNSET BLVD | LOS ANGELES | CHILDREN'S HOSPITAL OF LOS ANG | UST | 87&A9 | 50 | 42 | S |
| | | THE CHILDRENS HOSPITAL | HWIS | | 35 | | |
| | | CHILDREN'S HOSPITAL OF L A | UST | 2014 | 50 | | |
| DEL AMO BLVD BETWEEN NORMANDIE | LOS ANGELES | CADILLAC - FAIRVIEW SITE | LD | CLSD | 17 | 43 | S |
| 4841 HOLLYWOOD BLVD | LOS FELIZ | EDGEMONT HOSPITAL | LUST | CLSD | 11 | 45 | W |
| | | HEALTH INDUSTRIES OF AMERICA | UST | | 50 | | |
| | | KAISER FOUNDATION HEALTH PLAN | HWIS | | 35 | | |
| | | HEALTH INDUSTRIES OF AMERICA | UST | A2 | 50 | | |
| | | KAISER FOUNDATION HEALTH PLAN | HWIS | | 36 | | |
| | | EDGEMONT HOSPITAL | HWIS | | 36 | | |
| 1601 HILLHURST AVE | LOS ANGELES | FIRE STATION #35 | LUST | CLSD | 11 | 52 | E |
| | | LA FIRE STATION 35 | RCRA | S | 22 | | |
| | | LOS ANGELES FIRE STATION 35 | UST | 2014 | 51 | | |
| | | FIRE STATION 35 | UST | 87&A9 | 51 | | |
| | | CITY OF L A GENERAL SERVICES | HWIS | | 37 | | |
| 4900 HOLLYWOOD BLVD | LOS FELIZ | UNOCAL #3837 (FORMER) | LUST | CLSD | 12 | 59 | W |
| | | UNOCAL SVC STA #3837 | RCRA | | 22 | | |
| | | UNION OIL SERVICE STATION 3837 | UST | 87 | 52 | | |
| | | SERVICE STATION 3837 | UST | 8798I | 52 | | |
| | | UNOCAL SVC STA #3837 | HWIS | | 38 | | |
| 4905 HOLLYWOOD BLVD | LOS ANGELES | SHELL OIL CO (FORMER) | LUST | CLSD | 12 | 61 | W |
| | | HOME SAVING | HWIS | | 39 | | |
| | | KIDS DENTAL KARE | HWIS | | 39 | | |
| 4560 W SUNSET BLVD | LOS ANGELES | CHILDRENS HOSPITAL | LUST | CLSD | 12 | 65 | SE |
| **KNOWN ENVIRONMENTAL CONCERNS, WITHIN 1/4 - 1/2 MILE OF THE SUBJECT SITE** | | | | | | | |
| 4867 W SUNSET BLVD | LOS ANGELES | KAISER PERMANENTE | LUST | CLSD | 12 | 77 | SW |
| | | KAISER FOUNDATION INC | HWIS | | 42 | | |
| | | KAISER FOOUNDATION | HWIS | | 42 | | |
| | | KAISER FOUND HLTH | RCRA | L | 23 | | |
| | | KAISER FOUND HLTH | HWIS | | 42 | | |

| ADDRESS | CITY | LOCATION | SOURCE | STATUS | PAGE | MAP LOC | DIR |
|---|---|---|---|---|---|---|---|
| | | KAISER FOUND HLTH | AFS | | 25 | | |
| 1869 HILLHURST AVE | LOS ANGELES | CHEVRON #9-0140 | LUST | CLSD | 12 | 93 | NE |
| | | BAYLESS CHEVRON | RCRA | | 23 | | |
| | | BAYLESS CHEVRON | UST | 87&A9 | 53 | | |
| | | CHEVRON STATION 90140 | HWIS | | 45 | | |
| | | CHEVRON PRODUCTS SS#_90140 | HWIS | | 46 | | |
| | | CHEVRON STATION 90140 | RCRA | S | 23 | | |
| | | BAYLESS CHEVRON | HWIS | | 46 | | |
| | | CHEVRON U S A #90141 | HWIS | | 46 | | |
| | | CHEVRON STATION #9-0140 | UST | 2014 | 53 | | |
| 4977 HOLLYWOOD BLVD | LOS ANGELES | HOLLYWOOD GAS (FORMER) | LUST | CLSD | 12 | 97 | W |
| | | KHATCHA TOURIAN | HWIS | | 46 | | |
| | | HOLLYWOOD INDEPENDENT GARAGE | HWIS | | 46 | | |
| | | AL KATCHATOURIAN | HWIS | | 47 | | |
| | | HOLLYWOOD WAY | HWIS | | 47 | | |
| | | BARGAIN GAS | UST | 87981 | 53 | | |
| | | HOLLYWOOD STAR AUTO REPAIR | HWIS | | 47 | | |
| 1300 N VERMONT AVE | LOS ANGELES | QUEEN OF ANGLS-HWD PRESBYTERIA | LUST | CLSD | 13 | 104 | S |
| 1615 N ALEXANDRIA AVE | LOS ANGELES | ALEX PILIBOS ARMENIAN APOST SC | IS | | 4 | 105 | W |
| 1270 N VERMONT AVE | LOS ANGELES | 76 PRODUCTS STATION #3647 | LUST | CLSD | 13 | 106 | S |
| SUNSET BLVD & N COMMONWEALTH | LOS ANGELES | DUMP | SW | 8 | 18 | 107 | E |
| 1255 N VERMONT AVE | LOS ANGELES | PACIFIC BELL (G1-125) | LUST | CLSD | 13 | 108 | S |
| 5025 W SUNSET BLVD | LOS ANGELES | THRIFTY #183 | LUST | CLSD | 13 | 109 | SW |

## KNOWN ENVIRONMENTAL CONCERNS, WITHIN 1/2 - 3/4 MILE OF THE SUBJECT SITE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 4359 W SUNSET BLVD | LOS ANGELES | SAV-MOR OIL CO #343 | LUST | CLSD | 16 | 110 | SE |

## OPERATING PERMITS ONLY, WITHIN 1/4 MILE OF THE SUBJECT SITE

| ADDRESS | CITY | LOCATION | SOURCE | STATUS | PAGE | MAP | DIR LOC |
|---|---|---|---|---|---|---|---|
| 1657 N VERMONT AVE | LOS ANGELES | EXXONMOBIL OIL CORP #10300 | HWIS | | 27 | 2 | NW |
| | | EXXONMOBIL OIL CORP 10300 | HWIS | | 27 | | |
| 1666 N VERMONT AVE | LOS ANGELES | HOLLYMONT CAR WASH | UST | 87981 | 49 | 3 | NW |
| | | HOLLYMONT CAR WASH | HWIS | | 27 | | |
| 1633 N VERMONT AVE | LOS ANGELES | DAVID DEVINE | HWIS | | 27 | 5 | S |
| 1611 N VERMONT AVE | HOLLYWOOD | FAT BURGER/HOLLYWOOD | HWIS | | 28 | 7 | S |
| 1715 N VERMONT AVE | HOLLYWOOD | BANK OF AMERICA | HWIS | | 28 | 8 | N |
| 4652 HOLLYWOOD BLVD | LOS ANGELES | SAINT THOMAS MEDICAL CLINIC | HWIS | | 28 | 9 | SE |
| 4730 HOLLYWOOD BLVD | HOLLYWOOD | HOLLYWOOD CLEANERS | RCRA | S | 19 | 10 | W |
| | | HOLLYWOOD CLEANERS | HWIS | | 28 | | |
| 4645 HOLLYWOOD BLVD,# 4 | LOS ANGELES | HAGOP BEZIKIAN MD | HWIS | | 28 | 11 | SE |
| 4645 HOLLYWOOD BLVD ,STE 2 | HOLLYWOOD | KYORK DABBAGH DDS | HWIS | | 28 | 11 | SE |
| 4748 HOLLYWOOD BLVD | LOS ANGELES | KAJIMA/REY WILSON | HWIS | | 28 | 12 | W |
| | | KAJIMA/RAY WILSON | HWIS | | 29 | | |
| 1759 N VERMONT AVE | LOS ANGELES | HOLLYMONT CLEANERS | HWIS | | 29 | 13 | N |
| | | HOLLYMONT CLEANERS | RCRA | S | 19 | | |
| 1740 N NEW HAMPSHIRE AVE | LOS ANGELES | LOS FELIZ EL | HWIS | | 29 | 14 | NW |
| | | L A U S D LOS FELIZ EL | RCRA | S | 19 | | |
| 1733 N NEW HAMPSHIRE AVE | LOS ANGELES | HOLLYWOOD LUTHERAN CHURCH | FIFRA | | 25 | 15 | NW |
| | | HOLLYWOOD LUTHERAN CHURCH | FIFRA | | 25 | | |
| 1535 N VERMONT AVE | LOS ANGELES | THRIFTY STORE #5435 | HWIS | | 29 | 16 | S |
| 1533 N VERMONT AVE | LOS ANGELES | THRIFTY 129 | RCRA | S | 19 | 17 | S |
| | | RITE AID #6129 | HWIS | | 29 | | |
| 1553 N VERMONT AVE | LOS ANGELES | TIME O MAX ONE HOUR PHOTO | RCRA | S | 20 | 18 | S |
| | | TIME O MAX ONE HOUR PHOTO | HWIS | | 29 | | |
| | | TIME-O-MAX | HWIS | | 30 | | |
| | | TIME O MAX | RCRA | S | 20 | | |
| 1777 N VERMONT AVE | LOS ANGELES | PRESTIGE MANAGEMENT INC | HWIS | | 30 | 19 | N |
| 1759 N NEW HAMPSHIRE AVE | LOS ANGELES | VICTOR ADJEMIAN | HWIS | | 30 | 20 | NW |
| 4773 HOLLYWOOD BLVD | HOLLYWOOD | AUTOMOBILE CLUB OF SOUTHERN CA | HWIS | | 30 | 21 | W |
| 4651 MELBOURNE AVE | HOLLYWOOD | HVBB MEDICAL GROUP | HWIS | | 30 | 22 | NE |
| 4606 HOLLYWOOD BLVD,STE A | LOS ANGELES | GLORIA C DINGLASAN DDS | HWIS | | 30 | 23 | SE |
| 1520 N VERMONT AVE | LOS ANGELES | M E T | HWIS | | 30 | 24 | S |
| 1816 N VERMONT AVE | LOS ANGELES | ROTHMAN, MIKE | HWIS | | 30 | 25 | N |
| 4612 MAUBERT, 4612,4638, 4654 | LOS ANGELES | CHILDREN'S HOSPITAL LOS ANGELE | HWIS | | 31 | 26 | SE |
| 4730 BARNSDALL AVE | LOS ANGELES | KAISER FOUND HOSPITALS | UST | 2014 | 49 | 27 | SW |
| | | KAISER FOUNDATION HOSPITALS | UST | 2010 | 49 | | |
| | | KASISER PERMANENTE HOSPITAL | HWIS | | 31 | | |
| 1517 N VERMONT AVE | LOS ANGELES | FIRST INTERSTATE BANK | HWIS | | 31 | 28 | S |
| 1802 N VERMONT AVE | LOS ANGELES | FIGARO RESTURANT | HWIS | | 31 | 30 | N |
| 1630 LYMAN PL | HOLLYWOOD | 1X PAUL F MATTOON #3 | HWIS | | 31 | 31 | E |
| 1515 N VERMONT AVE, # B | HOLLYWOOD | KAISER PERMANENTE RESEARCH LAB | HWIS | | 32 | 32 | S |
| | | KAISER FOUND HLTH | RCRA | | 20 | | |
| 1515 N VERMONT AVE | LOS ANGELES | KAISER PERMANENTE | HWIS | | 32 | 32 | S |
| | | KAISER PERMANENTE RESEARCH LAB | RCRA | X | 20 | | |
| | | KAISER MEDICAL CENTER | UST | 19981 | 49 | | |

| ADDRESS | CITY | LOCATION | SOURCE | STATUS | PAGE | MAP LOC | DIR |
|---|---|---|---|---|---|---|---|
| | | KAISER PERMANENTE HOSPITAL | HWIS | | 32 | | |
| 4601 HOLLYWOOD BLVD | HOLLYWOOD | MONOCAL MOTORS INC | HWIS | | 32 | 33 | SE |
| | | MAZDA OF HOLLYWOOD | HWIS | | 32 | | |
| | | ELEANOR W GRIFFIN | HWIS | | 32 | | |
| | | ALEX SATIN OLDSMOBILE | HWIS | | 32 | | |
| | | ALEX SATIN OLDS MAZDA | UST | 87 | 49 | | |
| | | ALEX SATIN OLDSMOBILE-MAZDA | UST | 8798I | 49 | | |
| | | LIPPO BANK | HWIS | | 33 | | |
| | | ALEX SATIN OLDSMOBILE | RCRA | X | 20 | | |
| | | HOLLYWOOD HYUNDAI MAZDA | RCRA | S | 21 | | |
| 4814 HOLLYWOOD BLVD | LOS ANGELES | CITY OF L A CULTURAL AFFAIRS | HWIS | | 33 | 34 | W |
| 4575 HOLLYWOOD BLVD | LOS ANGELES | ESTATE OF LEONOR W GRIFFIN | HWIS | | 33 | 35 | SE |
| 4820 HOLLYWOOD BLVD | LOS ANGELES | WILLD, JOHN | HWIS | | 33 | 37 | W |
| 4836 HOLLYWOOD BLVD | HOLLYWOOD | DANILO MANAHAN DMD | HWIS | | 33 | 38 | W |
| 1566 LYMAN PL | HOLLYWOOD | HOLLYWOOD BODY AND FENDER WORK | HWIS | | 33 | 39 | SE |
| | | HOLLYWOOD BODY AND FENDER WORK | RCRA | S | 21 | | |
| | | ALLSTAR AUTO BODY | HWIS | | 33 | | |
| 4661 W SUNSET BLVD | LOS ANGELES | THE L A COUNTY TRANS AUTH | HWIS | | 34 | 40 | S |
| 4700 W SUNSET BLVD | LOS ANGELES | KAISER PERMANENTE | HWIS | | 35 | 44 | S |
| | | 4900 SUNSET | RCRA | S | 21 | | |
| 4733 W SUNSET BLVD | LOS ANGELES | KAISER FOUNDATION HEALTH PLAN | UST | 1998I | 51 | 46 | S |
| 1674 HILLHURST AVE | LOS ANGELES | ABC MEDICAL CLINIC | HWIS | | 36 | 47 | E |
| 4747 W SUNSET BLVD | LOS ANGELES | KAISER FOUND HLTH PLAN | HWIS | | 36 | 48 | SW |
| | | TEXACO INC | UST | 1998I | 51 | | |
| | | KAISER FOUND HLTH PLAN | RCRA | | 21 | | |
| 1616 HILLHURST AVE | LOS ANGELES | RONALD WONG | HWIS | | 36 | 49 | E |
| 1714 HILLHURST AVE | LOS ANGELES | JOHN AAROW & ASSOCIATES | HWIS | | 36 | 50 | E |
| 4760 W SUNSET BLVD | LOS ANGELES | KAISER FOUNDATION | HWIS | | 36 | 51 | SW |
| | | KAISER FOUNDATION INC | HWIS | | 37 | | |
| | | KAISER FOUNDATION HOSPITALS IN | UST | 2014 | 51 | | |
| | | KAISER FOUNDATION HOSPITALS IN | UST | 2010 | 51 | | |
| 4810 W SUNSET BLVD | LOS ANGELES | THE CHURCH SCIENTOLOGY | HWIS | | 37 | 53 | SW |
| 1620 HILLHURST AVE | LOS ANGELES | CASTLE FORD BODY SHOP | HWIS | | 37 | 54 | E |
| | | CASTLE FORD SALES & CO | HWIS | | 37 | | |
| 4550 HOLLYWOOD BLVD | HOLLYWOOD | HOLLYWOOD MOVING CENTER | UST | 8798A | 51 | 55 | SE |
| | | U HAUL 712-24 | HWIS | | 37 | | |
| | | U HAUL HOLLYWOOD 713 55 | RCRA | | 22 | | |
| | | U HAUL 713-55 | HWIS | | 38 | | |
| 4601 W SUNSET BLVD | LOS ANGELES | CHILDRENS HOSP OF L A | HWIS | | 38 | 56 | SE |
| 1868 N VERMONT AVE | LOS ANGELES | VIDEO HUT | HWIS | | 38 | 57 | N |
| 4531 HOLLYWOOD BLVD | LOS ANGELES | CASTLE FORD SALES INC | RCRA | S | 22 | 58 | SE |
| | | CASTLE FORD SALES | UST | 8798I | 51 | | |
| | | CASTLE FORD SALES, INC | HWIS | | 38 | | |
| | | FIVE STAR AUTO GRP INC DBA HOL | HWIS | | 38 | | |
| 1874 N VERMONT AVE | LOS ANGELES | LLOYDS ARCO STA | HWIS | | 39 | 60 | N |
| | | ARCO PRODUCTS CO FAC 19 | HWIS | | 39 | | |
| | | LA MANCHA DEVELOPMENT | UST | 1998I | 52 | | |
| 4551 W SUNSET BLVD | LOS ANGELES | CHILDRENS HOSPITAL THRIFT STOR | HWIS | | 39 | 62 | SE |
| 4521 MELBOURNE AVE | LOS ANGELES | BYUNG S KIM & SUNG JA KIM | HWIS | | 39 | 63 | NE |
| 1774 HILLHURST AVE | LOS ANGELES | ISE AUTOMOTIVE INC | HWIS | | 39 | 64 | NE |
| 4716 FRANKLIN AVE | HOLLYWOOD | O CLEANING STORE | HWIS | | 39 | 66 | N |
| | | O CLEANING STORE | RCRA | S | 22 | | |
| | | "O" CLEANING STORE | HWIS | | 40 | | |
| | | O CLEANING SERVICE | HWIS | | 40 | | |

| ADDRESS | CITY | LOCATION | SOURCE | STATUS | PAGE | MAP LOC | DIR |
|---|---|---|---|---|---|---|---|
| 1530 HILLHURST AVE | LOS ANGELES | KAISER PERMANENTE | HWIS | | 40 | 67 | SE |
| | | KAISER PERMANENTE HOSPITAL | HWIS | | 40 | | |
| 4616 DE LONGPRE AVE | LOS ANGELES | WALGREENS #11449 | HWIS | | 40 | 68 | S |
| 1815 HILLHURST AVE | LOS ANGELES | VIDE 0 ASIS | HWIS | | 40 | 69 | NE |
| | | VIDE 0 ASIS | RCRA | S | 22 | | |
| 1802 HILLHURST AVE | LOS ANGELES | VIDEO OASIS & 1 HOUR PHOTO | HWIS | | 40 | 70 | NE |
| 1515 HILLHURST AVE | LOS ANGELES | AUTOZONE INC #5412 | HWIS | | 41 | 71 | SE |
| 4520 W SUNSET BLVD | LOS ANGELES | VONS STORE #2665 | HWIS | | 41 | 72 | SE |
| 1549 N EDGEMONT ST | LOS ANGELES | KAISER_PERMANENTE HOSPITAL | HWIS | | 41 | 73 | SW |
| 1814 HILLHURST AVE | LOS ANGELES | EDWARD HOM DDS | HWIS | | 41 | 74 | NE |
| 4867 W SUNSET BLVD | LOS ANGELES | KAISER LAMC | HWIS | | 43 | 77 | SW |
| | | KASISER HOSPITAL | HWIS | | 43 | | |
| | | KAISER FOUNDATION HOSPITAL/C | UST | 2014 | 52 | | |
| | | KAISER FOUNDATION HOSPITAL | UST | 87&A9 | 52 | | |

## OPERATING PERMITS ONLY, WITHIN 1/4 - 1/2 MILE OF THE SUBJECT SITE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1515 HILLHURST AVE | LOS ANGELES | CHEIF AUTO PARTS INC | HWIS | | 41 | 71 | SE |
| 4519 W SUNSET BLVD | LOS ANGELES | APPLIED GRAPHICS | HWIS | | 41 | 75 | SE |
| 1630 N EDGEMONT ST,-APARTMENT COMP | LOS ANGELES | BARNSDELL GARDENS | HWIS | | 41 | 76 | SW |
| 1630 N EDGEMONT ST | LOS ANGELES | EDGEMONT APARTMENTS | HWIS | | 41 | 76 | SW |
| 1526 N EDGEMONT ST | LOS ANGELES | KAISER FOUNDATION HEALTH PLAN | HWIS | | 43 | 78 | SW |
| | | KAISER FOUNDATION HEALTH PLAN | HWIS | | 43 | | |
| | | KAISER FOUNDATION HOSPITAL | UST | 2013 | 52 | | |
| 1550 N EDGEMONT ST | LOS ANGELES | KAISER FOUNDATION HOSPITALS | HWIS | | 43 | 79 | SW |
| | | NALCO COMPANY | HWIS | | 43 | | |
| | | KAISER FOUNDATION HOSPITAL | AFS | | 25 | | |
| 1857 HILLHURST AVE | LOS ANGELES | CELEBRITY CLEANERS | HWIS | | 43 | 80 | NE |
| | | CELEBRITY CLEANERS | RCRA | S | 23 | | |
| 1630 KENMORE ST | LOS ANGELES | KAISER FOUNDATION HEALTH PLAN | HWIS | | 44 | 81 | W |
| | | WESTCO SERVICES CO | HWIS | | 44 | | |
| 4945 HOLLYWOOD BLVD | LOS ANGELES | PANOS INDUSTRIES | HWIS | | 44 | 82 | W |
| 1510 N EDGEMONT ST | LOS ANGELES | KAISER PERMANENTE | HWIS | | 44 | 83 | SW |
| 1425 N CATALINA ST | LOS ANGELES | CHURCH OF SCIENTOLOGY | HWIS | | 44 | 84 | SW |
| 4480 W SUNSET BLVD | LOS ANGELES | 90703 | UST | 8798I | 52 | 85 | SE |
| | | CHEVRON USA STA #0703 | HWIS | | 44 | | |
| 1505 N EDGEMONT ST | LOS ANGELES | KAISER PERMANENTE | HWIS | | 44 | 86 | SW |
| 1930 N VERMONT AVE | LOS ANGELES | 1930 VERMONT LLC | HWIS | | 45 | 87 | N |
| 1414 N CATALINA ST | LOS ANGELES | PACIFIC RENOVATIONS | HWIS | | 45 | 88 | SW |
| 1910 RODNEY DR | LOS ANGELES | RODNEY DRIVE HOA | HWIS | | 45 | 89 | NE |
| 4900 W SUNSET BLVD | LOS ANGELES | KAISER FOUND HLTH PLAN 4900 | HWIS | | 45 | 90 | SW |
| | | KAISER PERMANENTE | UST | 1998I | 52 | | |
| 4550 WILCOX BLVD | HOLLYWOOD | U-HAUL OF LOS ANGELES/C | UST | 2014 | 53 | 91 | N |
| 4970 HOLLYWOOD BLVD | LOS ANGELES | THRIFTY CLEANERS | HWIS | | 45 | 92 | W |
| | | THRIFTY CLEANERS | RCRA | S | 23 | | |
| 1917 RODNEY DR, 101-201 | LOS ANGELES | COURTLAND DANE MANAGEMENT GROU | HWIS | | 46 | 94 | NE |
| 4470 W SUNSET BLVD,STE 108 | LOS ANGELES | SUNSET 30 MINUTE PHOTO | HWIS | | 46 | 95 | SE |
| 4470 W SUNSET BLVD, STE 108 | LOS ANGELES | SUNSET 30 MINUTE PHOTO | RCRA | S | 23 | 95 | SE |

| ADDRESS | CITY | LOCATION | SOURCE | STATUS | PAGE | MAP LOC | DIR |
|---|---|---|---|---|---|---|---|
| 4406 PROSPECT AVE | LOS ANGELES | ILUMINADA GUY | HWIS | | 46 | **96** | E |
| 1321 N VERMONT AVE,STE B | LOS ANGELES | MONCADA'S DENTAL OFFICE | HWIS | | 47 | **98** | S |
| 1321 N VERMONT AVE, #A | LOS ANGELES | MICHAEL SEGERDAL, DDS | HWIS | | 47 | **98** | S |
| 1928 N BERENDO ST | LOS ANGELES | LES $ MARGARET MACOWSKI | HWIS | | 47 | **99** | NW |
| 1929 N BERENDO ST | LOS ANGELES | LINA GERONCA | HWIS | | 47 | **100** | NW |
| 1900 HILLHURST AVE | LOS ANGELES | HEYDON S UNION | UST | 8798I | 53 | **101** | NE |
| | | JOHN HEYDON | UST | 87 | 53 | | |
| 1901 HILLHURST AVE | LOS ANGELES | THRIFTY OIL STATION #276 | UST | 8798I | 53 | **102** | NE |
| 1404 N CATALINA ST | LA | 1X CHURCH OF SCIENTOLOGY | HWIS | | 48 | **103** | SW |
| | | CHURCH OF SCIENTOLOGY | HWIS | | 48 | | |
| | | CHURCH OF SCIENTOLOGY | HWIS | | 48 | | |
| | | CHURCH OF SCIENTOLOGY, MOTOR P | HWIS | | 48 | | |
| | | PAC RENOVATIONS | HWIS | | 48 | | |
| | | BUILDING MGMT SERVICES/C | UST | 2014 | 54 | | |
| | | UNK | UST | 19&A9 | 54 | | |

## REFERENCED SOURCES

Date: 11-25-2014
Job: WEEC4378-C

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| NPL | NATIONAL PRIORITY LIST | | | | | | |
| CERCLA | CERCLIS | | | | | | |
| NFRAP | NFRAP | | | | | | |
| FedFac | FEDERAL FACILITIES | | | | | | |
| ERNS | EMERGENCY RESPONSE NOTIFICATION SYSTEM | | | | | | |
| HM | HAZARDOUS MATERIAL INCIDENT REPORT SYSTEM | | | | | | |
| TB | TARGETED BROWNFIELDS ASSESSMENTS | | | | | | |
| SETS | SITE ENFORCEMENT TRACKING SYSTEM | | | | | | |
| CDETS | ENFORCEMENT DOCKET (DOCKET/CDETS) | | | | | | |
| CD | C-DOCKET | | | | | | |
| IS | INTEGRATED COMPLIANCE INFORMATION SYSTEM | | | | | | |
| RV | CORRACTS | | | | | | |
| TSD | RCRA - TSD FACILITIES | | | | | | |
| | I | Incinerator | D | Land Disposal | T | Storage/Treatment | |
| LB | CLANDESTINE DRUG LABORATORIES | | | | | | |
| II | INDIAN LUST/VCP/UST | | | | | | |
| FD | FEDERAL ENFORCEMENT DOCKETS | | | | | | |
| FL | FEDERAL LEAD | | | | | | |
| SR | STATE RESPONSE | | | | | | |
| VC | VOLUNTARY CLEANUP PROGRAM | | | | | | |
| FE | PROPERTIES NEEDING FURTHER EVALUATION | | | | | | |
| ME | MILITARY EVALUATION SITES | | | | | | |
| EP | EXPEDITED REMEDIAL ACTION | | | | | | |
| BZ | BORDER ZONE | | | | | | |
| SC | SCHOOL PROPERTY EVALUATION PROGRAM | | | | | | |
| LU | SMBRPD LAND USE RESTRICTIONS | | | | | | |
| DR | HWMP DEED/LAND USE RESTRICTIONS | | | | | | |
| CA | CORRECTIVE ACTION | | | | | | |
| HI | HISTORICAL SITES | | | | | | |
| CS-nfa | CALSITES - NO FURTHER ACTION | | | | | | |
| CS | CORTESE | | | | | | |
| LUST | LEAKING UNDERGROUND STORAGE TANKS | | | | | | |
| | 0 | No action | 3B | Prel site assmnt underway | 7 | Remedial action underway | |
| | 1 | Leak being confirmed | 5C | Pollution characterization | 8 | Post remedial action monitoring | |
| | 3A | Site workplan submitted | 5R | Remediation plan | 9 | Case closed | |
| SWIS | SOLID WASTE INFORMATION SYSTEM | | | | | | |
| WIP | WELL INVESTIGATION PROGRAM | | | | | | |
| WQ | DRINKING WATER PROGRAM | | | | | | |
| NT | TOXIC RELEASES | | | | | | |
| LD | LAND DISPOSAL SITES | | | | | | |
| | Land Disposal Sites | | | | | | |
| TP | TOXIC PITS | | | | | | |
| SW | SOLID WASTE ASSESSMENT TEST | | | | | | |
| RCRA | RCRA GENERATORS | | | | | | |
| | L | Large Generator | T | Transporter | S | Small Generator | |
| SARA | SARA TITLE III,SECTION 313 (TRIS) | | | | | | |
| Nucl | NUCLEAR REGULATORY COMMISSION LICENSEES | | | | | | |
| PCB | PCB WASTE HANDLERS DATABASE | | | | | | |
| | PCB Waste Handlers Database | | | | | | |
| | PCB Waste Handlers Database | | | | | | |
| | 03/09 | | | | | | |
| PCS | PERMIT COMPLIANCE SYSTEM (PCS) | | | | | | |
| AFS | AIRS FACILITY SYSTEM (AFS) | | | | | | |
| PE | SECTION SEVEN TRACKING SYSTEM | | | | | | |
| FIFRA | FIFRA/TSCA TRACKING SYSTEM | | | | | | |
| FIFS | FEDERAL FACILITIES INFORMATION SYSTEM (FFIS) | | | | | | |
| CICIS | CHEMICALS IN COMMERCE INFORMATION SYSTEM | | | | | | |
| FN | FINDS EPA FACILITY INDEX SYSTEM | | | | | | |
| HWIS | HAZARDOUS WASTE INFORMATION SYSTEM | | | | | | |
| UST | UNDERGROUND STORAGE TANKS | | | | | | |

# ATTACHMENT (A)

## ENVIRONMENTAL QUESTIONNAIRE

## 6. Transaction Screen Questionnaire

6.1 *Persons to Be Questioned*——The following questions should be asked of (*1*) the current *owner* of the *property*, (*2*) any major *occupant* of the *property* or, if the *property* does not have any major *occupants*, at least 10% of the *occupants* of the *property*, and (*3*) in addition to the current *owner* and the *occupants* identified in (*2*), any *occupant* likely to be using, treating, generating, storing, or disposing of *hazardous substances* or *petroleum products* on or from the *property*. A major *occupant* is any *occupant* using at least 40% of the leasable area of the property or any anchor tenant when the *property* is a shopping center. In a multifamily property containing both residential and commercial uses, the *preparer* does not need to ask questions of the residential *occupants*. The *preparer* should ask each person to answer all questions to the best of the respondent's *actual knowledge* and in good faith. When completing the *site visit* column, the *preparer* should be sure to observe the *property* and any buildings and other structures on the *property*. The guide provides further details on the appropriate use of this questionnaire.

Description of Site: Address:

Carwash & Muchos tacos

4693 Hollywood Blvd Los Angeles, CA 90027

| Question | Owner[1] | | | Occupants (if applicable) | | | Observed During Site Visit | |
|---|---|---|---|---|---|---|---|---|
| 1a Is the *property* used for an industrial use? | Yes | No | Unk | Yes | No | Unk | Yes | No |
| 1b. Is any *adjoining property* used for an industrial use? | Yes | No | Unk | Yes | No | Unk | Yes | No |
| 2a. Did you observe evidence or do you have any prior knowledge that the *property* has been used for an industrial use in the past? | Yes | No | Unk | Yes | No | Unk | Yes | No |
| 2b. Did you observe evidence or do you have any prior knowledge that any *adjoining property* has been used for an industrial use in the past? | Yes | No | Unk | Yes | No | Unk | Yes | No |
| 3a. Is the *property* used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)? | Yes | No | Unk | Yes | No | Unk | Yes | No |
| 3b. Is any *adjoining property* used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)? | Yes | No | Unk | Yes | No | Unk | Yes | No |
| 4a. Did you observe evidence or do you have any prior knowledge that the *property* has been used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)? | Yes | No | Unk | Yes | No | Unk | Yes | No |
| 4b. Did you observe evidence or do you have any prior knowledge that any *adjoining property* has been used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)? | Yes | No | Unk | Yes | No | Unk | Yes | No |
| 5a. Are there currently any damaged or discarded automotive or industrial batteries, pesticides, paints, or other chemicals in individual containers of >5 gal (19 L) in volume or 50 gal (190 L) in the aggregate, stored on or used at the *property* or at the facility? | Yes | No | Unk | Yes | No | Unk | Yes | No |
| 5b. Did you observe evidence or do you have any prior knowledge that there have been previously any damaged or discarded automotive or industrial batteries, or pesticides, paints, or other chemicals in individual containers of >5 gal (19 L) in volume or 50 gal (190 L) in the aggregate, stored on or used at the *property* or at the facility? | Yes | No | Unk | Yes | No | Unk | Yes | No |
| 6a. Are there currently any industrial *drums* (typically 55 gal (208 L)) or sacks of chemicals located on the property or at the facility? | Yes | No | Unk | Yes | No | Unk | Yes (soap) | No |
| 6b. Did you observe evidence or do you have any prior knowledge that there have been previously any industrial *drums* (typically 55 gal (208 L)) or sacks of chemicals located on the property or at the facility? | Yes | No | Unk | Yes | No | Unk | Yes (soap) | No |
| 7a. Did you observe evidence or do you have any prior knowledge that *fill dirt* has been brought onto the property that originated from a contaminated site? | Yes | No | Unk | Yes | No | Unk | Yes | No |

[1] Unk = "unkown" or "no response"

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This document is an excerpt of E 1528-96: Standard Practice for Environmental Site Assessments: Transaction Screen Process, which is under the jurisdiction of ASTM Committee E-50 on Environmental Assessment and is the direct responsibility of Subcommittee E 50.02 on Commercial Real Estate Transactions.

| Question | Owner | | | Occupants (if applicable) | | | Observed During Site Visit | |
|---|---|---|---|---|---|---|---|---|
| 7b. Did you observe evidence or do you have any prior knowledge that *fill dirt* has been brought onto the property that is of an unknown origin? | Yes | No | Unk | Yes | No | Unk | Yes | (No) |
| 8a. Are there currently any *pits, ponds*, or *lagoons* located on the *property* in connection with waste treatment or waste disposal? | Yes | No | Unk | Yes | No | Unk | (Yes) (Clarifiers) | No |
| 8b. Did you observe evidence or do you have any prior knowledge that there have been previously, any *pits, ponds*, or *lagoons* located on the *property* in connection with waste treatment or waste disposal? | Yes | No | Unk | Yes | No | Unk | (Yes) (Clarifiers) | No |
| 9a. Is there currently any stained soil on the *property*? | Yes | No | Unk | Yes | No | Unk | Yes | (No) |
| 9b. Did you observe evidence or do you have any prior knowledge that there has been previously, any stained soil on the *property*? | Yes | No | Unk | Yes | No | Unk | Yes | (No) |
| 10a Are there currently any registered or unregistered storage tanks (above or underground) located on the *property*? | Yes | No | Unk | Yes | No | Unk | Yes | (No) |
| 10b Did you observe evidence or do you have any prior knowledge that there have been previously, any registered or unregistered storage tanks (above or underground) located on the *property*? | Yes | No | Unk | Yes | No | Unk | Yes | (No) |
| 11a Are there currently any vent pipes, fill pipes, or access ways indicating a fill pipe protruding from the ground on the *property* or adjacent to any structure located on the *property*? | Yes | No | Unk | Yes | No | Unk | Yes | (No) |
| 11b. Did you observe evidence or do you have any prior knowledge that there have been previously, any vent pipes, fill pipes, or access ways indicating a fill pipe protruding from the ground on the *property* or adjacent to any structure located on the *property*? | Yes | No | Unk | Yes | No | Unk | Yes | (No) |
| 12a. Are there currently any flooring, drains, or walls located within the facility that are stained by substances other than water or are emitting foul odors? | Yes | No | Unk | Yes | No | Unk | Yes | (No) |
| 12b. Did you observe evidence or do you have any prior knowledge that there have been previously any flooring, drains, or walls within the facility that were stained by substances other than water or were emitting foul odors? | Yes | No | Unk | Yes | No | Unk | Yes | (No) |
| 13a. If the property is served by a private well or non-public water system, is there evidence or do you have prior knowledge that contaminants have been identified in the well or system that exceed guidelines applicable to the water system? | Yes | No | Unk | Yes | No | Unk | Yes | (No) |
| 13b. If the property is served by a private well or non-public water system, is there evidence or do you have prior knowledge that the well has been designated as contaminated by any government environmental/health agency? | Yes | No | Unk | Yes | No | Unk | Yes | (No) |
| 14. Does the *owner* or *occupant* of the *property* have any knowledge of *environmental liens* or governmental notification relating to past or recurrent violations of environmental laws with respect to the *property* or any facility located on the *property*? | Yes | No | Unk | Yes | No | Unk | | |
| 15a. Has the *owner* or *occupant* of the *property* been informed of the past existence of *hazardous substances* or *petroleum products* with respect to the *property* or any facility located on the *property*? | Yes | No | Unk | Yes | No | Unk | | |
| 15b. Has the *owner* or *occupant* of the *property* been informed of the current existence of *hazardous substances* or *petroleum products* with respect to the *property* or any facility located on the *property*? | Yes | No | Unk | Yes | No | Unk | | |
| 15c. Has the *owner* or *occupant* of the *property* been informed of the past existence of environmental violations with respect to the *property* or any facility located on the *property*? | Yes | No | Unk | Yes | No | Unk | | |
| 15d. Has the *owner* or *occupant* of the *property* been informed of the current existence of environmental violations with respect to the *property* or any facility located on the *property*? | Yes | No | Unk | Yes | No | Unk | | |
| 16. Does the *owner* or *occupant* of the *property* have any knowledge of any *environmental site assessment* of the *property* or facility that indicated the presence of *hazardous substances* or *petroleum products* on, or contamination of, the *property* or recommended further assessment of the *property*? | Yes | No | Unk | Yes | No | Unk | | |

| Question | Owner | | | Occupants (if applicable) | | | Observed During Site Visit | |
|---|---|---|---|---|---|---|---|---|
| 17. Does the *owner* or *occupant* of the *property* know of any past, threatened, or pending lawsuits or administrative proceedings concerning a release or threatened release of any *hazardous substance* or *petroleum products* involving the *property* by any owner or occupant of the *property*? | Yes | No | Unk | Yes | No | Unk | | |
| 18a. Does the *property* discharge waste water, on or adjacent to the *property*, other than storm water, into a storm water sewer system? | Yes | No | Unk | Yes | No | Unk | Yes | (No) |
| 18b. Does the *property* discharge waste water, on or adjacent to the *property*, other than storm water, into a sanitary sewer system? | Yes | No | Unk | Yes | No | Unk | Yes | (No) |
| 19. Did you observe evidence or do you have any prior knowledge that any *hazardous substances* or *petroleum products*, unidentified waste materials, tires, automotive or industrial batteries, or any other waste materials have been dumped above grade, buried and/or burned on the *property*? | Yes | No | Unk | Yes | No | Unk | Yes | (No) |
| 20. Is there a transformer, capacitor, or any hydraulic equipment for which there are any records indicating the presence of PCBs? | Yes | No | Unk | Yes | No | Unk | Yes | (No) |

Government Records/Historical Sources Inquiry
(See guide, Section 10 of ASTM Practice E 1528-96)

21. Do any of the following Federal government record systems list the *property* or any *property* within the circumference of the area noted below:

| | | |
|---|---|---|
| *National Priorities List (NPL)* —within 1.0 mile (1.6 km)? | Yes | (No) |
| *CERCLIS List*—within 0.5 mile (0.8 km)? | Yes | (No) |
| *RCRA CORRACTS Facilities*—within 1.0 mile (1.6 km)? | Yes | (No) |
| *RCRA non-CORRACTS TSD Facilities*—within 1.5 mile (0.8 km)? | Yes | (No) |

22. Do any of the following state record systems list the *property* or any *property* within the circumference of the area noted below:

| | | |
|---|---|---|
| List maintained by state environmental agency of *hazardous waste* sites identified for investigation or remediation that is the state agency equivalent to *NPL*—within approximately 1.0 mile (1.6 km)? | Yes | (No) |
| List maintained by state environmental agency of sites identified for investigation or remediation that is the state equivalent to *CERCLIS* within 0.5 mile (0.8 km)? | Yes | (No) |
| Leaking Underground Storage Tank (LUST) List—within 0.5 mile (0.8 km)? | (Yes) | No |
| Solid Waste/Landfill Facilities—within 0.5 mile (0.8 km)? | Yes | (No) |

23. Based upon a review of *fire insurance maps* or consultation with the local fire department serving the *property*, all as specified in the guide, are any buildings or other improvements on the *property* or on an *adjoining property* identified as having been used for an industrial use or uses likely to lead to contamination of the *property*? Yes No (N/A)

# ATTACHMENT (B)

LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY

# ZIMAS

Search Reports Resources News!

4646 W PROSPECT AVE — Font: A A A

**Address/Legal**

| | |
|---|---|
| Site Address | 4646 W PROSPECT AVE |
| Site Address | 1660 N VERMONT AVE |
| Site Address | 1666 N VERMONT AVE |
| Site Address | 1664 N VERMONT AVE |
| Site Address | 1662 N VERMONT AVE |
| Site Address | 4650 W PROSPECT AVE |
| ZIP Code | 90027 |
| PIN Number | 147B197 254 |
| Lot/Parcel Area (Calculated) | 9 690 6 (sq ft) |
| Thomas Brothers Grid | PAGE 594 - GRID A4 |
| Assessor Parcel No (APN) | 5542001022 |
| Tract | TR 3774 |
| Map Reference | M B 41-12 |
| Block | None |
| Lot | FR 1 |
| Arb (Lot Cut Reference) | None |
| Map Sheet | 147B197 |

Jurisdictional
Planning and Zoning
Assessor
Case Numbers
Citywide/Code Amendment Cases
Additional
Seismic Hazards
Economic Development Areas
Public Safety

Identify Parcel

**Address/Legal**

| | |
|---|---|
| Site Address | 4693 W HOLLYWOOD BLVD |
| Site Address | 1650 N VERMONT AVE |
| Site Address | 1646 N VERMONT AVE |
| Site Address | 1642 N VERMONT AVE |
| Site Address | 4697 W HOLLYWOOD BLVD |
| Site Address | 4695 W HOLLYWOOD BLVD |
| Site Address | 1644 N VERMONT AVE |
| ZIP Code | 90027 |
| PIN Number | 147B197 287 |
| Lot/Parcel Area (Calculated) | 11,565 4 (sq ft) |
| Thomas Brothers Grid | PAGE 594 - GRID A4 |
| Assessor Parcel No (APN) | 5542001022 |
| Tract | TR 3774 |
| Map Reference | M B 41-12 |
| Block | None |
| Lot | FR 2 |
| Arb (Lot Cut Reference) | None |
| Map Sheet | 147B197 |

Jurisdictional
Planning and Zoning
Assessor
Case Numbers




4691 N. Hollywood Blvd.
4689 "
4687 "
4685 "

9,690.6
11,565.4
+ 6,749.9
28,005.9 SF

## Parcel Details

- Property records are kept at the West District Office
- How frequently is this site updated?
  (and other FAQs)

### Property Information

| | |
|---|---|
| **Assessor's ID No:** | 5542-001-022 |
| **Address:** | 4693 HOLLYWOOD BLVD LOS ANGELES CA 90027 |
| **Property Type:** | Commercial / Industrial |
| **Region / Cluster:** | 25 / 25697 |
| **Tax Rate Area (TRA):** | 08827 |

- View Assessor Map
- View Index map

### Recent Sales Information

**Latest Sale Date:**
**Indicated Sale Price:**

Search for Recent Sales

### 2014 Roll Values

| | |
|---|---|
| **Recording Date:** | 08/08/2011 |
| **Land:** | $2,362,969 |
| **Improvements:** | $413,516 |
| **Personal Property:** | $0 |
| **Fixtures:** | $0 |
| **Homeowners' Exemption:** | $0 |
| **Real Estate Exemption:** | $0 |
| **Personal Property Exemption:** | $0 |
| **Fixture Exemptions:** | $0 |

- 2014 Annual tax
- Property tax payment FAQs
- Estimate supplemental taxes

### Property Boundary Description

TRACT NO 3774 EX OF ST LOTS 1 AND 2 AND ALL OF LOT 3

### Building Description

**Building Improvement 1**

| | |
|---|---|
| **Square Footage:** | 7,680 |
| **Year Build / Effective Year Built:** | 1965 / 1966 |
| **Bedrooms / Bathrooms** | 0 / 0 |
| **Units** | 0 |



5542 | 1

SCALE 1" = 80'

1995 VERMONT AVE.

12-30-64
7-7-65
10-8-65
680220
750210205
950213




CODE
8827

FOR PREV. ASSM'T. SEE: 662-34 & 44

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.

CITY LA DBS
DEPARTMENT OF BUILDING AND SAFETY

There are two ways to request a copy of the document image.
1) By fax using the request form. Click on the following link
http://www.ladbs.org/permits/permit_related_forms/Research_Request_form.pdf to download the request form.
2) In person. Bring the following summary to one of the following Record counters.

M = 15
P = 2

## COUNTER HOURS

MONDAY, TUESDAY, THURSDAY, FRIDAY: 7:30 AM to 4:30 PM
WEDNESDAY: 9:00 AM to 4:30 PM

| Metro | Van Nuys |
|---|---|
| 201, N. Figueroa St.<br>1st Floor, Room 110<br>Record Counter<br>Los Angeles,CA 90012 | 6262 Van Nuys Blvd<br>Record Counter<br>Van Nuys,CA 91401 |

Assessor Number: BOOK NUMBER: 5542 PAGE NUMBER: 001 PARCEL NUMBER: 022

| Document Type | Sub Type | Document Date | Document Number | Reel Batch Frame | |
|---|---|---|---|---|---|
| BUILDING PERMIT | BLDG-NEW | 11/13/1916 | 1916LA06702 Foundation. | HIST: P1053 002 1153 | X |
| BUILDING PERMIT | BLDG-NEW | 1/5/1917 | 1917LA00093 Store & APT | HIST: P1054 001 0185 | X |
| BUILDING PERMIT | BLDG-NEW | 5/4/1917 | 1917LA02703 Garage. | HIST: P1054 002 2548 | X |
| BUILDING PERMIT | BLDG-NEW | 3/31/1920 | 1920LA04934 | HIST: P1065 002 0901 | X |
| BUILDING PERMIT | BLDG-NEW | 9/11/1924 | 1924LA36795 Stores. | HIST: P1136 002 0493 | X |
| BUILDING PERMIT | BLDG-NEW | 8/13/1926 | 1926LA23404 Barber Shop. | HIST: P1163 002 1673 | X |
| BUILDING PERMIT | BLDG-NEW | 2/24/1927 | 1927LA05146 loading | HIST: P1169 002 0885 | X |
| BUILDING PERMIT | BLDG-NEW | 5/5/1927 | 1927LA12786 Cooking | HIST: P1172 001 2776 | X |
| BUILDING PERMIT | BLDG-ALTER/REPAIR | 5/10/1938 | 1938LA13709 Store. | HIST: P1287 002 1815 | X |
| BUILDING PERMIT | BLDG-ALTER/REPAIR | 5/20/1948 | 1948LA13124 | HIST: P1411 002 0332 | X |
| BUILDING PERMIT | BLDG-NEW | 2/7/1958 X | 1958LA92751 | HIST: P1671 002 2572 | X |
| BUILDING PERMIT | GRADING | 12/10/1964 X | 1964LA83004 | HIST: P1732 002 1584 | X |
| BUILDING PERMIT | BLDG-NEW | 12/10/1964 X | 1964LA83005 | HIST: P1732 002 1586 | X |
| BUILDING PERMIT | BLDG-NEW | 1/10/1970 X | 1970LA02039 | HIST: P1781 001 1235 | X |
| BUILDING PERMIT | BLDG-NEW | 11/10/1970 X | 1970LA19646 | HIST: P1788 002 1481 | X |
| ~~CERTIFICATE OF OCCUPANCY~~ | | ~~11/2/1965~~ | ~~1965LA00799~~ | ~~HIST: 0170 1 1868~~ | ~~X~~ |

| Document Type | Sub Type | Document Date | Document Number | Reel Batch Frame | |
|---|---|---|---|---|---|
| CERTIFICATE OF OCCUPANCY | | 11/2/1965 | 1964LA83005 | HIST: O170 1 1869 HIST: O170 1 1869 HIST: O397 HIST: O397 IDIS: O0664 00997 0000 IDIS: O0664 00997 0000 | X |
| CERTIFICATE OF OCCUPANCY | | 10/7/1965 | 1965LA94258 | HIST: O170 1 1870 HIST: O397 IDIS: O0664 00998 0000 | X |
| ~~CERTIFICATE OF OCCUPANCY~~ | | ~~10/7/1965~~ | ~~1965LA94258~~ | ~~HIST: O170 1 1870 HIST: O397 IDIS: O0664 00998 0000~~ | |

(Bldg. Dept. Form 2)

All applications must be filled out by applicant

WARD...

PLANS AND SPECIFICATIONS of [illegible] to be filed

# BOARD OF PUBLIC WORKS
# DEPARTMENT OF BUILDINGS

2

## Application for the Erection of Frame Building
### CLASS "D"

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

O. K. Chief Engineer By ... Deputy.

O. K. Chief Clerk By ... Deputy.

Lot No. 30 Block ...
(Description of Property)

TAKE TO ROOM No. 6 FIRST FLOOR
ASSESSOR PLEASE VERIFY

W Portion of Lick Tr

District No. 30 M. B. Page 5 F. B. Page 228

TAKE TO ROOM No. 405 SOUTH ANNEX
ENGINEER PLEASE VERIFY

No. 1642-46, N. Vermont Ave Street
(Location of Job)

(USE INK OR INDELIBLE PENCIL)

1. Purpose of Building. Foundation only. No. of Rooms ... No. of Families ...
2. Owner's name J. Warren Phone 60659
3. Owner's address 3303 Cochran Blvd
4. Architect's name H. M. Patterson Phone ...
5. Contractor's name Richards Mundahl Co. Phone ...
6. Contractor's address ...
7. ENTIRE COST OF PROPOSED BUILDING (Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, etc.) $ 3500.00
8. Any other buildings on the lot? The permit heretofore issued with the undersigned applicant ... described to the undersigned owner
9. Size of proposed building ... Height to highest point ... feet
10. Number of stories in height ... Character of ground ...
11. Material of foundation ... Size footings ... Size walls ... Depth below ground
12. Material of chimneys ... Number of inlets to flues ... Interior size of flues x
13. Give sizes of following materials: REDWOOD MUDSILLS x ... Girders x

EXTERIOR studs x INTERIOR BEARING studs x Interior Non Bearing studs

... x Ceiling joists x Roof rafters x ... FIRST FLOOR JOISTS x

Second floor joists x Third floor joists x Specify material of roof

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Building Ordinances will be complied with, whether herein specified or not.

(Sign here) ...
Must be authorized Agent

FOR DEPARTMENT USE ONLY

| PERMIT NO. | Plans and specifications checked and found to conform to Ordinances. State Laws, etc. (Use Ink) | Application checked and found O. K. (Use Rubber Stamp) |
|---|---|---|
| 6702 | ... Plan Examiner | NOV 13 1916 |

NOV 13 1916

11/13/1916
# 6702

Bldg. Dist. Form 8)

All applications must be filled out by applicant

PLANS AND SPECIFICATIONS and other data must also be filed

WARD X

BOARD OF PUBLIC WORKS
DEPARTMENT OF BUILDINGS

2

# Application for the Erection of Frame Building

## CLASS "D" (Brick Building)

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

TAKE TO ROOM No. 6 FIRST FLOOR ASSESSOR PLEASE VERIFY

Lot No. 17 113 and 1/2 of Lot 39 (Description of Property) Block Land Map Tract Plat Book 11 Page 52

District No. 27 M. B. Page 3 F. B. Page 225

TAKE TO ROOM No. 402 SOUTH ANNEX ENGINEER PLEASE VERIFY

No. 4693 to 4697 (Location of Job) Hollywood Blvd and 1642 to 1648 N. Vermont Ave Street

By ..... Deputy. K. City Engineer. By ..... Deputy. K. City Assessor.

(USE INK OR INDELIBLE PENCIL)

1. Purpose of Building Stores and apartments No. of Rooms 28 No. of Families 9
2. Owner's name J.G.Warren. Phone Main 1587
3. Owner's address 359 North Main Street. Phone Main 2575
4. Architect's name H.M.Patterson. Phone 52677 (Home)
5. Contractor's name H.J.Myers.
6. Contractor's address 761 South Burlington Ave.
7. ENTIRE COST OF PROPOSED BUILDING (Including Foundations, Gas Fitting, Sewers, Concrete, Tinning, Painting, Plastering, etc.) $31,000.00
8. Any other buildings on the lot? no How used?
9. Size of proposed building 90' x 122' Height to highest point 38' feet
10. Number of stories in height two Character of ground hard clay with gravel
11. Material of foundation concrete Size footings 28"x12 Size wall 16" Depth below ground 6'
12. Material of chimneys brick Number of inlets to flues 3 Interior size of flue 12" x 16"
13. Give sizes of following materials: REDWOOD MUDSILLS 4" x 6" Circles 12" x 16" EXTERIOR studs 2" x 4" INTERIOR BEARING studs 2" x 4" Interior Non-Bearing studs 2" x 4" 2"x 4" Ceiling joists 2" x 6" Roof rafters 2" x 6" FIRST FLOOR JOISTS 2 x 10 Second floor joists 2 x 10 Third floor joists x Specify material of roof composition
14. State number of Plumbing fixtures to be installed 66 Number of gas outlets 46
15. State if there is a sewer or cesspool to be constructed on this lot Sewer in Vermont Ave. (No cesspools allowed where there is a street sewer.)
16. Plumbing and gas fitting contractor's name (contract not let)

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Building Ordinances will be complied with, whether herein specified or not.

(Sign here) H.M.Patterson (Owner or authorized Agent.)

FOR DEPARTMENT USE ONLY

PERMIT NO. 93

Plans and specifications checked and found to conform to Ordinances, Sheets Letter ... (Use Rubber Stamp)

Application checked and found O.K. (Use Rubber Stamp)

JAN 5 19..

1/5/1917 # 00093

BLDG DEPT FORM 3

**All applications must be filled out by applicant**

PLANS AND SPECIFICATIONS and other data must also be filed

BOARD OF PUBLIC WORKS

DEPARTMENT OF BUILDINGS

# 2

# Application for the Erection of Frame Building

## CLASS "D"

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

TAKE TO ROOM No. 6 FIRST FLOOR ASSESSOR PLEASE VERIFY

Lot No. 3 Block ..... (Description of Property)

a sub-division of Lot 39 and
3 of the Lick Tract
1/2 and land E of Sl & PE, Ry R/W
in Blk 3-5—

District No. 20 M. B. Page 5 F. B. Page 228

O. K. City Engineer ..... By ..... Deputy.

TAKE TO ROOM No. 405 SOUTH ANNEX

ENGINEER PLEASE VERIFY

No. #2 11 Hill ... (Location of Job)

..... Street

O. K. City Engineer ..... By ..... Deputy.

(USE INK OR INDELIBLE PENCIL)

1. Purpose of Building Garage No. of Rooms 3 No. of Families .....
2. Owner's name J. G. Crasten Phone W. 1587
3. Owner's address 1359 North Main Street
4. Architect's name H. M. Patterson Phone W. 2595
5. Contractor's name H. J. Meyers Phone S.W. 0054
6. Contractor's address 671 Burlington
7. ENTIRE COST OF PROPOSED WORK (Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, etc.) $ 275.00
8. Any other buildings on the lot? No How used? .....
9. Size of proposed building 18' x 20' Height to highest point 10'-6" feet
10. Number of stories in height One Character of ground Sandy Clay
11. Material of foundation Concrete Size footings 12" x 24" Size wall ..... Depth below ground 6"
12. Material of chimneys No Chimney Number of inlets to flues ..... Interior size of flues ..... x .....
13. Give sizes of following materials: REDWOOD MUDSILLS 2 x 4 Girders ..... x .....

EXTERIOR studs 2 x 4 INTERIOR BEARING studs 2 x 4 Interior Non-Bearing studs .....

Ceiling joists ..... x ..... Roof rafters 2 x 4 FIRST FLOOR JOISTS 2 x 6

Second floor joists ..... x ..... Third floor joists ..... x ..... Specify material of roof .....

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

(Sign here) H. M. Patterson Agent
(Owner or Authorized Agent)

FOR DEPARTMENT USE ONLY

| PERMIT NO. | Plans and specifications checked and found to conform to Ordinances, State Laws, etc. (Use Ink) | Application checked and found O. K. (Use Rubber Stamp) |
|---|---|---|
| 2703 | Plan Examiner. | MAY 4 1917 Clerk. |

RECEIVED MAY 4 1917 $2.75

5/4/1917, #2703

All Applications must be filled out by Applicant

PLANS AND SPECIFICATIONS and other data must also be filed

BOARD OF PUBLIC WORKS

DEPARTMENT OF BUILDINGS

2

# Application for the Erection of Frame Building

## CLASS "D"

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

**First:** That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

**Second:** That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

**Third:** That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

TAKE TO ROOM No. 6 FIRST FLOOR CITY CLERK PLEASE VERIFY

Lot No. 39 Block Lis's Tract
(Description of Property)

District No. 30 M. B. Page 5 F. B. Page 230

O. K. City Clerk By ..... Deputy.

TAKE TO ROOM No. 405 SOUTH ANNEX ENGINEER PLEASE VERIFY

No. 4689
(Location of Job)

Hollywood Blvd Street

(USE INK OR INDELIBLE PENCIL)

O. K. City Engineer By ..... Deputy.

1. Purpose of Building Real Estate Office No. of Rooms 1 No. of Families .....
2. Owner's name Thomas F. Branagh Phone .....
3. Owner's address 1825 Morgan Rd
4. Architect's name ..... Phone .....
5. Contractor's name McNichols Phone 57662
6. Contractor's address 6823 De Longpre Ave
7. ENTIRE COST OF PROPOSED WORK (Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, etc.) $ 275.00
8. Any other building on the lot? No How used? .....
9. Size of the proposed building 12 x 12 Height to highest point 11 feet
10. Number of stories in height 1 Character of ground Lot
11. Material of foundation X Size footings X Size wall X Depth below ground
12. Material of chimneys X Number of inlets to flues X Interior size of flues X x
13. Give sizes of following materials: REDWOOD MUDSILLS 2 x 6 Girders 4 x 4 EXTERIOR studs 2 x 3 INTERIOR BEARING studs 2 x 3 Interior Non-Bearing studs x Ceiling joists 2 x 3 Roof rafters 2 x 4 FIRST FLOOR JOISTS 2 x 6 Second floor joists x Specify material of roof Composition

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

OVER

(Sign here) McNichols
(Owner or Authorized Agent)

FOR DEPARTMENT USE ONLY

| PERMIT NO | Plans and specifications checked and found to conform to Ordinances, State Laws, etc. | Application checked and found O. K. | |
|---|---|---|---|
| 4934 | Plan Examiner. | MAR 31 1920 Clerk. | MAR 31 1920 |

3/31/1920
# 4934

# All Applications must be filled out by Applicant

Bldg. Form 1

PLANS AND SPECIFICATIONS and other data must also be filed

BOARD OF PUBLIC WORKS

DEPARTMENT OF BUILDINGS

1

## Application for the Erection of Buildings

CLASS "A"—"B"—"C"

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

TAKE TO REAR OF NORTH ANNEX 1st FLOOR
CITY CLERK PLEASE VERIFY

Lot No. 23 - Tr 5774 Block
(Description of Property)

City and County of Los Angeles

District No. 32 M. B. Page 7 F. B. Page

TAKE TO ROOM No. 405 SOUTH ANNEX
ENGINEER PLEASE VERIFY

No. 4049 Hollywood Blvd. Street
(Location of Job)

Los Angeles, Calif.

O.K. City Clerk

O.K. City Engineer

(USE INK OR INDELIBLE PENCIL)

1. Purpose of Building Stores No. of Rooms 3 No. of Families x
2. Owner's name M.M. Ingman & W. O. Howard Phone 590-953
3. Owner's address Same
4. Architect's name C. H. Kroth Phone Ver. 2184
5. Contractor's name Paul T. Moorhead Phone Dr. 7757
6. Contractor's address 801 Willy-Fletcher Bldg., 3rd & Western Ave.,
7. TOTAL VALUATION OF BUILDING (Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, all Labor, etc.) $ 5675.00
8. Any other buildings on lot at present? Shed How used? Empty
9. Size of proposed building 50' x 50' Size of lot 50' [illegible] x feet
10. Number of stories in height One Height to highest point 19'
11. Material of foundation Concrete Character of soil Clay ; fill
12. Size of footings 22in thgs Depth below surface of ground 12 inches
13. Number of chimneys none Material of chimneys X
14. Number of inlets to each flue [illegible] Interior size of such flues x
15. Material of exterior walls Brick
16. Material of interior construction Wood and Plaster
17. Material of floors Concrete
18. Material of roof Composition Tar and Gravel
19. Are there any other buildings within 30 feet of the proposed structure? No

I have carefully examined and read the above application and know the same is true and correct, and hereby certify and agree that if a permit is issued that all of the provisions of the Building Ordinances will be complied with whether herein specified or not. I also certify that the plans and specifications herewith filed conform to all of the provisions of the Building Ordinances and State Laws.

OVER

(Sign here) [signature] Authorized Agent

FOR DEPARTMENT USE ONLY

| PERMIT NO | Lots and Specifications checked and found to conform to Ordinances, State Laws, etc. | Application examined and found O. K. | Issue here when permit is issued |
|---|---|---|---|
| 36795 | Plan Examiner | Clerk | 11 24 |

9/11/24
# 36795

All Applications Must be Filled Out by Applicant

PLANS AND SPECIFICATIONS and other data must also be filed

Bldg. Form 1

BUILDING DIVISION

# 1 DEPARTMENT OF BUILDING AND SAFETY

## Application for the Erection of Buildings

## CLASS "[redacted]"—"C"

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession to the property described in such permit.

TAKE TO ROOM No. 6 REAR OF NORTH ANNEX 1st Floor CITY CLERK PLEASE VERIFY

Lot No. 1 Block ..... (Description of Property)

..... 1 1/2 37½

.....

.....

District No. ..... M. B. Page ..... F. B. Page .....

TAKE TO FIRST FLOOR 242 SO. BROADWAY ENGINEER PLEASE VERIFY

No. 246 Pleasant Ave. Street (Location of Job)

Cor. Pleasant Ave. & Fourth St.

C. K. City Clerk By ..... Deputy

C. K. City Engineer By ..... Deputy

USE INK OR INDELIBLE PENCIL

1. Purpose of Building Barber Shop No. of Rooms 1 No. of Families .....
2. Owner's name J.G. Warren Phone Van Dyke 1471
3. Owner's address 214 E. Third .....
4. Architect's name H. M. Patterson & R. L. Warren Phone Main 2595
5. Contractor's name Austin Co. Phone Rx 5051
6. Contractor's address 777 E. Washington Street .....
7. TOTAL VALUATION OF BUILDING (Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, all Labor, etc.) $1600.00
8. Any other building or permit for a building on lot at present? yes How used? Retail mer-
9. Size of proposed building 19'9" x 20'3" chandising Size of lot 70' x 150' feet
10. Number of stories in height one Height to highest point 16'
11. Material of foundation concrete Character of soil solid gravel and clay
12. Material of exterior walls brick .....
13. Material of interior construction studded partitions .....
14. Material of floors cement .....
15. Material of roof composition .....

I have carefully examined and read the above application and know the same is true and correct, and hereby certify and agree, if a permit is issued, that all of the provisions of the Building Ordinances will be complied with, whether herein specified or not; also certify that plans and specifications herewith filed conform to all of the provisions of the Building Ordinances and State Laws.

OVER

(Sign here) ..... (Applicant or Authorized Agent)

FOR DEPARTMENT USE ONLY

| PERMIT NO. | Plans and Specifications checked and found to conform to O. K. ordinances, State Laws, etc. | Application checked and found O. K. | Stamp here when permit is issued |
|---|---|---|---|
| 23404 | Plan Examiner | Clerk | AUG 13 1926 |

PLANS

8/13/26
#23404

All Applications Must Be Filled Out by Applicant

Bldg. Form 2

BUILDING DIVISION

# 2 DEPARTMENT OF BUILDING AND SAFETY

## Application for the Erection of Frame Buildings

### CLASS "D"

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are to be a part of the permit, and which shall be deemed conditions thereof upon the exercise of the permit:

First: That the permit does not grant any rights or privileges to erect any building or other structure thereon described or any portion thereof upon any street, alley or other public place, or to encroach upon or occupy the same, or any part thereof.

Second: That the permit does not grant any rights or privileges to erect any building or other structure thereon described or any portion thereof upon any property other than that owned by the applicant, or to authorize the doing of any work on property not in the possession of the applicant, without the written consent of the owner or tenant in possession of such property.

Third: That the granting of the permit does not affect or prejudice any claim of title or right of possession to the property described in such permit.

O. K. City Clerk

CITY CLERK PLEASE VERIFY

Lot No. # 3 Block Tract No. 3774 (Description of Property)

50 ft front x 150 ft.

District No. ..... M. B. Page ..... F. B. Page .....

No. 4685 Hollywood Blvd. Street (Location of Job)

ENGINEER PLEASE VERIFY

near Vermont Ave

O. K. City Engineer

MUST BE WRITTEN IN PENCIL

1. Purpose of Building loading platform No. of Rooms 1 No. of Families .....
2. Owner's name Jafe & Jaffe Phone .....
3. Owner's address 110 W. 11th St. Westmore 8257
4. Architect's name ..... Phone .....
5. Contractor's name Jas. Brattstrom Phone .....
6. Contractor's address 1419 Orchard Ave Beacon 655 K
7. VALUATION OF PROPOSED WORK (Including Plumbing, Gas Fitting, Sewers, Elevators, Painting, Finishing, and Labor, etc.) $ 400.00
8. Is there any existing building or permit for a building on lot? None How used? ..... Frame store
9. Size of proposed building 35 x 15 Height to highest point 12 ft. Feet
10. Number of Stories in height 1 Character of ground level
11. Material of foundation 4 x 4 Size of footings ..... Size of wall ..... Depth below ground .....
12. Material of chimneys none Number of inlets to flue ..... Exterior size of flues .....
13. Material of exterior walls corrugated iron DWJ
14. Give sizes of following materials: REDWOOD MUDSILLS 4 x 4 Girders .....
EXTERIOR studs 2 x 4 INTERIOR BEARING studs ..... x ..... Interior Non-Bearing studs ..... x .....
Ceiling joists 2 x 5 Roof rafters 2 x 6 FIRST FLOOR JOISTS .....
Second floor joists none Specify material of roof corrugated iron
15. Will all provisions of State Housing Act be complied with? Yes

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with whether herein specified or not.

(Sign Here) Jas. Brattstrom

FOR DEPARTMENT USE ONLY

| | | | |
|---|---|---|---|
| 5146 | Plan Checked | | FEB 25 1927 |

#5146

2/24/27

All Applications Must be Filled Out by Applicant

Bldg. Form 2

BUILDING DIVISION

# DEPARTMENT OF BUILDING AND SAFETY

# 2 Application for the Erection of Frame Buildings

## CLASS "D"

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

**First:** That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

**Second:** That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

**Third:** That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

O. K. City Clerk By ____ Deputy

Lot No. ____ Block ____ (Description of Property)

CITY CLERK PLEASE VERIFY

District No. ____ M. B. Page ____ F. B. Page ____

O. K. City Engineer By ____ Deputy

No. 4685 Hollywood Blvd Street (Location of Job)

ENGINEER PLEASE VERIFY

on back of lot bet Vermont & Rodney

USE INK OR INDELIBLE PENCIL

1. Purpose of Building Cooking & Wash Desks No. of Rooms 1 No. of Families 0
2. Owner's name Ben Jaffe Phone OL 1177
3. Owner's address 110 W. 11 St
4. Architect's name ____ Phone ____
5. Contractor's name Jack Butfelder Phone ____
6. Contractor's address 4685 Hollywood Blvd
7. VALUATION OF PROPOSED WORK (Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, all Labor, etc.) $ 850.00
8. Is there any existing building or permit for a building on lot? yes How used? Rear of lot
9. Size of proposed building 8 x 15 Height to highest point 12 ft feet
10. Number of Stories in height One Character of ground gravel
11. Material of foundation 4x4 Size of footings ____ Size of wall ____ Depth below ground 1 in
12. Material of chimneys Mal Iron Number of inlets to flue One Interior size of flues ____ x ____
13. Material of exterior walls Mal Iron
14. Give sizes of following materials: REDWOOD SILLS 2 x 6 Girders 4 x 4
    EXTERIOR studs 2 x 4 INTERIOR BEARING studs 2 x 4 Interior Non-Bearing studs 2 x 4 Ceiling joists 2 x 4 Roof rafters 2 x 4 FIRST FLOOR JOISTS 2 x 6
    Second floor joists ____ x ____ Specify material of roof Shingle
15. Will all provisions of State Housing Act be complied with? Yes

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with whether herein specified or not.

(Sign Here) Ben Jaffe

DEPARTMENT USE ONLY

MAY 1927

5/5/1927
#12786

Bldg. Form 3

USE INK OR INDELIBLE PENCIL

# 3

CITY OF LOS ANGELES

DEPARTMENT OF BUILDING AND SAFETY

BUILDING DIVISION

## Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

| REMOVED FROM | REMOVED TO |
|---|---|
| Lot..... | Lot..... |
| ..... | ..... |
| Tract..... | Tract..... |

Present location of building: 1660-16[illegible] North Vermont (House Number and Street)

New location of building: ..... (House Number and Street)

Between what cross streets: .....

Approved by City Engineer.

..... Deputy.

1. Purpose of PRESENT building..... Families..... Rooms.....
   Store, Residence, Apartment House, or any other purpose.
2. Use of building AFTER alteration or moving..... Families..... Rooms.....
3. Owner (Print Name) J. G. Warren Co. Phone.....
4. Owner's address 820 Roosevelt Bldg.
5. Certificated Architect..... State License No..... Phone.....
6. Licensed Engineer..... State License No..... Phone.....
7. Contractor Walnut Park Awning Co. State License No. 5834 Phone LA 4451
8. Contractor's address 2758 California St. Bldg. Park
9. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon.) 48 00 [redacted]
10. State how many buildings NOW on lot and give use of each. ..... Residence, Hotel, Apartment House, or any other purpose.
11. Size of existing building.....x.....Number of stories high.....Height to highest point.....
12. Class of building D Material of existing walls..... Exterior framework..... Wood or Steel

Describe briefly and fully all proposed construction and work:

2 awnings
10-8 x 22-0x1-0
10-8 x 22-6 x 2-4x6-4#7-0 arm

OK subject to Fire Dept. requirements as taken out as So Vermont

Fill in Application on other Side and Sign Statement (OVER)

### FOR DEPARTMENT USE ONLY

| | | | |
|---|---|---|---|
| PERMIT NO. 37014 | Plans and Specifications checked | Zone | Fire District No. |
| | Corrections verified | Bldg. Line Ft. | Street Widening Ft. |
| PLANS | Plans, Specifications and Applications rechecked and approved | Application checked and approved [illegible] Checked | |
| Bond | For Plans Fee / Filed with | Required Valuation Included / Specified Yes—No | Inspector [illegible] |

Fee 1 00

Stamp here when Permit is issued

5/10/1938

# 13709

3

# APPLICATION TO ALTER, REPAIR OR DEMOLISH AND FOR A Certificate of Occupancy

CITY OF LOS ANGELES
DEPARTMENT
OF
BUILDING AND SAFETY
BUILDING DIVISION

Lot No —

Tract

Location of Building 1610 N VERMONT
(Give Number and Street)

Between the cross streets Hollywood Blvd + PROSPECT AVE

INK INK OR INDELIBLE PENCIL

1. Present use of building Meat + Grocery Market (Specify whether Dwelling, Apartment, Hotel or other purpose) Families — Rooms —
2. State how long building has been used for present occupancy 2 yrs
3. Use of building AFTER alteration or moving Same Families — Rooms —
4. Owner James F Warren (Full Name) Phone 71 6408
5. Owner's Address 2140 N Lafayette Park PO
6. Certificated Architect NONE License No. State Phone
7. Licensed Engineer " License No. State Phone
8. Contractor " License No. Phone
9. Contractor's Address

10. VALUATION OF PROPOSED WORK (Including all labor and materials and all permanent fixed equipment such as elevators, heating, ventilating, plumbing, fire sprinklers, electrical wiring and fixtures required by the Code)

11. State how many buildings NOW on lot and give use of each (Store, Dwelling, Apartment, Hotel, Garage, etc.) 1 Store
12. Size of existing building 70 x 50 Number of stories high 1 Height to highest point 16'
13. Material Exterior Walls Brick (Brick, Steel or Metal) Exterior framework W30D (Wood, Steel)
14. Describe briefly all proposed construction and work Build Messenger Hop for Storage of Empty Boxes 8 ft x 22'-8" High Build 6'-0" Partition & Door to Match Existing

## NEW CONSTRUCTION

15. Size of Addition x Size of Lot x Number of Stories Above Ground
16. Footing Width Depth in Ground Width of Wall Size of Floor Joists
17. Size of Studs x Material of Floor Size of Rafters Type of Roofing

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Signature of Owner or Authorized Agent James F Warren
By Tom Moore

CONTRACT SIGNED

FOR DEPARTMENT USE ONLY

PLAN CHECKING

Drawing No. 3145

REINFORCED CONCRETE
Bbls Cement
Tons of Reinforcing Steel

FEES

Total

PERMIT No 13124

PLANS

Lot Size

Zone C-2

Fire District 2

Map No

Checked

Approved

Comments

Inspector

5/20/1948

#13124

1

# APPLICATION TO CONSTRUCT NEW BUILDING
## AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

| | | | | |
|---|---|---|---|---|
| 1. LEGAL LOT: See Back | BLK. | TRACT: 14911 | | DIST. MAP: 147-192 |
| JOB ADDRESS: 1660 N. Vermont | | | APPROVED: DB | ZONE: C-2-3 |
| 2. BETWEEN CROSS STREETS: Hollywood Blvd. AND Barnsdall Ave | | | | FIRE DIST.: II 60/100 |
| 3. PURPOSE OF BUILDING: Flower Stand | | | | INSIDE |
| 4. OWNER: David Klin | | PHONE: WE 19429 | | COR. LOT: X |
| 5. OWNER'S ADDRESS: 842 N. Curson Blvd. | | P.O. | ZONE | REV. COR. |
| 6. CERT. ARCH. | | STATE LICENSE | PHONE | LOT SIZE: 68x200.0 cut corn |
| 7. LIC. ENGR. | | STATE LICENSE | PHONE | REAR ALLEY |
| 8. CONTRACTOR | | STATE LICENSE | PHONE | SIDE ALLEY |
| 9. CONTRACTOR'S ADDRESS | | P.O. | ZONE | APPROVALS |

| 10. SIZE OF NEW BLDG. | STORIES | HEIGHT | NO. OF EXISTING BUILDINGS ON LOT AND USE | BLDG. AREA |
|---|---|---|---|---|
| 15x20 | 1 | 9' | none | 200 sq ft |

11. MATERIAL EXT. WALLS: [X] WOOD [ ] STUCCO [ ] METAL [ ] BRICK [ ] CONC. BLOCK [ ] CONCRETE — ROOF CONST. [X] WOOD [ ] CONC. — [ ] STEEL [X] OTHER — ROOFING — SPRINKLERS REQ'D. SPECIFIED

1 1660 N. Vermont — DISTRICT OFFICE: L.A.

VALIDATION: LA92751

CASHIER'S USE ONLY

FEB--7-58 08742 C — 2 CS 1.00

FEB--7-58 08743 C -- 1 CS 2.50

| TYPE | GROUP | MAX. OCC. |
|---|---|---|
| V | 6-1 | |

C. OF O. ISSUED

INSPECTOR

| P.C. | S.P.C. | B.P. | I.F. | O.S. | C/O |
|---|---|---|---|---|---|
| $1.00 | | 2.50 | | | |

12. VALUATION: ... INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING $ 300.00

DWELL. UNITS

VALUATION APPROVED

PARKING SPACES

APPLICATION CHECKED Ingram

GUEST ROOMS

PLANS CHECKED

FILE WITH

CORRECTIONS VERIFIED

CONT. INSP.

PLANS APPROVED

Grading

APPLICATION APPROVED

ZA 13033
ZA 12128

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

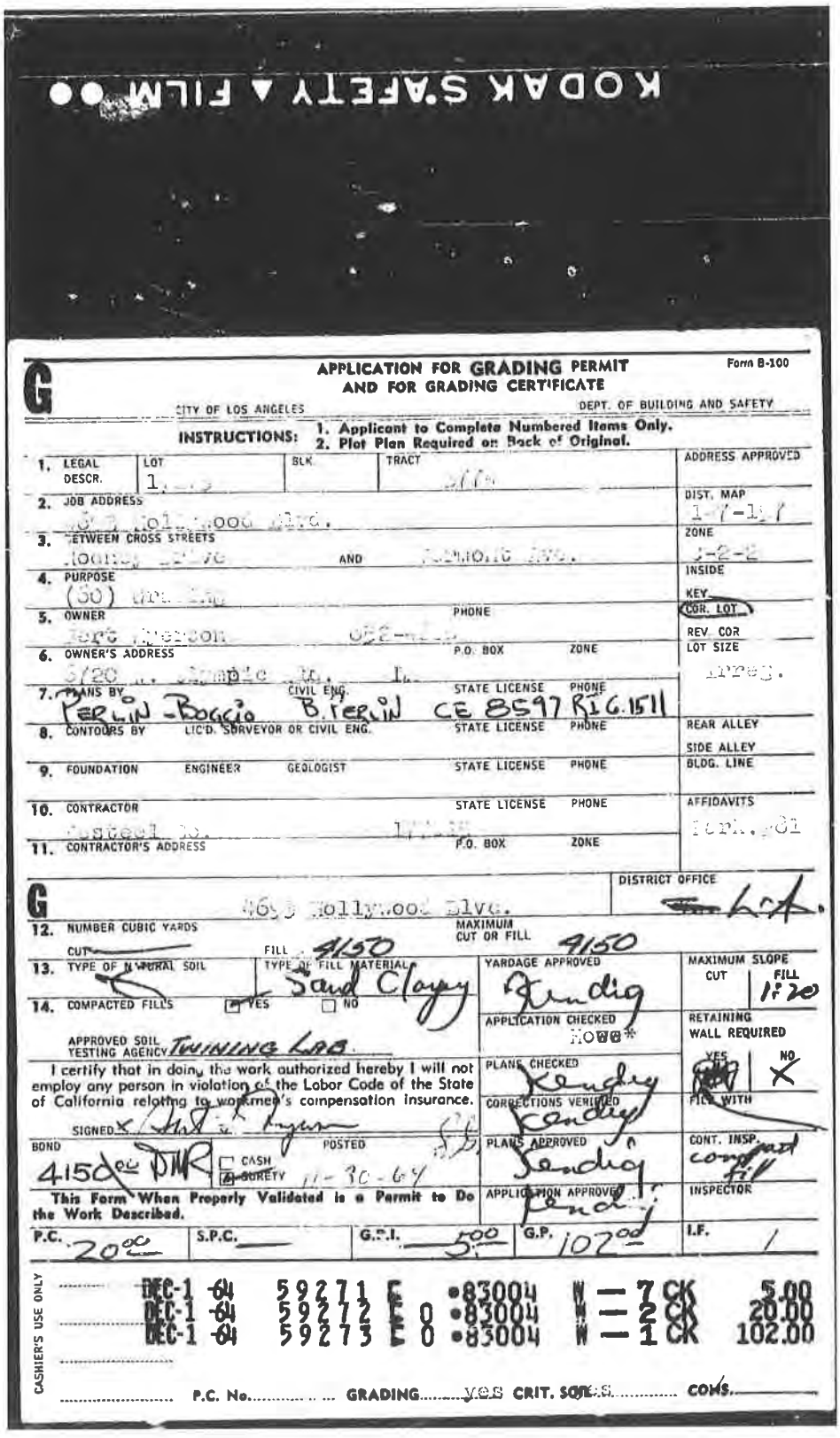
SIGNED

This Form When Properly Validated is a Permit to Do the Work Described.

Form B-1

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only.
2. Plot Plan Required on Back of Original.

2/7/1958
#92751



KODAK SAFETY ▲ FILM

**G** APPLICATION FOR **GRADING** PERMIT AND FOR GRADING CERTIFICATE — Form B-100

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

**INSTRUCTIONS:** 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

| | | | | |
|---|---|---|---|---|
| 1. LEGAL DESCR. | LOT 1, -2 | BLK | TRACT [illegible] | ADDRESS APPROVED |
| 2. JOB ADDRESS | [illegible] Hollywood Blvd. | | | DIST. MAP 1-F-1, 1 |
| 3. BETWEEN CROSS STREETS | [illegible] | AND | [illegible] Blvd. | ZONE [illegible] |
| 4. PURPOSE | (50) [illegible] | | | INSIDE / KEY / COR. LOT / REV. COR |
| 5. OWNER | [illegible] | PHONE | [illegible] | |
| 6. OWNER'S ADDRESS | [illegible] | P.O. BOX | ZONE | LOT SIZE [illegible] |
| 7. PLANS BY | CIVIL ENG. | STATE LICENSE | PHONE | |
| Perlin-Boggio | B. Perlin | CE 8597 | RI 6-1511 | |
| 8. CONTOURS BY | LIC'D. SURVEYOR OR CIVIL ENG. | STATE LICENSE | PHONE | REAR ALLEY / SIDE ALLEY |
| 9. FOUNDATION | ENGINEER / GEOLOGIST | STATE LICENSE | PHONE | BLDG. LINE |
| 10. CONTRACTOR | | STATE LICENSE | PHONE | AFFIDAVITS [illegible] |
| [illegible] Steel Co. | [illegible] | | | |
| 11. CONTRACTOR'S ADDRESS | | P.O. BOX | ZONE | |

**G** [illegible] Hollywood Blvd. — DISTRICT OFFICE L.A.

| | | | |
|---|---|---|---|
| 12. NUMBER CUBIC YARDS CUT — | FILL 4150 | MAXIMUM CUT OR FILL 4150 | |
| 13. TYPE OF NATURAL SOIL | TYPE OF FILL MATERIAL Sand Clayey | YARDAGE APPROVED Kendig | MAXIMUM SLOPE CUT / FILL 1:20 |
| 14. COMPACTED FILLS ☑ YES ☐ NO | | APPLICATION CHECKED NOW ✱ | RETAINING WALL REQUIRED YES / NO X |
| APPROVED SOIL TESTING AGENCY Twining Lab. | | PLANS CHECKED Kendig | FILE WITH |
| I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance. SIGNED [illegible] | | CORRECTIONS VERIFIED Kendig | |
| BOND 4150.00 DMR ☐ CASH ☑ SURETY | POSTED 11-30-64 | PLANS APPROVED Kendig | CONT. INSP. compact fill |
| This Form When Properly Validated is a Permit to Do the Work Described. | | APPLICATION APPROVED Kendig | INSPECTOR |

| P.C. | S.P.C. | G.P.I. | G.P. | I.F. |
|---|---|---|---|---|
| 20.00 | — | 5.00 | 102.00 | 1 |

CASHIER'S USE ONLY

| | | | | | | |
|---|---|---|---|---|---|---|
| DEC-1 -64 | 59271 | E | •83004 | W | 7 CK | 5.00 |
| DEC-1 -64 | 59272 | E 0 | •83004 | W | 2 CK | 20.00 |
| DEC-1 -64 | 59273 | E 0 | •83004 | W | 1 CK | 102.00 |

P.C. No. ..... GRADING ..... yes CRIT. SOILS ..... COMS. .....

12/10/1964
#83004

1

# APPLICATION FOR INSPECTION OF NEW BUILDING AND FOR CERTIFICATE OF OCCUPANCY

BAS B-1—Rev. 3-64

CITY OF LOS ANGELES — DEPT OF BUILDING AND SAFETY

**INSTRUCTIONS:** 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

CENSUS TRACT

1. LEGAL DESCR. LOT: 1, 2 & 3 BLK. TRACT: 3774
2. PURPOSE OF BUILDING: 23 Carwash
3. JOB ADDRESS: ~~Rodney Dr~~ 4693 Hollywood Blvd.
4. BETWEEN CROSS STREETS: Rodney Dr AND Vermont Ave
5. OWNER'S NAME: Bert Myerson PHONE: 652 4666
6. OWNER'S ADDRESS: 6720 W. Olympic Blvd. P. O. BOX ZONE: Los Angeles
7. ARCHITECT OR DESIGNER STATE LICENSE NO. PHONE
8. ENGINEER STATE LICENSE NO. PHONE
9. CONTRACTOR: B. Perlin — Besteel Co — STATE LICENSE NO. C-8597 B1 61511 — PHONE 47615 Cu 34103
10. SIZE OF NEW BLDG. 10x82 STORIES 1 HEIGHT 10' NO. OF EXISTING BUILDINGS ON LOT AND USE: None
11. MATERIAL OF CONSTRUCTION: EXT. WALLS Steel ROOF Steel FLOOR Concrete
12. JOB ADDRESS: 4693 Hollywood Blvd.
13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. ~~$7,000~~ 4,500 — ~~2 of 2~~ $23,000

DIST MAP 147-197
ZONE C-2-2
FIRE DIST II
INSIDE COR OUT
KEY REV COR
LOT SIZE Irreg.
SEE OVER
REAR ALLEY XXL
SIDE ALLEY
BLDG LINE
AFFIDAVITS
Park 981
DISTRICT OFFICE
GRADING L A
CRIT SOIL yes
HIGHWAY DED YES
FLOOD
CONS
ZONED BY
FILE WITH
INSPECTOR

1

PURPOSE OF BUILDING: Car Wash — VALUATION APPROVED
TYPE II — GROUP G-1 — STORIES 1 — PLANS CHECKED
BLDG. AREA 8000 sq ft — MAX. OCC — TOTAL 80 — PLANS APPROVED
DWELL UNITS X — GUEST ROOMS X — SPACES PARKING REQ'D 16 PROVIDED NO — APPLICATION APPROVED
SPRINKLERS REQ'D SPECIFIED No — CONT. INSP.
P.C. No. T 252

| P.C. | S.P.C. | G.P.I. | B.P. | I.F. | O.S. | C/O | TYPIST |
|---|---|---|---|---|---|---|---|
| 15518 | 29.25 | 5.00 | 134.50 | | | | YP |

Sep-23-64 47320 W — 2CK 58.18

CASHIER'S USE ONLY

| | | | | |
|---|---|---|---|---|
| DEC 1 -64 | 59274 | •83005 | W — 7 CK | 5.00 |
| DEC 1 -64 | 59275 | •83005 | W — 1 CK | 134.50 |
| DEC 1 -64 | 59276 | •83005 | W — 2 CK | 29.25 |

## STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91 0202 L.A.M.C.)

Signed R Davidson For Besteel Co. (Owner or Agent)

| | | Name | Date |
|---|---|---|---|
| Bureau of Engineering | ADDRESS APPROVED | | |
| | SEWERS AVAILABLE | RB Gillett | 12/15/64 |
| | DRIVEWAY APPROVED | | |
| | HIGHWAY DEDICATION REQUIRED | 3rd Variance 6-64 | |
| | COMPLETED | Dir Consent 11-30-64 | |
| | FLOOD CLEARANCE APPROVED | | |
| Conservation | APPROVED FOR ISSUE FILE # | | 11-19-64 |
| Plumbing | PRIVATE SEWAGE DISPOSAL SYSTEM APPROVED | | |
| Planning | APPROVED UNDER CASE # | | |
| Fire | APROVED (TITLE 19) (L A M C - S700) | | |
| Traffic | APPROVED FOR | | |

12/10/1964

83005

Address of Building: 4693 Hollywood Boulevard

CITY OF LOS ANGELES

# Certificate of Occupancy

**NOTES: Any change of use or occupancy must be approved by the Department of Building and Safety.**

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses, Ch. 9 Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued: 10-7-65 Permit No. and Year LA94258/65

1 story, type IV, 4' x 4' shelter and
1- 8' x 12' rotating sign and 1- 5' x 12'
double-face illuminated sign.

Owner: Hollymont Car Wash

Owner's Address: 4693 Hollywood Blvd
Los Angeles, California

Form B-9595b—2M Sht. Sets—12-64 (C-10)

By T. LUCAS elh

# 94258
10/7/65

Address of Building 4693 Hollywood Boulevard

CITY OF LOS ANGELES

# CERTIFICATE OF OCCUPANCY

**NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.**

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses, Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 11-2-65 Permit No. and Year LA83005/64 LA88799/65

1 story, type IV, 10' x 82' car wash.
G-1 occupancy

Owner Bert Myerson

Owner's Address 6720 W Olympic Blvd
Los Angeles, California

By T. LUCAS elh

Form B-9505b—2M Sht. Sets—8-65 (C-10)

#83005

11/2/65

APPLICATION FOR INSPECTION OF SIGNS — BAS 0-5—Rev. 10-68

DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

| | | | | |
|---|---|---|---|---|
| 1. LEGAL DESCR. LOT 12 | BLK. | TRACT 3774 | | CENSUS TRACT 1853 |
| 2. TYPE OF SIGN OR NEW WORK Pole Sign - Rotating | | | | DIST. MAP 147-193 |
| 3. JOB ADDRESS 1660 NO Vermont Ave | | | | ZONE C2-2 |
| 4. BETWEEN CROSS STREETS | AND | | | FIRE DIST. ONE |
| 5. OWNER'S NAME Standard Oil Co. | | PHONE MI 1-2711 | | LOT (TYPE) COR TRI |
| 6. OWNER'S ADDRESS | | P.O. BOX | ZIP | LOT SIZE IRREG |
| 7. ARCHITECT OR ENGINEER | | STATE LICENSE NO. | PHONE | |
| 8. CONTRACTOR | | STATE LICENSE NO. | PHONE | ALLEY R 15' |
| 9. LENDER | BRANCH | ADDRESS | | BLDG. LINE |
| 10. SIZE OF SIGN | HEIGHT ABOVE GRADE FT | ROOF FT | TOTAL DISPLAY AREA 32 | AFFIDAVITS COMP FILED GRND 15'0"PSE |
| 11. ILLUMINATION TO BE USED: SINGLE FACE ☐ DOUBLE FACE ☒ NONE ☐ DIRECT ☐ INDIRECT ☒ FLASHING ☐ OTHER Rotating | | | | |
| 12. MATERIAL OF CONSTRUCTION | SUPPORTING FRAME | FRAME OF SURFACE | SURFACE OF SIGN | |
| S 13. JOB ADDRESS 1660 N Vermont | | | | DISTRICT OFFICE L.A. |
| 14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED SIGN. $ 2000.00 | | | | GRADING YES |
| 15. SIZE OF EXISTING BUILDING | TYPE | STORIES | EXT. WALLS / ROOF CONST. | HIGHWAY DED. YES |
| 16. TYPE OF SIGN OR NEW WORK Pole - Rotating | | | | CONS. — |

| | | | |
|---|---|---|---|
| FREEWAY CLEARANCE: NOT REQUIRED ☒ / REQUIRED ☐ | INSPECTION ACTIVITY: COMB. ☐ GEN. ☒ MAS. S ☐ CONS ☐ | | ZONED BY C2 |
| FREEWAY CLEARANCE: FLASHING LIGHTS Yes ☐ No ☐; MOVING PARTS Yes ☐ No ☐; ANIMATIONS Yes ☐ No ☐; OTHER | FREEWAY CHECKED | | FILED WITH |
| | PLANS CHECKED | | FREEWAY CLEARED |
| SIGN REQUIRES: TRAFFIC APPROVAL ☐ BOARD APPROVAL ☐ | PLANS APPROVED | | DATE 1-15-70 |
| P.C. No. CONT. INSP. | APPLICATION APPROVED | | INSPECTOR I |

| P.C. | S.P.C. | G.P.I. | B.P. | I.F. | D.S. | C/O | TYPIST |
|---|---|---|---|---|---|---|---|
| 4 58 | | | 704 | | | | |

PLAN CHECK EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

CASHIER'S USE ONLY

JAN-15-70 B2522 E : 2039 2—6 CK 4.58
JAN-15-70 B2523 E : 2039 2—1 CK 7.84

## STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize a permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein or the condition of the property or soil upon which such work is performed." See Sec. 91.62.2 A.M.C.

Signed [signature] (Owner or Agent) Name [signature] Date 1/15/70

| | | |
|---|---|---|
| Structural Engineering | ADDRESS APPROVED | |
| | HIGHWAY DEDICATION REQUIRED | |
| | COVERAGE | |
| Municipal Arts Commission | APPROVED FOR ISSUE | |
| Board of Building and Safety Commissioners | APPROVED FOR ISSUE CASE # | |
| Fire | APPROVED FOR ISSUE | |
| Zoning | APPROVED UNDER CASE # | |
| Excavation | APPROVED FOR ISSUE FILE # | |

1/10/1970

A2039

# APPLICATION FOR INSPECTION OF SIGNS

BAS B-5—Rev. 10-69

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

**INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.**

1. LEGAL DESCR: LOT 1 & 2 | BLK. | TRACT 3774 | CENSUS TRACT 1913
2. TYPE OF SIGN OR NEW WORK: (19 Painted Bulletin – Pole Sign | DIST. MAP 147-197 | ZONE C-2-2
3. JOB ADDRESS: [redacted] Hollywood Blvd. | FIRE DIST. C V C
4. BETWEEN CROSS STREETS: Vermont AND [illegible] | LOT (TYPE) C [illegible]
5. OWNER'S NAME: Pacific Outdoor Advertising Co. | PHONE 222-7171 | LOT SIZE 1 2 [illegible]
6. OWNER'S ADDRESS: 1[illegible] Narva Street | Los Angeles | P.O. BOX | ZIP 90031
7. ARCHITECT OR ENGINEER: C. A. Van Dam | C. E. 14955 | STATE LICENSE NO. | PHONE 222-7171
8. CONTRACTOR: Owner | STATE LICENSE NO. | PHONE | M.P. 151 R
9. LENDER: None | BRANCH | ADDRESS | BLDG. LINE
10. SIZE OF SIGN: 15 x [illegible]8 | HEIGHT ABOVE GRADE 41' FT. ROOF FT. | TOTAL SIGN AREA [illegible]0 sq. ft. | AFFIDAVITS
11. ILLUMINATION TO BE USED: SINGLE FACE [X] DOUBLE FACE [ ] NONE [ ] DIRECT [X] INDIRECT [ ] FLASHING [ ] OTHER
12. MATERIAL OF CONSTRUCTION: SUPPORTING FRAME Metal | FRAME OF SURFACE Metal | SURFACE OF SIGN Incomb.
13. JOB ADDRESS: [illegible] [redacted] Hollywood Blvd. | DISTRICT OFFICE L A
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED SIGN: $ 6400.00 | LOADING [illegible]
15. SIZE OF EXISTING BUILDING: None | TYPE | STORIES | FT. WALLS | BUS. CONST. | ONEWAY DED. [illegible]
16. TYPE OF SIGN OR NEW WORK: Painted Bulletin – Pole Sign | CONS. [illegible]

FREEWAY CLEARANCE: NOT REQUIRED [X] REQUIRED [ ]
INSPECTION ACTIVITY: COMB. [ ] GEN. [ ] MAJS [ ] CONS [ ]
FREEWAY HEIGHT
ZONED BY [illegible]
FILED WITH

FREEWAY CLEARANCE
FLASHING LIGHTS Yes [ ] No [ ]
MOVING PARTS Yes [ ] No [ ]
ANIMATIONS Yes [ ] No [ ]
OTHER
SIGN REQUIRES: TRAFFIC APPROVAL [ ] BOARD APPROVAL [ ]

PLAN CHECKED
PLANS APPROVED
APPLICATION APPROVED
FREEWAY CLEARED
DATE 11-9-70
INSPECTOR I

| P.C. No. | CONT. INSP. | | | | | | |
|---|---|---|---|---|---|---|---|
| 1-46-4 | Lic FAB, [redacted] | | | | | | |
| P.C. | S.P.C. | G.P.I. | B.P. | I.F. | O.S. | C/O | TYPIST |
| 25-2 | | | 38 32 | ✓ | | | |

PLAN CHECK FEE IS PAID EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER CONSTRUCTION IS NOT COMMENCED.

CASHIER'S USE ONLY

| | | | | |
|---|---|---|---|---|
| NOV--9-70 | 60223 5 | • | • V — 6 Cr. | 25.00 |
| NOV-24-70 | 63177 5 | •19646 | V — 1 Cr. | 38.50 |

## STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby, I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property thereon upon which such work is performed. (See Sec. 91.0202 L.A.M.C.)

Signed [illegible] (Owner or Agent) | Name [illegible] | Date 11/9/70

| | | | |
|---|---|---|---|
| Bureau of Engineering | ADDRESS APPROVED | | |
| | HIGHWAY DEDICATION REQUIRED | | |
| | COMPLETED | | |
| Municipal Arts Commissioners | APPROVED FOR ISSUE | | |
| Board of Building and Safety Commissioners | APPROVED FOR ISSUE FILE # | | |
| Traffic | APPROVED FOR ISSUE | | |
| Planning | APPROVED UNDER CASE # | | |
| Conservation | APPROVED FOR ISSUE FILE # | | |

11/10/1970
#19646

# ATTACHMENT (C)

## LOS ANGELES CITY FIRE DEPARTMENT HAZARDOUS MATERIALS DIVISION

No Records Found

4381

# Los Angeles City Fire Department

**Telephone** (213) 978-3691 **Fax** (213) 978-3615
200 N. Main St., 17th FL, Los Angeles CA 90012

## Request for Information
## Hazardous Materials Records

*** COMPLETE ONE FORM FOR EACH ADDRESS**

Request Date: 11/24/14

Requestor's Name: Yisak Kim Fax #: (714) 542-2520

Company/Agency: WEECO Ph. #: (714) 542-2644

Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

☒ Active Facilities Only

Check all that apply: ☐ Inventory Summary ☐ Review File (appt. required)

Business Name: N/A

Storage Address: 1660 N. Vermont Ave. Unit/Ste. #: N/A

City: Los Angeles State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

**FOR OFFICE USE ONLY**

☑ **NO INFORMATION ON FILE**
☐ **HARD FILE DESTROYED**

☐ **INFORMATION AVAILABLE**

Facility I.D. No.:
Request No. :
Processed Date: 11/25/14
APPT. TO REVIEW FILE:
Processor Signature: Sharon Dooley Digitally signed by Sharon Dooley DN: cn=Sharon Dooley, o, ou, email=sharon.dooley@lacity.org, c=US Date: 2014.11.25 07:26:15 -08'00'

Fee Schedule:
Inventory Summary $11.00

Request Review File Copies:
Initial Fee $ 1.10
# of pgs. _____ x $0.10 = $

**TOTAL:** $

4381

# Los Angeles City Fire Department

Telephone (213) 978-3691 Fax (213) 978-3615
200 N. Main St., 17th FL, Los Angeles CA 90012

## Request for Information
## Hazardous Materials Records

* COMPLETE ONE FORM FOR EACH ADDRESS

Request Date: 11/24/14

Requestor's Name: Yisak Kim Fax #: (714) 542-2520

Company/Agency: WEECO Ph. #: (714) 542-2644

Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

☒ Active Facilities Only

Check all that apply: ☐ Inventory Summary ☐ Review File (appt. required)

Business Name: N/A

Storage Address: 1666 N. Vermont Ave. Unit/Ste. #: N/A

City: Los Angeles State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

## FOR OFFICE USE ONLY

☑ NO INFORMATION ON FILE
☐ HARD FILE DESTROYED

☐ INFORMATION AVAILABLE

Facility I.D. No.: _____
Request No. : _____
Processed Date: 11/25/14
APPT. TO REVIEW FILE: _____

Processor Signature: Sharon Dooley

Fee Schedule:
Inventory Summary $11.00

Request Review File Copies:
Initial Fee $ 1.10
# of pgs. _____ x $0.10 = $ _____

TOTAL: $

4381

# Los Angeles City Fire Department

**Telephone** (213) 978-3691 **Fax** (213) 978-3615
200 N. Main St., 17th FL, Los Angeles CA 90012

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## Hazardous Materials Records

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Request Date: 11/24/14

Requestor's Name: Yisak Kim Fax #: (714) 542-2520

Company/Agency: WEECO Ph. #: (714) 542-2644

Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

☒ Active Facilities Only

Check all that apply: ☐ Inventory Summary ☐ Review File (appt. required)

Business Name: N/A

Storage Address: 1664 N. Vermont Ave. Unit/Ste. #: N/A

City: Los Angeles State: CA Zip: 90027

Reason for Request: Phase I ESA Report

**FOR OFFICE USE ONLY**

☑ **NO INFORMATION ON FILE**
☐ **HARD FILE DESTROYED**

☐ **INFORMATION AVAILABLE**

Facility I.D. No.:
Request No. :
Processed Date: 11/25/14
APPT. TO REVIEW FILE:

Processor Signature: Sharon Dooley

Fee Schedule:
Inventory Summary $11.00

Request Review File Copies:
Initial Fee $ 1.10
# of pgs. _____ x $0.10 = $ _____

**TOTAL:** $

4381

# Los Angeles City Fire Department

**Telephone** (213) 978-3691 **Fax** (213) 978-3615
200 N. Main St., 17th FL, Los Angeles CA 90012

## Request for Information
## Hazardous Materials Records

*** COMPLETE ONE FORM FOR EACH ADDRESS**

Request Date: 11/24/14

Requestor's Name: Yisak Kim Fax #: (714) 542-2520

Company/Agency: WEECO Ph. #: (714) 542-2644

Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

☒ Active Facilities Only

Check all that apply: ☐ Inventory Summary ☐ Review File (appt. required)

Business Name: N/A

Storage Address: 1662 N. Vermont Ave. Unit/Ste. #: N/A

City: Los Angeles State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

**FOR OFFICE USE ONLY**

☑ **NO INFORMATION ON FILE**
☐ **HARD FILE DESTROYED**

☐ **INFORMATION AVAILABLE**

Facility I.D. No.:
Request No. :
Processed Date: 11/25/14
APPT. TO REVIEW FILE:

Processor Signature: Sharon Dooley

Fee Schedule:
Inventory Summary $11.00

Request Review File Copies:
Initial Fee $ 1.10
# of pgs. _____ x $0.10 = $

TOTAL: $

4381

# Los Angeles City Fire Department

**Telephone** (213) 978-3691 **Fax** (213) 978-3615
200 N Main St., 17th FL, Los Angeles CA 90012

## Request for Information
## Hazardous Materials Records

*** COMPLETE ONE FORM FOR EACH ADDRESS**

Request Date: 11/24/14

Requestor's Name: Yisak Kim Fax #: (714) 542-2520

Company/Agency: WEECO Ph #: (714) 542-2644

Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

☒ Active Facilities Only

Check all that apply: ☐ Inventory Summary ☐ Review File (appt. required)

Business Name: N/A

Storage Address: 1650 N. Vermont Ave. Unit/Ste. #: N/A

City: Los Angeles State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

## FOR OFFICE USE ONLY

☑ **NO INFORMATION ON FILE**
☐ HARD FILE DESTROYED

☐ **INFORMATION AVAILABLE**

Facility I.D. No.: _____
Request No. : _____
Processed Date: 11/25/14
APPT. TO REVIEW FILE: _____
Processor Signature: Sharon Dooley

Fee Schedule:
Inventory Summary $11.00

Request Review File Copies:
Initial Fee $ 1.10
# of pgs. _____ x $0.10 = $ _____

**TOTAL:** $

4381

# Los Angeles City Fire Department

**Telephone** (213) 978-3691 **Fax** (213) 978-3615
200 N. Main St., 17th FL, Los Angeles CA 90012

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## Hazardous Materials Records

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Request Date: 11/24/14

Requestor's Name: Yisak Kim Fax #: (714) 542-2520

Company/Agency: WEECO Ph. #: (714) 542-2644

Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

☒ Active Facilities Only

Check all that apply: ☐ Inventory Summary ☐ Review File (appt. required)

Business Name: N/A

Storage Address: 1646 N. Vermont Ave. Unit/Ste. #: N/A

City: Los Angeles State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

## FOR OFFICE USE ONLY

☑ NO INFORMATION ON FILE
☐ HARD FILE DESTROYED

☐ INFORMATION AVAILABLE

Facility I.D. No.: _____
Request No. : _____
Processed Date: 11/25/14
APPT. TO REVIEW FILE: _____
Processor Signature: Sharon Dooley

Fee Schedule:
Inventory Summary $11.00

Request Review File Copies:
Initial Fee $ 1.10
# of pgs. _____ x $0.10 = $ _____

TOTAL: $

4381

# Los Angeles City Fire Department

**Telephone** (213) 978-3691 **Fax** (213) 978-3615
200 N. Main St., 17th FL, Los Angeles CA 90012

## Request for Information
## Hazardous Materials Records

*** COMPLETE ONE FORM FOR EACH ADDRESS**

Request Date: 11/24/14

Requestor's Name: Yisak Kim Fax #: (714) 542-2520

Company/Agency: WEECO Ph. #: (714) 542-2644

Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

☒ Active Facilities Only

Check all that apply: ☐ Inventory Summary ☐ Review File (appt. required)

Business Name: N/A

Storage Address: 1642 N. Vermont Ave. Unit/Ste. #: N/A

City: Los Angeles State: CA Zip: 90027

Reason for Request: Phase I ESA Report

**FOR OFFICE USE ONLY**

☑ **NO INFORMATION ON FILE**
☐ **HARD FILE DESTROYED**

☐ **INFORMATION AVAILABLE**

Facility I.D. No.: _____
Request No.: _____
Processed Date: 11/25/14
APPT. TO REVIEW FILE: _____
Processor Signature: Sharon Dooley

Fee Schedule:
Inventory Summary $11.00

Request Review File Copies:
Initial Fee $ 1.10
# of pgs. _____ x $0.10 = $ _____

**TOTAL:** $

4381

# Los Angeles City Fire Department

**Telephone** (213) 978-3691 **Fax** (213) 978-3615
200 N. Main St., 17th FL, Los Angeles CA 90012

## Request for Information
## Hazardous Materials Records

*** COMPLETE ONE FORM FOR EACH ADDRESS**

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Company/Agency: WEECO Ph. #: (714) 542-2644

Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

☒ Active Facilities Only

Check all that apply: ☐ Inventory Summary ☐ Review File (appt. required)

Business Name: N/A

Storage Address: 1644 N. Vermont Ave. Unit/Ste. #: N/A

City: Los Angeles State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

**FOR OFFICE USE ONLY**

☑ **NO INFORMATION ON FILE**
☐ **HARD FILE DESTROYED**

☐ **INFORMATION AVAILABLE**

Facility I.D. No.:
Request No. :
Processed Date: 11/25/14
APPT. TO REVIEW FILE:
Processor Signature: Sharon Dooley

Fee Schedule:
Inventory Summary $11.00

Request Review File Copies:
Initial Fee $ 1.10
# of pgs. _____ x $0.10 = $

**TOTAL:** $

4381

# Los Angeles City Fire Department

**Telephone** (213) 978-3691 **Fax** (213) 978-3615
200 N. Main St., 17th FL, Los Angeles CA 90012

## Request for Information
## Hazardous Materials Records

* COMPLETE ONE FORM FOR EACH ADDRESS

Request Date: 11/24/14

Requestor's Name: Yisak Kim Fax #: ( 714 ) 542 - 2520

Company/Agency: WEECO Ph. #: ( 714 ) 542 - 2644

Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

☒ Active Facilities Only

Check all that apply: ☐ Inventory Summary ☐ Review File (appt. required)

Business Name: N/A

Storage Address: 4693 W. Hollywood Blvd. Unit/Ste. #: N/A

City: Long Beach State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

## FOR OFFICE USE ONLY

☑ **NO INFORMATION ON FILE**
☐ **HARD FILE DESTROYED**

☐ **INFORMATION AVAILABLE**

Facility I.D. No.: _____
Request No. : _____
Processed Date: 11/25/14
APPT. TO REVIEW FILE: _____

Processor Signature: Sharon Dooley

Fee Schedule:
Inventory Summary $11.00

Request Review File Copies:
Initial Fee $ 1.10
# of pgs. _____ x $0.10 = $ _____

**TOTAL:** $

4381

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Telephone (213) 978-3691 Fax (213) 978-3615
200 N. Main St., 17th FL, Los Angeles CA 90012

## Request for Information
## Hazardous Materials Records

* COMPLETE ONE FORM FOR EACH ADDRESS

Request Date: 11/24/14

Requestor's Name: Yisak Kim Fax #: (714) 542-2520

Company/Agency: WEECO Ph. #: (714) 542-2644

Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

☒ Active Facilities Only

Check all that apply: ☐ Inventory Summary ☐ Review File (appt. required)

Business Name: N/A

Storage Address: 4697 W. Hollywood Blvd Unit/Ste. #: N/A

City: Long Beach State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

## FOR OFFICE USE ONLY

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Storage Address: 4695 W. Hollywood Blvd Unit/Ste. #: N/A

City: Long Beach State: CA Zip: 90027

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Information is requested for

☒ Active Facilities Only

Check all that apply: ☐ Inventory Summary ☐ Review File (appt. required)

Business Name: N/A

Storage Address: 4691 W. Hollywood Blvd Unit/Ste. #: N/A

City: Long Beach State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

## FOR OFFICE USE ONLY

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200 N. Main St , 17th FL, Los Angeles CA 90012

## Request for Information
## Hazardous Materials Records

* COMPLETE ONE FORM FOR EACH ADDRESS

Request Date: 11/24/14

Requestor's Name: Yisak Kim Fax #: ( 714 ) 542 - 2520

Company/Agency: WEECO Ph. #: (714 ) 542 - 2644

Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

☒ Active Facilities Only

Check all that apply: ☐ Inventory Summary ☐ Review File (appt. required)

Business Name: N/A

Storage Address: 4689 W. Hollywood Blvd Unit/Ste. #: N/A

City: Long Beach State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

## FOR OFFICE USE ONLY

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Requestor's Name: Yisak Kim Fax #: ( 714 ) 542 - 2520

Company/Agency: WEECO Ph. #: ( 714 ) 542 - 2644

Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

☒ Active Facilities Only

Check all that apply: ☐ Inventory Summary ☐ Review File (appt. required)

Business Name: N/A

Storage Address: 4687 W. Hollywood Blvd Unit/Ste. #: N/A

City: Long Beach State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

## FOR OFFICE USE ONLY

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Facility I.D. No.: _____
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200 N. Main St., 17th FL, Los Angeles CA 90012

## Request for Information
## Hazardous Materials Records

* COMPLETE ONE FORM FOR EACH ADDRESS

Request Date: 11/24/14

Requestor's Name: Yisak Kim Fax #: (714) 542-2520

Company/Agency: WEECO Ph. #: (714) 542-2644

Address: 1815 E. Wilshire Ave. Unit/Ste. #: 905

City: Santa Ana State: CA Zip: 92705

Information is requested for

☒ Active Facilities Only

Check all that apply: ☐ Inventory Summary ☐ Review File (appt. required)

Business Name: N/A

Storage Address: 4685 W. Hollywood Blvd Unit/Ste. #: N/A

City: Long Beach State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

## FOR OFFICE USE ONLY

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City: Santa Ana State: CA Zip: 92705

Information is requested for

☒ Active Facilities Only

Check all that apply: ☐ Inventory Summary ☐ Review File (appt. required)

Business Name: N/A

Storage Address: 4646 W. Prospect Ave. Unit/Ste. #: N/A

City: Los Angeles State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

## FOR OFFICE USE ONLY

☑ **NO INFORMATION ON FILE**
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Company/Agency: WEECO Ph. #: (714) 542-2644

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City: Santa Ana State: CA Zip: 92705

Information is requested for

☒ Active Facilities Only

Check all that apply: ☐ Inventory Summary ☐ Review File (appt. required)

Business Name: N/A

Storage Address: 4650 W. Prospect Ave. Unit/Ste. #: N/A

City: Los Angeles State: CA Zip: 90027

Reason for Request: Phase I ESA Report.

## FOR OFFICE USE ONLY

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Processed Date: 11/25/14
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Initial Fee $ 1.10
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TOTAL: $

# ATTACHMENT (D)

LOS ANGELES CITY FIRE DEPARTMENT UNDERGROUND TANK UNIT

# LOS ANGELES FIRE DEPARTMENT
## UNDERGROUND TANKS REQUEST FOR FIRE PREVENTION RECORDS

ADDRESS: 200 NORTH MAIN ST., 17TH FLR. RM. 1700
NEW OFFICE# - 213-978-3700 NEW FAX# - 213-978-3707

**PLEASE GIVE US 7 TO 10 BUSINESS DAYS TO HONOR YOUR REQUEST.**

**ONE ADDRESS ONLY - PER SHEET**

↓ COMPLETE THIS BOX. ONE FOR EACH PROPERTY CONCERNED ↓

PHONE NO: (714) 542 - 2644 FAX #/EMAIL: (714) 542 - 2644 / Kim_yisak@weeco.net

NAME OF REQUESTER (PLEASE PRINT): Yisak Kim

REPRESENTING (COMPANY NAME): WEECO

SIGNATURE: [signature] DATE: 11 / 24 / 14

DRIVER LIC NO: F5087123 EXP 9/29/2017

ADDRESS FOR WHICH RECORDS ARE REQUESTED: 1644 N. Vermont Ave
Los Angeles, CA 90027

REASON FOR REQUEST: Phase I ESA Report

**NO COPY SERVICES ALLOWED**

BILLING & ACCOUNTS RECEIVABLE
16TH FL, Rm 1620, 200 N. MAIN (REV CODE #3887)

NO FILE FOUND

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☐ REQUEST COPIES

NUMBER OF PAGES: _____

X .10 ¢

= _____

+ $11.00

TOTAL FEE AMOUNT: _____

# LOS ANGELES FIRE DEPARTMENT
## UNDERGROUND TANKS REQUEST FOR FIRE PREVENTION RECORDS

ADDRESS: 200 NORTH MAIN ST., 17TH FLR. RM. 1700
NEW OFFICE# - 213-978-3700 NEW FAX# - 213-978-3707

PLEASE GIVE US 7 TO 10 BUSINESS DAYS TO HONOR YOUR REQUEST.

ONE ADDRESS ONLY - PER SHEET

↓ COMPLETE THIS BOX. ONE FOR EACH PROPERTY CONCERNED ↓

PHONE NO: ( 714 ) 542 - 2644 FAX #/EMAIL: ( 714 ) 542 - 2644 / kim.yisak@weeco.net

NAME OF REQUESTER (PLEASE PRINT): Yisak Kim

REPRESENTING (COMPANY NAME): WEECO

SIGNATURE: [signature] DATE: 11 / 24 / 14

DRIVER LIC NO: F5087123 EXP: 9/29/2017

ADDRESS FOR WHICH RECORDS ARE REQUESTED: 1660 N. Vermont Ave
Los Angeles, CA 90027

REASON FOR REQUEST: Phase I ESA Report

**NO COPY SERVICES ALLOWED**

BILLING & ACCOUNTS RECEIVABLE
16TH FL, Rm 1620, 200 N. MAIN (REV CODE #3887)

NO FILE FOUND

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NUMBER OF PAGES: _____

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= _____

* $11.00

TOTAL FEE AMOUNT: _____

4381

# LOS ANGELES FIRE DEPARTMENT
# UNDERGROUND TANKS REQUEST FOR FIRE PREVENTION RECORDS

**ADDRESS: 200 NORTH MAIN ST., 17TH FLR. RM. 1700**

**NEW OFFICE# - 213-978-3700 NEW FAX# - 213-978-3707**

**PLEASE GIVE US 7 TO 10 BUSINESS DAYS TO HONOR YOUR REQUEST.**

**ONE ADDRESS ONLY - PER SHEET**

**↓ COMPLETE THIS BOX. ONE FOR EACH PROPERTY CONCERNED ↓**

PHONE NO: ( 714 ) 542 - 2644 FAX #/EMAIL: ( 714 ) 542 - 2644 / kim.yisak@weeco.net

NAME OF REQUESTER (PLEASE PRINT): Yisak Kim

REPRESENTING (COMPANY NAME): WEECO

SIGNATURE: [signature] DATE: 11 / 24 / 14

DRIVER LIC NO: F5087123 EXP: 9/29/2017

ADDRESS FOR WHICH RECORDS ARE REQUESTED: 4650 W Prospect Ave.
Los Angeles, CA 90027

REASON FOR REQUEST: Phase I ESA Report

**NO COPY SERVICES ALLOWED**

BILLING & ACCOUNTS RECEIVABLE
16TH FL, Rm. 1620, 200 N. MAIN (REV CODE #3887)

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NUMBER OF PAGES: _____

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+ $11.00

TOTAL FEE AMOUNT: _____

NO FILE FOUND

4381

# LOS ANGELES FIRE DEPARTMENT
# UNDERGROUND TANKS REQUEST FOR FIRE PREVENTION RECORDS

**ADDRESS: 200 NORTH MAIN ST., 17TH FLR.RM.1700**

**NEW OFFICE# - 213-978-3700 NEW FAX# - 213-978-3707**

**PLEASE GIVE US 7 TO 10 BUSINESS DAYS TO HONOR YOUR REQUEST.**

**ONE ADDRESS ONLY - PER SHEET**

**↓ COMPLETE THIS BOX. ONE FOR EACH PROPERTY CONCERNED ↓**

PHONE NO: (714) 542-2644 FAX #/EMAIL: (714) 542-2644 / kim.yisak@weeco.net

NAME OF REQUESTER (PLEASE PRINT): Yisak Kim

REPRESENTING (COMPANY NAME): WEECO

SIGNATURE: [signature] DATE: 11/24/14

DRIVER LIC NO: F5087123 EXP: 9/29/2017

ADDRESS FOR WHICH RECORDS ARE REQUESTED: 4646 W. Prospect Ave.
Los Angeles, CA 90027

REASON FOR REQUEST: Phase I ESA Report

**NO COPY SERVICES ALLOWED**

BILLING & ACCOUNTS RECEIVABLE
16TH FL, Rm. 1620, 200 N. MAIN (REV CODE #3887)

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PHONE NO: ( 714 ) 542 - 2644 FAX #/EMAIL: ( 714 ) 542 - 2644 / kim.yisak@weeco.net

NAME OF REQUESTER (PLEASE PRINT): Yisak Kim

REPRESENTING (COMPANY NAME): WEECO

SIGNATURE: [signature] DATE: 11 / 24 / 14

DRIVER LIC NO: F5087123 EXP 9/29/2017

ADDRESS FOR WHICH RECORDS ARE REQUESTED: 4695 W. Hollywood Blvd
Los Angeles, CA 90027

REASON FOR REQUEST: Phase I ESA Report

**NO COPY SERVICES ALLOWED**

BILLING & ACCOUNTS RECEIVABLE
16TH FL. Rm 1620 200 N MAIN (REV CODE #3887)

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☐ REQUEST COPIES

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X 10 ¢

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+ $11.00

TOTAL FEE AMOUNT:

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## UNDERGROUND TANKS REQUEST FOR FIRE PREVENTION RECORDS

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NEW OFFICE# - 213-978-3700 NEW FAX# - 213-978-3707

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PHONE NO: (714) 542-2644 FAX #/EMAIL: (714) 542-2644 / kim.yisak@weeco.net

NAME OF REQUESTER (PLEASE PRINT): Yisak Kim

REPRESENTING (COMPANY NAME): WEECO

SIGNATURE: [signature] DATE: 11/24/14

DRIVER LIC NO: F5087123 EXP: 9/29/2017

ADDRESS FOR WHICH RECORDS ARE REQUESTED: 4657 W. Hollywood Blvd
Los Angeles, CA 90027

REASON FOR REQUEST: Phase I ESA Report

**NO COPY SERVICES ALLOWED**

BILLING & ACCOUNTS RECEIVABLE
16TH FL, Rm 1620, 200 N. MAIN (REV CODE #3887)

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= _____

+ $11.00

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NO FILE FOUND

# LOS ANGELES FIRE DEPARTMENT
## UNDERGROUND TANKS REQUEST FOR FIRE PREVENTION RECORDS

ADDRESS: 200 NORTH MAIN ST., 17TH FLR. RM. 1700

NEW OFFICE# - 213-978-3700 NEW FAX# - 213-978-3707

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PHONE NO: ( 714 ) 542 - 2644 FAX #/EMAIL: ( 714 ) 542-2644 / kim.yisak @ weeco.net

NAME OF REQUESTER (PLEASE PRINT): Yisak Kim

REPRESENTING (COMPANY NAME): WEECO

SIGNATURE: Kim Yisak DATE: 11 / 24 / 14

DRIVER LIC NO: E5087123 EXP: 9/29/2017

ADDRESS FOR WHICH RECORDS ARE REQUESTED: 4689 W. Hollywood Blvd

Los Angeles, CA 90027

REASON FOR REQUEST: Phase I ESA Report

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16TH FL. Rm 1620, 200 N MAIN (REV CODE #3887)

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☐ REQUEST COPIES

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= _____

+ $11 (X)

TOTAL FEE AMOUNT: _____

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NEW OFFICE# - 213-978-3700 NEW FAX# - 213-978-3707

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PHONE NO: ( 714 ) 542 - 2644 FAX #/EMAIL: ( 714 ) 542 - 2644 / Kim yisak @ weeco.net

NAME OF REQUESTER (PLEASE PRINT): Yisak Kim.

REPRESENTING (COMPANY NAME): WEECO

SIGNATURE: [signature] DATE: 11 / 24 / 14

DRIVER LIC NO: F5087123 EXP: 9/29/2017

ADDRESS FOR WHICH RECORDS ARE REQUESTED: 4691 W. Hollywood Blvd.
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PHONE NO: ( 714 ) 542 - 2644 FAX #/EMAIL: ( 714 ) 542 - 2644 / kim.yisak@weeco.net

NAME OF REQUESTER (PLEASE PRINT): Yisak Kim

REPRESENTING (COMPANY NAME): WEECO

SIGNATURE: [signature] DATE: 11 / 24 / 14

DRIVER LIC NO: E5087123 EXP 9/29/2017

ADDRESS FOR WHICH RECORDS ARE REQUESTED: 4685 W. Hollywood Blvd.
Los Angeles, CA 90027

REASON FOR REQUEST: Phase I ESA Report

**NO COPY SERVICES ALLOWED**

BILLING & ACCOUNTS RECEIVABLE
16TH FL, Rm. 1620, 200 N MAIN (REV CODE #3887)

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PHONE NO: ( 714 ) 542 - 2644 FAX #/EMAIL: ( 714 ) 542-2644 / kim.yisak@weeco.net

NAME OF REQUESTER (PLEASE PRINT): Yisak Kim

REPRESENTING (COMPANY NAME): WEECO

SIGNATURE: [signature] DATE: 11 / 24 / 14

DRIVER LIC NO: F5087123 EXP. 9/29/2017

ADDRESS FOR WHICH RECORDS ARE REQUESTED: 4697 W. Hollywood Blvd

Los Angeles, CA 90027

REASON FOR REQUEST: Phase I ESA Report

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REPRESENTING (COMPANY NAME): WEECO

SIGNATURE: [signature] DATE: 11 / 24 / 14

DRIVER LIC NO: F5087123 EXP: 9/29/2017

ADDRESS FOR WHICH RECORDS ARE REQUESTED: 4693 W. Hollywood Blvd

Los Angeles, CA 90027

REASON FOR REQUEST: Phase I ESA Report

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# LOS ANGELES FIRE DEPARTMENT
## UNDERGROUND TANKS REQUEST FOR FIRE PREVENTION RECORDS

ADDRESS: 200 NORTH MAIN ST., 17TH FLR. RM. 1700

NEW OFFICE# - 213-978-3700 NEW FAX# - 213-978-3707

**PLEASE GIVE US 7 TO 10 BUSINESS DAYS TO HONOR YOUR REQUEST.**

**ONE ADDRESS ONLY - PER SHEET**

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PHONE NO: ( 714 ) 542 - 2644 FAX #/EMAIL: ( 714 ) 542-2644 / kim.yisak@weeco.net

NAME OF REQUESTER (PLEASE PRINT): Yisak Kim

REPRESENTING (COMPANY NAME): WEECO

SIGNATURE: [signature] DATE: 11 / 24 / 14

DRIVER LIC NO: F5087123 EXP 9/29/2017

ADDRESS FOR WHICH RECORDS ARE REQUESTED: 1664 N Vermont Ave
Los Angeles, CA 90027

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PHONE NO: ( 714 ) 542 - 2644 FAX #/EMAIL: ( 714 ) 542 - 2644 / kim.yisak@weeco.net

NAME OF REQUESTER (PLEASE PRINT): Yisak Kim

REPRESENTING (COMPANY NAME): WEECO

SIGNATURE: [signature] DATE: 11 / 24 / 14

DRIVER LIC NO: F5087123 EXP: 9/29/2017

ADDRESS FOR WHICH RECORDS ARE REQUESTED: 1642 N. Verment Ave
Los Angeles, CA 90027

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PHONE NO: (714) 542 - 2644 FAX #/EMAIL: (714) 542 - 2644 / kim yisak @ weeco.net

NAME OF REQUESTER (PLEASE PRINT): Yisak Kim

REPRESENTING (COMPANY NAME): WEECO

SIGNATURE: [signature] DATE: 11/24/14

DRIVER LIC NO: E5087123 EXP: 9/29/2017

ADDRESS FOR WHICH RECORDS ARE REQUESTED: 1646 N. Vermont Ave
Los Angeles, CA 90027

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PHONE NO: (714) 542-2644 FAX #/EMAIL: (714) 542-2644 / kim.yisak@weeco.net

NAME OF REQUESTER (PLEASE PRINT): Yisak Kim

REPRESENTING (COMPANY NAME): WEECO

SIGNATURE: [signature] DATE: 11/24/14

DRIVER LIC NO: F5087123 EXP 9/29/2017

ADDRESS FOR WHICH RECORDS ARE REQUESTED: 1650 N. Vermont Ave
Los Angeles, CA 90027

REASON FOR REQUEST: Phase I ESA Report

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PHONE NO: (714) 542-2644 FAX #/EMAIL: (714) 542-2644 / kim.yisak@weeco.net

NAME OF REQUESTER (PLEASE PRINT): Yisak Kim

REPRESENTING (COMPANY NAME): WEECO

SIGNATURE: [signature] DATE: 11/24/14

DRIVER LIC NO: F5087123 EXP: 9/29/2017

ADDRESS FOR WHICH RECORDS ARE REQUESTED: 1662 N. Vermont Ave
Los Angeles, CA 90027

REASON FOR REQUEST: Phase I ESA Report

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TOTAL FEE AMOUNT: _____

Records are Currently Pending.

# ATTACHMENT (E)

## FEDERAL, STATE, & REGIONAL RECORDS

## INTRODUCTION

BBL has used its best effort but makes no claims as to the completeness or accuracy of the referenced government sources or the completeness of the search Our records are frequently updated but only as current as their publishing date and may not represent the entire field of known or potential hazardous waste or contaminated sites To ensure complete coverage of the subject property and surrounding area, sites may be included in the list if there is any doubt as to the location because of discrepancies in map location, zip code, address or other information in our sources For additional information call 858 793-0641

In accordance with ASTM E-1527-05, the following government sources have been searched for sites at the street address, within the distances of the subject location as listed below

## FEDERAL SOURCES

**NPL** **National Priority List**

EPA has prioritized sites with significant risk to human health and the environment. These sites receive remedial funding under the Comprehensive Environmental Response Conservation and Liability Act (CERCLA).

*No listings within 1 mile radius of the subject site*

**CERCLIS Comprehensive Environmental Response, Compensation, and Liability Information System**

CERCLIS is a database used by the EPA to track activities conducted under the Comprehensive Environmental Response and Liability Act CERCLA (1980) and the amendment the Superfund Amendments and Reauthorization Act SARA (1986)

Sites to be included are identified primarily by the reporting requirements of hazardous substances Treatment, Storage and Disposal (TSD) facilities and releases larger than specific Reportable Quantities (RQ), established by EPA

Using the National Oil and hazardous Substance Pollution Contingency Plan (National Contingency Plan) the EPA set priorities for cleanup.

The EPA rates National Contingency Plan sites according to a quantitative Hazard Ranking System (HRS) based on the potential health risk via any one or more pathways: groundwater, surface water, air, direct contact, and fire/explosion

The EPA and state agencies seek to identify potentially responsible parties (PRP) and ultimately Responsible Parties (RP) who can be required to finance cleanup activities, either directly or through reimbursement of federal Superfund expenditures.

Any Institutional/Engineering controls issued under CERCLA are described in the status detail for each site Sites delisted from the NPL list are included here

*No listings within half of a mile radius of the subject site*

**NFRAP** **No Further Remedial Action Planned sites (CERCLIS)**

As of February 1995, CERCLIS sites designated 'No Further Remedial Action Planned' NFRAP have been removed from CERCLIS NFRAP sites may be sites where, following an initial investigation, no contamination



was found, contamination was removed quickly without the site being placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration.

EPA has removed these NFRAP sites from CERCLIS to lift unintended barriers to the redevelopment of these properties This policy change is part of EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens promote economic redevelopment of unproductive urban sites

*No listings within half of a mile radius of the subject site*

**FEDFAC Federal Facilities**

As part of the CERCLA program, federal facilities with known or suspected environmental problems, the Federal Facilities Hazardous Waste Compliance Docket is tracked separately to comply with a Federal Court order

*No listings within half of a mile radius of the subject site*

**ERNS** **Emergency Response Notification System**

The ERNS is a national computer database used to store information on unauthorized releases of oil and hazardous substances. The program is a cooperative effort of the Environmental Protection Agency, the Department of Transportation Research and Special Program Administration's John Volpe National Transportation System Center and the National Response Center.

There are primarily five Federal statutes that require release reporting the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) section 103; the Superfund Amendments and Reauthorization Act (SARA) Title III Section 304; the Clean Water Act of 1972(CWA) section 311(b)(3); and the Hazardous Material Transportation Act of 1974(HMTA section 1808(b).

*This list has been researched within a quarter of a mile radius of the subject site*

Site: 1637 NORTH VERMONT BLVD LOS A
Address: 1637 N VERMONT AVE
City: LOS ANGELES
Map Loc: 4 - about 0 mile SW of the subject
Status: 1100984407

On 07/30/11 an incident, caused by transport accident, occurred
A TRACTOR TRAILER WAS INVOLVED IN AN ACCIDENT WHICH RESULTED IN THE RELEASE OF APPROXIMATELY 15 GALLONS OF MOTOR OIL TO THE ROADWAY THE MOTOR OIL IMPACTED A NEARBY STORM DRAIN BUT DID NOT APPEAR TO LEAVE THE CONFINES OF THE DRAIN SUSPECTED RESPONSIBLE PARTY CONTACTED REPORTING PARTY TO OVERSEE ENVIRONMENTAL OPERATIONS REPORTING PARTY DISPATCHED AN ENVIRONMENTAL SERVICE TO THE SITE TO PERFORM REMEDIATION ACTIVITIES CALIFORNIA EMERGENCY MANAGEMENT AGENCY

**HMIRS** **Hazardous Material Incident Report System**

The Hazardous Material Report Incident Report Subsystem HMIRS of the Research and Special Programs Administration (RSPA) Hazardous Material Information System was established in 1971 to fulfill the requirements of the Federal hazardous material transportation law. Part 171 of Title 49, Code of Federal Regulations (49 CFR) contains the incident reporting requirements of carriers of hazardous materials. An unintentional release of hazardous materials meeting the criteria set forth in Section 171 16, 49 CFR, must be

reported on DOT Form 5800 1 The data from the reports received are subsequently entered in the HAZMAT database

*No listings within the street address of the subject site*

**TBA** **Targeted Brownfields Assessments**

EPA's Targeted Brownfields Assessment (TBA) program is designed to help states, tribes, and municipalities—especially those without EPA Brownfields Assessment Pilots/Grants—minimize the uncertainties of contamination often associated with brownfields Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Program to promote the cleanup and redevelopment of brownfields EPA's TBA assistance is available through two sources directly from EPA through EPA Regional Brownfields offices under Subtitle A of the law, and from state or tribal voluntary response program offices receiving funding under Subtitle C of the law

*No listings within half of a mile radius of the subject site*

**SETS** **Site Enforcement Tracking System (SETS)**

When expanding Superfund monies at a CERCLA (Comprehensive Environmental Response, Compensation and Liability Act) Site, EPA must conduct a search to identify parties with potential financial responsibility for remediation of uncontrolled hazardous waste sites EPA regional Superfund Waste Management Staff issue a notice letter to the potentially responsible party (PRP) The status field contains the EPA ID number and name of the site where the actual pollution occurred

*No listings within half of a mile radius of the subject site*

**DO** **Enforcement Docket System (DOCKET)/Consent Decree Tracking System (CDETS)**

DOCKET tracks civil judicial cases against environmental polluters, while CDETS processes court settlements, called consent decrees

*No listings within a quarter of a mile radius of the subject site*

**CD** **Criminal Docket System (C-DOCKET)**

The Criminal Docket System is a comprehensive automated system for tracking criminal enforcement actions C-Docket handles data for all environmental statues and tracks enforcement actions from the initial stages of investigations through conclusion.

*No listings within a quarter of a mile radius of the subject site*

**ICIS** **Integrated Compliance Information System (ICIS)**

ICIS is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and it Headquarters A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that



information with Federal actions already in the system ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring

*This list has been researched within half of a mile radius of the subject site*

Site: ALEX PILIBOS ARMENIAN APOST SC
Address: 1615 N ALEXANDRIA AVE
City: LOS ANGELES
Map Loc: 105 - about 3 mile W of the subject
Status:
Permit id#: CAD981395213

**RCRA** **RCRA Violators List (CORRACTS)**

The Resource Conservation and Recovery Act of 1976 provides for "cradle to grave" regulation of hazardous wastes RCRA requires regulation of hazardous waste generators, transporters, and storage/treatment/disposal sites Evaluation to potential violations, ranging from manifest requirements to hazardous waste discharges, is typically conducted by the US EPA. This database is also known as Corrective Action Report (CORRACTS)

If enforcement is required, it is typically delegated to a state agency

Any Institutional/Engineering controls issued under CORRACTS are described in the status detail for each site

*No listings within 1 mile radius of the subject site*

**RCRA-D** **Resource Conservation and Recovery Information System - Treatment, Storage & Disposal**

The Environmental Protection Agency regulates the treatment, storage and disposal of hazardous material through the Resource Conservation and Recovery Act (RCRA). All hazardous waste TSD facilities are required to notify EPA of their existence by submitting the Federal Notification of Regulated Waste Activity Form (EPA Form 8700-12) or a state equivalent form as well as part A (EPA form 8700-23) and Part B of their Hazardous Waste Permit Application.

Status Codes: I Incinerator
T Storage/Treatment facility other than Incinerator
D Land Disposal Facility

*No listings within half of a mile radius of the subject site*

**CDL** **Clandestine Drug Laboratories**

*No listings within half of a mile radius of the subject site*

**The U.S. Department of Justice ("the Department") provides this information as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy.**

**INDN Indian REservation LUST/VCP/UST**

This database includes all environmental records from Indian Reservations such as Leaking Underground Tanks (LUST), Voluntary Cleanup Program (VCP) and Underground Storage Tanks (UST)

*No listings within half of a mile radius of the subject site*

**FD Federal Enforcement Dockets**

The US EPA, Office of Enforcement, maintains a list of sites under enforcement by the US EPA

*No listings within a quarter of a mile radius of the subject site*

## CALIFORNIA STATE SOURCES

**FL State Response Sites - Federal Lead**

The Site Mitigation and Brownfields Reuse Database (SMBRD) identifies certain high priority hazardous were the U S EPA is the lead agency These sites are typically proposed, on or delisted from the National Priority List

*No listings within 1 mile radius of the subject site*

**SR State Response Sites**

The Site Mitigation and Brownfields Reuse Database (SMBRD) identifies certain potential hazardous waste sites. These are confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity and deemed generally high-priority and high potential risk

The information has been compiled into this database by the California Environmental Protection Agency, Department of Toxic Substance Control (DTSC) in accordance with Section 25359.6 of the California Health and Safety Code

*No listings within half of a mile radius of the subject site*

**VCP Voluntary Cleanup Program**

This category contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have requested that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs

*No listings within half of a mile radius of the subject site*

**FE Properties Needing Further Evaluation**



This category of Envirostor, formerly The Site Mitigation and Brownfields Reuse Program Database SMBRPD, contains properties that are suspected, but unconfirmed, contaminated sites that need or have gone through an investigation and assessment process If a site is found to have confirmed contamination, it will change from Evaluation to either a State Response or Voluntary Cleanup site type Sites found to have no contamination at the completion of the investigation and assessment process result in a No Action Required (for Phase 1 assessments) or No Further Action (for Phase 2 assessments) determination

*This list has been researched within half of a mile radius of the subject site*

Site: CHILDREN'S HOSPITAL, LOS ANGEL
Address: 4650 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 42 - about .2 mile S of the subject
Status:

id: 71002816

The present status - REFER: OTHER AGENCY was reported as of
The lead agency for this site is

**ME Military Evaluation Sites**

This category the Site Mitigation and Brownfields Reuse Program Database SMBRPD, contains Formerly Used Defense Sites (FUDS) and Open or Closed military facilities with confirmed or unconfirmed releases and where DTSC is involved in investigation and/or remediation, either in a lead or support capacity Sites with confirmed releases are generally considered high-priority and high potential risk

*No listings within half of a mile radius of the subject site*

**EP Expedited Remedial Action Program**

The Expedited Remedial Action Program is a pilot program limited to 30 sites These are confirmed release sites worked on by Responsible Parties with oversight of the cleanup by DTSC These confirmed sites are generally high-priority and high potential risk

*No listings within half of a mile radius of the subject site*

**BZ Border Zone Properties**

These sites went through the Hazardous Waste Property or Border Zone Property evaluation and formal determination process (Chapter 6 5, Health and Safety Code section 25221 )

*No listings within half of a mile radius of the subject site*

**SCH School Property Evaluation Program Properties**

This category the Site Mitigation and Brownfields Reuse Program Database (SMBRPD), contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination School sites are further defined as Cleanup (remedial actions occurred) or Evaluation (no remedial action ccurred) based on completed activities All proposed school sites that will receive State funding for acquisition

or construction are required to go through a rigorous environmental review and cleanup process under DTSC's oversight.

*This list has been researched within a quarter of a mile radius of the subject site*

Site: CHILDREN'S HOSPITAL, LOS ANGEL
Address: 4650 SUNSET BLVD
City: LOS ANGELES
Map Loc: 41 - about .2 mile S of the subject
Status:
id: 71002816

The present status - REFER: OTHER AGENCY was reported as of .
The lead agency for this site is

**LUR** **Brownfields Reuse Program Facility Sites with Land Use Restrictions**

The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents land use restrictions that are active. Some sites have multiple land use restrictions.

*No listings within half of a mile radius of the subject site*

**DR** **Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction**

The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

*No listings within half of a mile radius of the subject site*

**CA** **Hazardous Waste sites - Permitted and Corrective Action**

Permitted and Corrective Action sites are RCRA-permitted facilities undergoing cleanup activities or permitted to handle Hazardous Waste.

*No listings within half of a mile radius of the subject site*

**HIS** **Historical Site**

This category of The Site Mitigation and Brownfields Reuse Program Database (SMBRPD), contains sites from an older database where no site type was identified. Most of these sites have a status of Referred or No Further Action. DTSC is working to clean up this data by identifying an appropriate site type for each Historic site.



*No listings within half of a mile radius of the subject site*

**CALS** **CALSITES - No Further Action**

This section includes the sites on the Calsite list, which have been flagged for no further action by the California Environmental Protection Agency, Department of Toxic Substance Control (DTSC) in accordance with Section 25359.6 of the California Health and Safety Code.

*No listings within a quarter of a mile radius of the subject site*

**CORTESE** **State of California Office of Planning and Research**

This database is a consolidation of information from various sources. It is maintained by the State Office of Planning and Research and lists potential and confirmed hazardous waste or substances sites.

Facilities that have been reported elsewhere in this report will not be included in the listing below.

| | | |
|---|---|---|
| Status Codes: | WRCBT | Tank leaks.<br>Compiled by Water Resource Control Board |
| | DHS1 | Abandoned hazardous waste site.<br>Compiled by Toxic Substance Control Div. of DHS |
| | DHS2 | Contaminated public water drinking wells serving less than 200 connections.<br>Compiled by Env. Health Div. of DHS |
| | DHS3 | Contaminated public water drinking wells serving more than 200 connections |
| | DHS5 | Sites pursuant to section 25356 of the Health and Safety Code (see BEP) |
| | CWMB | Solid waste disposal sites with known migration of hazardous waste |

*No listings within half of a mile radius of the subject site*

**LUST** **Leaking Underground Storage Tanks - California State**

The Leaking Underground Storage Tanks Information System is maintained by the State Water Resource Board pursuant to Section 25295 of the Health and Safety Code.

This section includes tank cases located on military installation.

| | | |
|---|---|---|
| Status Codes: | 0 | No action |
| | 1 | Leak being confirmed |
| | 3A | Prel site assessment workplan submitted |
| | 3B | Prel site assessment underway |
| | 5C | Pollution characterization |
| | 5R | Remediation plan |
| | 7 | Remedial action underway |
| | 8 | Post remedial action monitoring |
| | 9 | Case closed |
| | P | Case purged from agency list |

*This list has been researched within half of a mile radius of the subject site*

Site: ARCO #5025
Address: 1630 N VERMONT AVE
City: LOS FELIZ
Map Loc: 6 - about 0 mile S of the subject
Status: REM - Remedial Action

The aquifer is potentially impacted. The case_03700743 is managed by the Regional Water Quality Board

2000-03-31: STAFF LETTER
2002-04-15: MONITORING REPORT - QUARTERLY
2002-06-27: STAFF LETTER
2002-07-15: MONITORING REPORT - QUARTERLY
2002-07-31: ADDITIONAL INFORMATION REPORT
2002-10-15: MONITORING REPORT - QUARTERLY
2003-01-15: MONITORING REPORT - QUARTERLY
2003-04-15: MONITORING REPORT - QUARTERLY
2003-07-02: STAFF LETTER
2003-07-15: MONITORING REPORT - QUARTERLY
2003-10-15: CAP/RAP - FEASIBILITY STUDY REPORT
2003-10-15: MONITORING REPORT - QUARTERLY
2004-01-15: MONITORING REPORT - QUARTERLY
2004-04-15: MONITORING REPORT - QUARTERLY
2004-07-15: MONITORING REPORT - QUARTERLY
2004-10-15: MONITORING REPORT - QUARTERLY
2004-11-24: STAFF LETTER
2005-01-15: MONITORING REPORT - QUARTERLY
2005-04-15: MONITORING REPORT - QUARTERLY
2005-07-15: MONITORING REPORT - QUARTERLY
2005-10-15: MONITORING REPORT - QUARTERLY
2006-01-15: MONITORING REPORT - QUARTERLY
2006-04-15: MONITORING REPORT - QUARTERLY
2006-07-15: MONITORING REPORT - QUARTERLY
2006-10-15: MONITORING REPORT - QUARTERLY
2007-01-15: MONITORING REPORT - QUARTERLY
2007-04-15: MONITORING REPORT - QUARTERLY
2007-07-15: MONITORING REPORT - QUARTERLY
2007-10-15: MONITORING REPORT - QUARTERLY
2008-01-15: MONITORING REPORT - QUARTERLY
2008-04-15: MONITORING REPORT - QUARTERLY
2008-07-15: MONITORING REPORT - QUARTERLY
2008-10-15: MONITORING REPORT - QUARTERLY
2009-01-15: MONITORING REPORT - QUARTERLY
2009-04-15: MONITORING REPORT - QUARTERLY
2009-06-15: STAFF LETTER
2009-07-15: MONITORING REPORT - SEMI-ANNUALLY
2010-01-15: MONITORING REPORT - SEMI-ANNUALLY
2010-02-08: INTERIM REMEDIAL ACTION PLAN
2010-07-15: MONITORING REPORT - SEMI-ANNUALLY

Monitoring well: GMW-1 active
lat/long: 34.1007907/-118.291425
depth to gw: 15.7 - 30.46
sample data:

| | |
|---|---|
| BZ | 200 UG/L 2010-03-30 (max 4200 UG/L 2004-06-03) |

Monitoring well: GMW-10 inactive
lat/long: 34.1007907/-118.291425
depth to gw: 0 - 30.97

Monitoring well: GMW-2 no access
lat/long: 34.1006091/-118.2912633
depth to gw: 0 - 31.11
sample data:

| | |
|---|---|
| ALK | 730 MG/L 2006-08-16 |
| BOD5 | 22 MG/L 2006-12-19 |
| BZ | 1500 UG/L 2009-10-27 (max 11000 UG/L 2005-02-23) |
| BZME | 170 UG/L 2009-10-27 (max 3000 UG/L 2005-02-23) |
| CH4 | 4.3 MG/L 2006-12-19 (max 4.8 MG/L 2006-02-08) |
| DO | 1.8 MG/L 2006-12-19 |
| EBZ | 860 UG/L 2009-10-27 (max 4800 UG/L 2005-02-23) |
| ETBE | 1.4 UG/L 2009-02-11 |
| FE | 21 MG/L 2006-08-16 |
| FE2 | 10 MG/L 2006-12-19 (max 14 MG/L 2006-05-17) |



| | |
|---|---|
| GROC4C12 | 15000 UG/L 2009-10-27 (max 67000 UG/L 2005-04-20) |
| HARD | 480 MG/L 2006-08-16 |
| MTBE | 72 UG/L 2009-10-27 (max 1500 UG/L 2005-02-23) |
| S | .075 MG/L 2006-08-16 (max 72 MG/L 2006-05-17) |
| SO4 | 32 MG/L 2006-12-19 (max 72 MG/L 2006-08-16) |
| TBA | 5300 UG/L 2009-10-27 (max 13000 UG/L 2006-05-17) |
| XYLENES | 2700 UG/L 2009-10-27 (max 22000 UG/L 2005-02-23) |
| XYLENES1314 | 2100 UG/L 2009-10-27 (max 15000 UG/L 2005-02-23) |
| XYLO | 550 UG/L 2009-10-27 (max 6800 UG/L 2005-02-23) |

Monitoring well: GMW-3 no access
lat/long: 34.1005911/-118.2915274
depth to gw: 0 - 27.49
sample data:

| | |
|---|---|
| EBZ | 8.7 UG/L 2003-07-17 (max 25 UG/L 2002-10-25) |
| GRO | 59 UG/L 2002-07-30 (max 320 UG/L 2001-09-19) |
| GROC4C12 | 31 UG/L 2007-06-12 (max 440 UG/L 2002-10-25) |
| MTBE | 12 UG/L 2010-03-30 (max 170 UG/L 2003-06-02) |
| TBA | 160 UG/L 2004-06-03 (max 2500 UG/L 2003-06-02) |
| XYLENES1314 | 3.1 UG/L 2003-06-02 |

Monitoring well: GMW-4 active
lat/long: 34.1008576/-118.291558
depth to gw: 13.86 - 28.85
sample data:

| | |
|---|---|
| ALK | 390 MG/L 2006-08-16 (max 380000 MG/L 2005-10-12) |
| BOD5 | 2.1 MG/L 2006-12-19 |
| BZ | 54 UG/L 2010-03-30 (max 1800 UG/L 2002-10-25) |
| BZME | 1.4 UG/L 2010-03-30 (max 150 UG/L 2002-07-30) |
| CH4 | 420 UG/L 2007-12-04 |
| DO | 3.2 MG/L 2006-12-19 |
| EBZ | 1.5 UG/L 2010-03-30 (max 870 UG/L 2002-10-25) |
| ETBE | 1.7 UG/L 2010-03-30 (max 3.1 UG/L 2009-04-22) |
| FE | 5.6 MG/L 2006-08-16 (max 2800 MG/L 2005-10-12) |
| FE2 | 400 UG/L 2007-12-04 |
| GRO | 13000 UG/L 2002-07-30 |
| GROC4C12 | 1100 UG/L 2010-03-30 (max 15000 UG/L 2002-10-25) |
| HARD | 270 MG/L 2006-08-16 (max 270000 MG/L 2005-10-12) |
| MTBE | 15 UG/L 2010-03-30 (max 8600 UG/L 2002-07-30) |
| S | .072 MG/L 2006-08-16 (max 15 MG/L 2006-05-17) |
| SO4 | 47000 UG/L 2007-12-04 (max 71000 UG/L 2005-10-12) |
| TBA | 12000 UG/L 2010-03-30 (max 49000 UG/L 2003-02-24) |
| XYLENES | 3.2 UG/L 2010-03-30 (max 3300 UG/L 2003-06-02) |
| XYLENES1314 | 2.4 UG/L 2010-03-30 (max 2200 UG/L 2003-06-02) |
| XYLO | 3.2 UG/L 2009-04-22 (max 1000 UG/L 2003-06-02) |

Monitoring well: GMW-5 no access
lat/long: 34.1007918/-118.2910957
depth to gw: 0 - 42.37
sample data:

| | |
|---|---|
| BZ | 8.2 UG/L 2003-12-17 |
| BZME | 2.8 UG/L 2002-07-30 |
| GROC4C12 | 44 UG/L 2006-05-17 (max 1400 UG/L 2003-12-17) |
| MTBE | 1.2 UG/L 2007-12-04 (max 43 UG/L 2003-12-17) |
| TBA | 5300 UG/L 2003-12-17 |
| XYLENES1314 | 2.5 UG/L 2002-07-30 |

Monitoring well: GMW-6 active
lat/long: 34.1002836/-118.2913654
depth to gw: 14.18 - 29.18
sample data:

| | |
|---|---|
| BZ | 4.7 UG/L 2003-06-02 |
| GRO | 72 UG/L 2002-07-30 |
| GROC4C12 | 38 UG/L 2008-12-03 (max 150 UG/L 2003-07-17) |
| MTBE | 8.3 UG/L 2010-03-30 (max 50 UG/L 2002-07-30) |
| TBA | 14 UG/L 2006-05-17 (max 610 UG/L 2004-03-03) |
| XYLENES | 7.8 UG/L 2003-07-17 |
| XYLENES1314 | 6.6 UG/L 2003-07-17 |

Monitoring well: GMW-7 no access
lat/long: 34.1006362/-118.2913377
depth to gw: 0 - 28.07
sample data:

| | |
|---|---|
| BZ | .62 UG/L 2008-02-12 (max 71 UG/L 2004-03-03) |
| BZME | 14 UG/L 2002-07-30 |
| DIPE | .67 UG/L 2010-03-30 (max 14 UG/L 2006-12-19) |
| EBZ | .5 UG/L 2008-02-12 (max 44 UG/L 2002-07-30) |
| ETBE | 1 UG/L 2010-03-30 (max 1.9 UG/L 2008-02-12) |

| | | |
|---|---|---|
| | GRO | 1100 UG/L 2002-07-30 (max 1300 UG/L 2001-09-19) |
| | GROC4C12 | 47 UG/L 2010-03-30 (max 730 UG/L 2005-04-20) |
| | MTBE | 9.3 UG/L 2010-03-30 (max 560 UG/L 2001-09-19) |
| | TBA | 560 UG/L 2010-03-30 (max 14000 UG/L 2003-06-02) |
| | XYLENES | .99 UG/L 2008-02-12 (max 100 UG/L 2002-07-30) |
| | XYLENES1314 | .85 UG/L 2008-02-12 (max 84 UG/L 2005-04-20) |
| | XYLO | .33 UG/L 2006-12-19 (max 42 UG/L 2002-07-30) |
| Monitoring well: | GMW-8 inactive | |
| lat/long: | 34.1006621/-118.2909063 | |
| depth to gw: | 0 - 43.43 | |
| sample data: | ALK | 380 MG/L 2006-08-16 (max 420000 MG/L 2005-10-12) |
| | CH4 | .024 MG/L 2006-08-16 (max 380 MG/L 2006-08-16) |
| | FE | 6.6 MG/L 2006-08-16 (max 3000 MG/L 2005-10-12) |
| | GRO | 59 UG/L 2002-07-30 |
| | GROC4C12 | 35 UG/L 2010-03-30 (max 70 UG/L 2004-12-17) |
| | HARD | 510 MG/L 2006-08-16 (max 510000 MG/L 2005-10-12) |
| | NO3N | 6.5 MG/L 2006-08-16 (max 5300 MG/L 2005-10-12) |
| | S | .031 MG/L 2006-05-17 (max 6.5 MG/L 2006-05-17) |
| | SO4 | 23 MG/L 2006-08-16 (max 21000 MG/L 2005-10-12) |
| | TBA | 57 UG/L 2003-12-17 |
| Monitoring well: | GMW-9 inactive | |
| lat/long: | 34.1008715/-118.2912186 | |
| depth to gw: | 0 - 31.99 | |
| sample data: | ALK | 620 MG/L 2006-08-16 (max 660000 MG/L 2005-10-12) |

Site: MTA - BARNSDALL PARK
Address: 4800 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 29 - about 1 mile W of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 049T1734.

2003-05-29: MONITORING REPORT - QUARTERLY
2003-05-30: ' NO ACTION
2003-12-26: CLOSURE/NO FURTHER ACTION LETTER

Site: HOLLYWOOD CAR WASH
Address: 4810 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 36 - about 2 mile W of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03700736.

Site: EDGEMONT HOSPITAL
Address: 4841 HOLLYWOOD BLVD
City: LOS FELIZ
Map Loc: 45 - about 2 mile W of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03700738.

Site: FIRE STATION #35
Address: 1601 HILLHURST AVE
City: LOS ANGELES
Map Loc 52 - about 2 mile E of the subject
Status CLSD - Case Closed

The aquifer is potentially impacted. The case, 03700750.



Site: UNOCAL #3837 (FORMER)
Address: 4900 HOLLYWOOD BLVD
City: LOS FELIZ
Map Loc: 59 - about 2 mile W of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03700733.

Site: SHELL OIL CO (FORMER)
Address 4905 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 61 - about 2 mile W of the subject
Status: CLSD - Case Closed

Only the soil is impacted. The case, 03700747.

Site: CHILDRENS HOSPITAL
Address: 4560 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 65 - about 2 mile SE of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03700742.

Site: KAISER PERMANENTE
Address: 4867 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 77 - about 3 mile SW of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03700734.

Site: CHEVRON #9-0140
Address: 1869 HILLHURST AVE
City: LOS ANGELES
Map Loc: 93 - about 3 mile NE of the subject
Status: CLSD - Case Closed

Only the soil is impacted. The case, 03790020.

Site: HOLLYWOOD GAS (FORMER)
Address: 4977 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc 97 - about 3 mile W of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03700741.

Site: QUEEN OF ANGLS-HWD PRESBYTERIA
Address: 1300 N VERMONT AVE
City: LOS ANGELES
Map Loc: 104 - about .3 mile S of the subject
Status: CLSD - Case Closed

Only the soil is impacted. The case, 03769055

Site: 76 PRODUCTS STATION #3647
Address: 1270 N VERMONT AVE
City: LOS ANGELES
Map Loc: 106 - about .4 mile S of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03700771

Site: PACIFIC BELL (G1-125)
Address: 1255 N VERMONT AVE
City: LOS ANGELES
Map Loc: 108 - about .4 mile S of the subject
Status: CLSD - Case Closed

Only the soil is impacted. The case, 03700778.

Site: THRIFTY #183
Address: 5025 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 109 - about .4 mile SW of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03700737, is managed by the Regional Water Quality Board.

1998-05-15: STAFF LETTER
2002-01-18: STAFF LETTER
2002-04-09: SITE VISIT / INSPECTION / SAMPLING
2002-04-15: MONITORING REPORT - QUARTERLY
2002-05-31: ADDITIONAL INFORMATION REPORT
2002-07-15: MONITORING REPORT - QUARTERLY
2002-10-15: MONITORING REPORT - QUARTERLY
2003-01-15: MONITORING REPORT - QUARTERLY
2003-04-15: MONITORING REPORT - QUARTERLY
2003-04-15: MONITORING REPORT - QUARTERLY
2003-07-15: INTERIM REMEDIAL ACTION PLAN
2003-07-15: MONITORING REPORT - QUARTERLY
2003-10-15: MONITORING REPORT - QUARTERLY
2003-12-05: STAFF LETTER
2003-12-23: ADDITIONAL INFORMATION REPORT
2004-01-15: MONITORING REPORT - QUARTERLY
2004-02-17: INTERIM REMEDIAL ACTION PLAN
2004-04-15: MONITORING REPORT - QUARTERLY
2004-05-06: STAFF LETTER
2004-07-15: MONITORING REPORT - QUARTERLY
2004-10-15: MONITORING REPORT - QUARTERLY
2005-01-15: MONITORING REPORT - QUARTERLY
2005-04-15: MONITORING REPORT - QUARTERLY
2005-07-15: MONITORING REPORT - QUARTERLY



2005-10-15: MONITORING REPORT - QUARTERLY
2006-01-15: MONITORING REPORT - QUARTERLY
2006-04-15: MONITORING REPORT - QUARTERLY
2006-07-15: MONITORING REPORT - QUARTERLY
2006-10-15: MONITORING REPORT - QUARTERLY
2007-01-15: MONITORING REPORT - QUARTERLY
2007-04-15: MONITORING REPORT - QUARTERLY
2007-07-15: MONITORING REPORT - QUARTERLY
2007-10-15: INTERIM REMEDIAL ACTION PLAN
2007-10-15: MONITORING REPORT - QUARTERLY
2007-10-31: STAFF LETTER
2008-01-15: MONITORING REPORT - QUARTERLY
2008-02-14: INTERIM REMEDIAL ACTION REPORT
2008-04-15: MONITORING REPORT - QUARTERLY
2008-07-15: MONITORING REPORT - QUARTERLY
2008-09-22: INTERIM REMEDIAL ACTION PLAN
2008-10-15: MONITORING REPORT - QUARTERLY
2009-01-09: STAFF LETTER
2009-01-15: MONITORING REPORT - QUARTERLY
2009-04-15: MONITORING REPORT - QUARTERLY
2009-04-15: REMEDIAL PROGRESS REPORT
2009-04-16: STAFF LETTER
2009-05-31: PROPERTY OWNER INFORMATION
2009-06-15: STAFF LETTER
2009-07-15: MONITORING REPORT - SEMI-ANNUALLY
2010-03-22: CORRECTIVE ACTION PLAN / REMEDIAL ACTION PLAN
2010-07-15: MONITORING REPORT - SEMI-ANNUALLY
2010-10-15: MONITORING REPORT - SEMI-ANNUALLY

Monitoring well: W-1 active
lat/long: 34.0816324/-118.2605492
depth to gw: 17.29 - 30.07
sample data:

| | |
|---|---|
| BZ | 364 UG/L 2010-01-05 |
| BZME | 11 UG/L 2010-01-05 (max 12 UG/L 2003-04-16) |
| DCA12 | 1.3 UG/L 2004-04-16 (max 1.5 UG/L 2003-04-16) |
| DCE12C | 90 UG/L 2005-04-15 (max 64 UG/L 2004-01-26) |
| DCE12T | 4.4 UG/L 2004-01-26 |
| EBZ | 2.7 UG/L 2007-10-30 (max 80 UG/L 2006-04-21) |
| GRO | 2440 UG/L 2010-01-05 |
| MTBE | 297 UG/L 2010-01-05 |
| PCE | 206 UG/L 2010-01-05 (max 550 UG/L 2003-07-22) |
| TAME | 20 UG/L 2010-01-05 |
| TBA | 35 UG/L 2010-01-05 (max 392 UG/L 2005-04-15) |
| TCE | 116 UG/L 2010-01-05 |
| XYLENES | 188 UG/L 2010-01-05 |

Monitoring well: W-2 active
lat/long: 34.0816324/-118.2605492
depth to gw: 17.94 - 30.85
sample data:

| | |
|---|---|
| BZ | 3.5 UG/L 2010-01-05 (max 145 UG/L 2002-01-21) |
| BZME | 1 UG/L 2006-07-28 (max 14 UG/L 2003-04-16) |
| DCA12 | 1.4 UG/L 2010-01-05 |
| DIPE | 4.9 UG/L 2010-01-05 |
| EBZ | 1.2 UG/L 2008-10-23 (max 141 UG/L 2002-01-21) |
| GRO | 1330 UG/L 2010-01-05 (max 1470 UG/L 2002-01-21) |
| MTBE | 13 UG/L 2010-01-05 |
| TAME | 3.8 UG/L 2005-07-29 (max 9.8 UG/L 2003-04-16) |
| TBA | 59 UG/L 2010-01-05 |
| XYLENES | 2.3 UG/L 2010-01-05 (max 22 UG/L 2003-04-16) |

Monitoring well: W-3 active
lat/long: 34.0816324/-118.2605492
depth to gw: 18.26 - 31.28
sample data:

| | |
|---|---|
| BZ | 502 UG/L 2010-01-05 |
| BZME | 5.4 UG/L 2010-01-05 |
| EBZ | 61 UG/L 2010-01-05 (max 136 UG/L 2002-01-21) |
| GRO | 3140 UG/L 2010-01-05 |
| MTBE | 80 UG/L 2010-01-05 (max 1020 UG/L 2001-10-08) |
| PCE | .71 UG/L 2005-04-15 (max 80 UG/L 2005-04-15) |
| TAME | 3.2 UG/L 2006-10-20 (max 21 UG/L 2001-10-08) |
| TBA | 680 UG/L 2010-01-05 (max 6250 UG/L 2005-07-29) |
| XYLENES | 74 UG/L 2010-01-05 |

Monitoring well: W-4 active
lat/long: 34.0816324/-118.2605492
depth to gw: 18.44 - 31.63
sample data:

| | |
|---|---|
| BZ | 7 UG/L 2003-04-16 (max 25 UG/L 2002-04-18) |
| BZME | 7.2 UG/L 2003-04-16 |
| DCE12C | 72 UG/L 2005-04-15 |
| DCE12T | 2.6 UG/L 2004-01-26 |
| DIPE | 1.1 UG/L 2006-01-13 (max 1.9 UG/L 2002-04-18) |
| EBZ | 4 UG/L 2003-04-16 (max 35 UG/L 2002-04-18) |
| GRO | 227 UG/L 2010-01-05 (max 1270 UG/L 2002-04-18) |
| MTBE | 1.2 UG/L 2009-01-12 (max 44 UG/L 2001-10-08) |
| PCE | 22 UG/L 2010-01-05 (max 178 UG/L 2003-04-16) |
| TAME | 1.3 UG/L 2005-07-29 (max 3.8 UG/L 2003-04-16) |
| TBA | 13 UG/L 2007-10-30 (max 43 UG/L 2001-10-08) |
| TCE | 31 UG/L 2010-01-05 (max 63 UG/L 2007-10-30) |
| XYLENES | 11 UG/L 2003-04-16 (max 39 UG/L 2002-04-18) |

Monitoring well: W-5 active
lat/long: 34.0816324/-118.2605492
depth to gw: 18.18 - 31.22
sample data:

| | |
|---|---|
| BZ | 44 UG/L 2009-04-07 (max 861 UG/L 2005-01-14) |
| BZME | 3.8 UG/L 2005-10-21 (max 231 UG/L 2005-01-14) |
| DCE12C | 73 UG/L 2005-04-15 |
| DCE12T | 15 UG/L 2003-10-21 |
| EBZ | 14 UG/L 2010-01-05 (max 870 UG/L 2005-01-14) |
| ETBE | 1.2 UG/L 2008-10-23 (max 6.6 UG/L 2004-01-26) |
| GRO | 823 UG/L 2010-01-05 (max 68900 UG/L 2005-01-14) |
| MTBE | 126 UG/L 2010-01-05 (max 39400 UG/L 2005-01-14) |
| PCE | 72 UG/L 2010-01-05 (max 496 UG/L 2003-01-21) |
| TAME | 12 UG/L 2009-01-12 (max 280 UG/L 2005-01-14) |
| TBA | 7470 UG/L 2010-01-05 (max 169000 UG/L 2005-01-14) |
| TCE | 102 UG/L 2010-01-05 (max 122 UG/L 2004-04-16) |
| XYLENES | 325 UG/L 2008-01-11 (max 7280 UG/L 2005-01-14) |

Monitoring well: W-6 active
lat/long: 34.0816324/-118.2605492
depth to gw: 18.2 - 30.73
sample data:

| | |
|---|---|
| BZ | 48 UG/L 2010-01-05 (max 367 UG/L 2008-01-11) |
| BZME | 29 UG/L 2008-01-11 |
| DCA12 | 1 UG/L 2008-07-18 |
| DCE12C | 42 UG/L 2005-04-15 (max 56 UG/L 2004-01-26) |
| DCE12T | 20 UG/L 2003-10-21 |
| EBZ | 12 UG/L 2010-01-05 (max 59 UG/L 2008-05-02) |
| ETBE | 1.3 UG/L 2008-07-18 (max 7.4 UG/L 2001-10-08) |
| GRO | 596 UG/L 2010-01-05 (max 4920 UG/L 2001-10-08) |
| MTBE | 119 UG/L 2010-01-05 (max 6170 UG/L 2001-10-08) |
| PCE | 177 UG/L 2010-01-05 (max 609 UG/L 2003-01-21) |
| TAME | 3.3 UG/L 2008-07-18 (max 117 UG/L 2001-10-08) |
| TBA | 2200 UG/L 2010-01-05 (max 8010 UG/L 2003-07-22) |
| TCE | 139 UG/L 2010-01-05 (max 2200 UG/L 2003-01-21) |
| XYLENES | 9 UG/L 2010-01-05 (max 81 UG/L 2008-01-11) |

Monitoring well: W-7 active
lat/long: 34.0816324/-118.2605492
depth to gw: 17.23 - 30.05
sample data:

| | |
|---|---|
| BZ | 1.1 UG/L 2010-01-05 (max 6.8 UG/L 2003-04-16) |
| BZME | 1.0 UG/L 2003-04-16 |
| DCE12C | 61 UG/L 2005-04-15 (max 70 UG/L 2003-01-21) |
| DCE12T | 4.4 UG/L 2004-01-26 |
| EBZ | 6.6 UG/L 2005-07-29 (max 110 UG/L 2002-01-21) |
| GRO | 507 UG/L 2010-01-05 (max 2230 UG/L 2003-04-16) |
| MTBE | 13 UG/L 2010-01-05 (max 476 UG/L 2002-01-21) |
| PCE | 4.2 UG/L 2010-01-05 (max 233 UG/L 2003-01-21) |
| TBA | 21 UG/L 2010-01-05 (max 479 UG/L 2002-07-08) |
| TCE | 14 UG/L 2010-01-05 (max 84 UG/L 2007-10-30) |
| XYLENES | 18 UG/L 2003-04-16 |

Monitoring well: W-8 active
lat/long: 34.0816324/-118.2605492
depth to gw: 11.18 - 22.98
sample data:

| | |
|---|---|
| BZ | 2.6 UG/L 2005-10-21 |
| DCE12C | 36 UG/L 2005-04-15 |
| EBZ | 1.6 UG/L 2005-10-21 |



| | |
|---|---|
| GRO | 60 UG/L 2010-01-05 (max 1420 UG/L 2003-01-21) |
| MTBE | 2 UG/L 2009-04-07 (max 1210 UG/L 2003-01-21) |
| PCE | 23 UG/L 2010-01-05 (max 368 UG/L 2003-01-21) |
| TAME | 1 UG/L 2009-01-12 (max 15 UG/L 2003-01-21) |
| TBA | 164 UG/L 2007-10-30 (max 375 UG/L 2002-07-08) |
| TCE | 15 UG/L 2010-01-05 (max 59 UG/L 2004-10-15) |

Monitoring well: W-9 active
lat/long: 34.0816324/-118.2605492
depth to gw: 7 - 28.15
sample data: GRO 1170 UG/L 2005-10-21

Site: SAV-MOR OIL CO. #343
Address: 4359 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 110 - about .5 mile SE of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03700735

**SWIS** Solid Waste Information System

As legislated under the Solid Waste Management and Resource Recovery Act of 1972, the California Waste Management Board maintains lists of certain facilities i e Active solid waste disposal sites, Inactive or Closed solid waste disposal sites and Transfer facilities

*No listings within 1 mile radius of the subject site*

**WIP** Well Investigation Program

The Well Investigation Program (AB1803) identifies groundwater that is already contaminated and empowers the California Department of Health Services and local health officers to order ongoing monitoring programs The focus of this program is to monitor and protect drinking water

*No listings within 1 mile radius of the subject site*

**WQ** Drinking Water Program

The California Health and Safety Code section 116275-116300 stipulates that it is the intent of the Legislature to improve laws governing drinking water quality to improve upon the minimum requirements of the federal Safe Drinking Water Act Amendments of 1986, to establish primary drinking water standards that are at least as stringent as those established under the federal Safe Drinking Water Act, and to establish a program under this chapter that is more protective of public health than the minimum federal requirements

In order to provide for the orderly and efficient delivery of safe drinking water the State Department of Health Services collect information on the quality of public drinking water wells under the California Drinking Program

Below, the latest and maximum analysis of contaminants are reported (only positive reading are included) MCL is the Maximum Contaminant Level or enforceable drinking water standard. RPHL is the Recommended Public Health Level Additional information is available upon request

*No listings within half of a mile radius of the subject site*

## REGIONAL SOURCES

NT **Toxic Releases**

The California Regional Water Quality Control Boards or local Department of Health Services keeps track of toxic releases to the environment These lists are known as Unauthorized Releases, Spill, Leaks, Investigations and Cleanups (SLIC), Non-Tank Releases, Toxics List or similar, depending on the local agency

*This list has been researched within half of a mile radius of the subject site*

Site MTA - BARNSDALL PARK
Address 4800 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc 29 - about 1 mile W of the subject
Status 3 - Assessment Underway

id: 4-0913 substance: TPH

Site: MTA - BARNSDALL PARK
Address: 4800 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 29 - about 1 mile W of the subject
Status: CLSD - Case Closed

id: SL2049T1734 substance: PET, VOC

000 A1 2003-05-29: MONITORING REPORT - QUARTERLY
2003-05-30: * NO ACTION
2003-12-26: CLOSURE/NO FURT2HER ACTION LETTER

LD **Land Disposal Sites**

The Land Disposal program managed by the State Water Control Board, regulates the waste discharge to land for treatment, storage and disposal in waste management units. Waste managment units include waste piles, surface impoundments, and landfills. California Code of Regulations (CCR) Title 23, (Chapter 15) contains the regulatory requirements for hazardous waste. CCR Title 27, contains the regulatory requirements for wastes other than hazardous waste

*This list has been researched within half of a mile radius of the subject site.*

Site CADILLAC - FAIRVIEW SITE
Address DEL AMO BLVD BETWEEN NORMANDIE & VERMO
City: LOS ANGELES
Map Loc 43 - about 2 mile S of the subject
Status: CLSD - Case Closed

id: T10000004289



TPC **Toxic Pits**

The Toxic Pits Clean-Up Act (Katz Bill) places strict limitations on the discharge of liquid hazardous wastes into surface impoundment, toxic ponds, pits and lagoons Regional Water Quality Control Boards are required to inspect all surface impoundment annually, in addition every facility was required to file a Hydrogeological Assessment Report Recent legislation allows the Department of Health Services to exempt facilities that closed on or before December 31, 1985, if a showing is made that no significant environmental risk remains (AB1046)

Special exemption provisions have been created for surface impoundment that receive mining wastes

*No listings within 1 mile radius of the subject site*

SWAT **Solid Waste Assessment Test - Regional**

This program, provided for under the Calderon legislation (Section 13273 of the Water Code), requires that disposal sites with more than 50,000 cubic yards of waste provide sufficient information to the regional water quality control board to determine whether or not the site has discharged hazardous substances which will impact the environment

Site operators are required to file Solid Waste Assessment Test reports on a staggered basis. Operators of the 150 highest ranking (Rank 1) sites were required to submit Solid Waste Assessment Tests by July 1, 1987, Rank 2 in 1988 and so on.

Operators submit water quality tests to the Regional Water Quality Control Board, describing surface and groundwater quality and supply; and the geology within 1 mile of the site. Air quality tests are submitted to the local Air Quality Management District or Air Pollution Control District.

This program is currently not funded and thus not updated

Status Codes: Facilities or sites are ranked within each region on a scale 1-15 according to priority

*This list has been researched within 1 mile radius of the subject site*

Site: DUMP
Address: SUNSET BLVD & N COMMONWEALTH
City: LOS ANGELES
Map Loc: 107 - about 4 mile E of the subject
Status: 8 - Post Remedial Action monitoring

## OPERATING PERMITS

Various agencies issue operating permits or regulate the handling, movements, storage and disposal of hazardous materials and require mandatory reporting The inclusion in this section does not imply that an environmental problem exists presently or has in the past

**RCRA-G Resource Conservation and Recovery Information System - Generators**

The Environmental Protection Agency regulates generators of hazardous material through the Resource Conservation and Recovery Act (RCRA). All hazardous waste generators are required to notify EPA of their existence by submitting the Federal Notification of Regulated Waste Activity Form (EPA Form 8700-12) or a state equivalent form. The notification form provides basic identification information and specific waste activities.

Status Codes: L - Generators who generate at least 1000 kg/mo of non-acutely hazardous waste (or 1 kg/mo of acutely hazardous waste)
S - Generators who generate 100 kg/mo but less than 1000 kg/mo of non-acutely haz waste.
T - Transporter

*This list has been researched within a quarter of a mile radius of the subject site*

Site: PRESTIGE STATIONS INC NO 6261
Address: 1630 N VERMONT AVE
City: LOS ANGELES
Map Loc: 6 - about .0 mile S of the subject
Status:
Permit id#: CAR000100156

Site: HOLLYWOOD CLEANERS
Address: 4730 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 10 - about .0 mile W of the subject
Status: S - Small Generator
Permit id#: CAD983647462
Acknowledge date 10/26/1992

Site: HOLLYMONT CLEANERS
Address: 1759 N VERMONT AVE
City: LOS ANGELES
Map Loc: 13 - about .1 mile N of the subject
Status: S - Small Generator
Permit id#: CAR000012062
Acknowledge date 05/09/1996

Site: L A U S D LOS FELIZ EL
Address: 1740 N NEW HAMPSHIRE AVE
City: LOS ANGELES
Map Loc: 14 - about .1 mile NW of the subject
Status: S - Small Generator
Permit id#: CAD981625403
Activities at this facility include:
ELEMENTARY AND SECONDARY SCHOOLS

Site: THRIFTY 129
Address: 1533 N VERMONT AVE
City: LOS ANGELES
Map Loc: 17 - about .1 mile S of the subject
Status: S - Small Generator



Permit id#: CA0000228510
Acknowledge date 07/30/1997

Site: TIME O MAX ONE HOUR PHOTO
Address: 1553 N VERMONT AVE
City: LOS ANGELES
Map Loc: 18 - about .1 mile S of the subject
Status: S - Small Generator
Permit id#: CAD981457674
Acknowledge date 03/31/1991
Activities at this facility include:
PHOTOFINISHING

Site: TIME O MAX
Address: 1553 N VERMONT AVE
City: LOS ANGELES
Map Loc: 18 - about .1 mile S of the subject
Status: S - Small Generator
Permit id#: CAD982020414
Acknowledge date 03/31/1991

Site: BARNSDALL PARK
Address: 4800 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 29 - about .2 mile W of the subject
Status: S - Small Generator
Permit id#: CAD981988033
Acknowledge date 07/03/2000

Site: KAISER FOUND HLTH
Address: 1515 N VERMONT AVE, # B
City: LOS ANGELES
Map Loc: 32 - about .1 mile S of the subject
Status:
Permit id#: CAD981396658

Site: KAISER PERMANENTE RESEARCH LAB
Address: 1515 N VERMONT AVE
City: HOLLYWOOD
Map Loc: 32 - about .1 mile S of the subject
Status:
Permit id#: CAD982025850
Acknowledge date 11/17/1998
Activities at this facility include:
GENERAL MEDICAL AND SURGICAL HOSPITALS

Site: ALEX SATIN OLDSMOBILE
Address: 4601 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 33 - about .1 mile SE of the subject
Status:
Permit id#: CAD981440613
Acknowledge date 05/09/1996

Site: HOLLYWOOD HYUNDAI MAZDA

Address: 4601 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 33 - about 1 mile SE of the subject
Status: S - Small Generator

Permit id#: CAD982523508

Acknowledge date 05/09/1996

Site: HOLLYWOOD BODY AND FENDER WORK
Address: 1566 LYMAN PL
City: HOLLYWOOD
Map Loc: 39 - about 2 mile SE of the subject
Status: S - Small Generator

Permit id#: CAD983664616

Acknowledge date 05/13/1993

Site: CHILDRENS HOSPITAL LOS ANGELES
Address: 4650 W SUNSET BLVD, #42
City: LOS ANGELES
Map Loc: 42 - about 2 mile S of the subject
Status: L - Large Generator

Permit id#: CAD981399900

This facility is a mixed waste generator
Activities at this facility include:
Activities at this facility include:
Activities at this facility include:
GENERAL MEDICAL AND SURGICAL HOSPITALS
RESEARCH AND DEVELOPMENT IN THE PHYSICAL ENGINEERING, SPECIALTY (EXCEPT PSYCHIATRIC AND SUBSTANCE ABUSE) HOSPAND LIFE SCIENCES
ITALS

Site: 4900 SUNSET
Address: 4700 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 44 - about 2 mile S of the subject
Status: S - Small Generator

Permit id#: CAD982008047

Acknowledge date 03/31/1991
Activities at this facility include:
HMO MEDICAL CENTERS
On 10/22/2002 a compliance evaluation inspection on-site was performed by EPA. A violation was discovered on 10/22/2002 of RCRA regulations. On 02/10/2003 written informal was issued.
On 10/22/2002 a compliance evaluation inspection on-site was performed by EPA. A violation was discovered on 10/22/2002 of Generators - Records/Reporting. On 02/10/2003 written informal was issued.
On 10/22/2002 a compliance evaluation inspection on-site was performed by EPA. A violation was discovered on 10/22/2002 of TSD - Tank System Standards. On 02/10/2003 written informal was issued.
On 10/22/2002 a compliance evaluation inspection on-site was performed by EPA. A violation was discovered on 10/22/2002 of Generators - Records/Reporting. On 02/10/2003 was issued.
On 10/22/2002 a compliance evaluation inspection on-site was performed by EPA. A violation was discovered on 10/22/2002 of RCRA regulations. On 02/10/2003 was issued.
On 10/22/2002 a compliance evaluation inspection on-site was performed by EPA. A violation was discovered on 10/22/2002 of RCRA regulations. On 02/10/2003 was issued.
On 10/22/2002 a compliance evaluation inspection on-site was performed by EPA. A violation was discovered on 10/22/2002 of TSD - Tank System Standards. On 02/10/2003 was issued.
On 10/22/2002 a compliance evaluation inspection on-site was performed by EPA. A violation was discovered on 10/22/2002 of RCRA regulations. On 02/10/2003 written informal was issued

Site: KAISER FOUND HLTH PLAN
Address: 4747 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 48 - about 2 mile SW of the subject



Status:

Permit id#: CAD981397375

Site: LA FIRE STATION 35
Address: 1601 HILLHURST AVE
City: LOS ANGELES
Map Loc: 52 - about 2 mile E of the subject
Status: S - Small Generator

Permit id#: CAD981962160

Acknowledge date 03/31/1991
Activities at this facility include:
FIRE PROTECTION

Site: U HAUL HOLLYWOOD 713 55
Address: 4550 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 55 - about 2 mile SE of the subject
Status:

Permit id#: CAD981641283

Site: CASTLE FORD SALES INC
Address: 4531 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 58 - about 2 mile SE of the subject
Status: S - Small Generator

Permit id#: CAD981378532

Acknowledge date 02/16/1993

Site: UNOCAL SVC STA #3837
Address: 4900 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 59 - about 2 mile W of the subject
Status:

Permit id#: CAD981644347

Site: O CLEANING STORE
Address: 4716 FRANKLIN AVE
City: HOLLYWOOD
Map Loc: 66 - about 2 mile N of the subject
Status: S - Small Generator

Permit id#: CAD983605478

Acknowledge date 07/16/1992

Site: VIDE 0 ASIS
Address: 1815 HILLHURST AVE
City: LOS ANGELES
Map Loc: 69 - about 3 mile NE of the subject
Status: S - Small Generator

Permit id#: CAD981578560

Acknowledge date 03/31/1991
Activities at this facility include:
GENERAL RENTAL CENTERS

Site: KAISER FOUND HLTH
Address: 4867 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 77 - about 3 mile SW of the subject
Status: L - Large Generator

Permit id#: CAD981396591

Activities at this facility include:
Activities at this facility include:
Activities at this facility include:
DIRECT HEALTH AND MEDICAL INSURANCE CARRIERS
GENERAL MEDICAL AND SURGICAL HOSPITALS
HMO MEDICAL CENTERS

Site CELEBRITY CLEANERS
Address: 1857 HILLHURST AVE
City: LOS ANGELES
Map Loc: 80 - about 3 mile NE of the subject
Status: S - Small Generator

Permit id# CAD982436016

Acknowledge date 07/16/1992
Activities at this facility include:
DRYCLEANING AND LAUNDRY SERVICES (EXCEPT COIN-OPERATED)

Site: THRIFTY CLEANERS
Address: 4970 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 92 - about 3 mile W of the subject
Status: S - Small Generator

Permit id#: CAD982446650

Acknowledge date 07/16/1992
Activities at this facility include:
DRYCLEANING AND LAUNDRY SERVICES (EXCEPT COIN-OPERATED)

Site BAYLESS CHEVRON
Address 1869 HILLHURST AVE
City LOS ANGELES
Map Loc 93 - about 3 mile NE of the subject
Status:

Permit id#: CAD981663370

Site CHEVRON STATION 90140
Address: 1869 HILLHURST AVE
City: LOS ANGELES
Map Loc: 93 - about 3 mile NE of the subject
Status: S - Small Generator

Permit id#: CAR000116772

Site: SUNSET 30 MINUTE PHOTO
Address: 4470 W SUNSET BLVD, STE 108
City: LOS ANGELES
Map Loc 95 - about 3 mile SE of the subject
Status: S - Small Generator

Permit id#: CAD982444408

Acknowledge date 03/31/1991



**SARA** **SARA Title III,section 313 (TRIS)**

Title III of the Superfund Amendments and Reauthorization Act,Section 313, also known as Emergency Planning and Community Right-to-Know Act of 1986 requires owners or operators of facilities with more than 10 employees and are listed under Standard Industrial Classification(SIC) Codes 20 through 39 to report the manufacturing, processing or use of more than a threshold of certain chemical or chemical categories listed under section 313. This database is also known as Toxic Release Information System (TRIS)

Below summary information for the last five year period is reported grouping the releases into air, water underground injection, land, public offsite treatment (potw) and transportation offsite

*No listings within a quarter of a mile radius of the subject site*

**NC** **Nuclear Regulatory Commission Licensees**

The Nuclear Regulatory Commission, Office of Nuclear Material Safety and Safeguards has been mandated (10 CFR Ch 1.42) to protect the public health and safety, the common defense and security, and the environment by licensing, inspection, and environmental impact assessment for all nuclear facilities and activities, and for the import and export of special nuclear material

*No listings within a quarter of a mile radius of the subject site*

**PCB** **PCB Waste Handlers Database**

The U S Environmental Protection Agency tracks generators, transporters, commercial stores and/or brokers and disposers of PCB's in accordance with the Toxic Substance Control Act. x

*No listings within a quarter of a mile radius of the subject site*

**PCS** **Permit Compliance System**

PCS is a database that contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities PCS was developed by The U S Environmental Protection Agency to meet the information needs of the NPDES program under the Clean Water Act PCS tracks permit, compliance, and enforcement states of NPDES facilities

*No listings within a quarter of a mile radius of the subject site*

**AFS** **AIRS Facility System**

AFS contains emissions and compliance data on air pollution point sources tracked by the U S EPA and state and local environmental regulatory agencies There are seven "criteria pollutants" for which data must be reported to EPA and stored in AIRS: PM10 (particulate matters less than 10 microns in size), carbon monoxide, sulfur dioxide, nitrogen dioxide, lead, reactive volatile organic compounds (VOC), and ozone

AFS replaces the former Compliance Data System (CDS), the National Emission Data System (NEDS), and the Storage and Retrieval of Aeromatic Data (SAROAD)

*This list has been researched within a quarter of a mile radius of the subject site*

Site: KAISER FOUND HLTH
Address: 4867 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 77 - about 3 mile SW of the subject
Status:
Permit id#: CAD981396591

Site: KAISER FOUNDATION HOSPITAL
Address: 1550 N EDGEMONT ST
City: LOS ANGELES
Map Loc 79 - about 3 mile SW of the subject
Status:
Permit id#: 110020050273

**PE** **Section Seven Tracking System (SSTS)**

SSTS evolved from the FIFRA and TSCA Enforcement System (FATES) SSTS tracks the registration of all pesticide producing establishments and tracks annually the types and amounts of pesticides, active ingredients, and devices that are produced, sold or distributed each year

*No listings within a quarter of a mile radius of the subject site*

**FIFRA** **FIFRA/TSCA Tracking System/ National Compliance Database (FTTS/NCDB)**

NCDB supports implementation of the Federal Insecticide, Fungicide and Rodenticide Control Act (FIFRA) and the Toxic Substance Control Act (TSCA)

*This list has been researched within a quarter of a mile radius of the subject site*

Site: HOLLYWOOD LUTHERAN CHURCH
Address: 1733 N NEW HAMPSHIRE AVE
City: LOS ANGELES
Map Loc: 15 - about 1 mile NW of the subject
Status:
Permit id#: 110011787085

42Program ID: C09#09-C20225

Site: HOLLYWOOD LUTHERAN CHURCH
Address: 1733 N NEW HAMPSHIRE AVE
City: LOS ANGELES
Map Loc: 15 - about 1 mile NW of the subject
Status:
Permit id#: CAD983627506

Site: CHILDRENS HOSPITAL LOS ANGELES



Address: 4650 W SUNSET BLVD, #42
City: LOS ANGELES
Map Loc: 42 - about 2 mile S of the subject
Status:
Permit id#: CAD981399900

83Program ID: D09#09-90-0031
84Program ID: I09#19900321CA013 1

**FFIS** **Federal Facilities Information System (FFIS)**

Federal Facilities Information System (FFIS) contains a list of all Treatment Storage and Disposal Facilities (TSDs) owned and operated by federal agencies

*No listings within a quarter of a mile radius of the subject site*

**CICIS** **Chemicals in Commerce Information System (CICIS)**

Chemicals in Commerce Information System contains an inventory of chemicals manufactured in commerce or imported for Toxic Substances Control Act regulated commercial purposes CICIS allows EPA to maintain a comprehensive listing of over 70,000 chemical substances that are manufactured or imported and are regulated under TSCA

*No listings within a quarter of a mile radius of the subject site*

**FINDS** **FINDS EPA Facility Index System**

The U S Environmental Protection Agency maintains an index system of all facilities which are regulated or have been assigned an identification number for other purposes

Facilities that have been reported elsewhere in this report will not be listed under this category

*No listings within a quarter of a mile radius of the subject site*

**HWIS** **Hazardous Waste Information System**

The Department of Toxic Substance Control, California Environmental Protection Agency, maintains a a data base keeping track of the movement and disposal of hazardous waste. The data is used to support the Tanner legislation, AB 2948.

Status Codes: EPA Facility Permit Number
CAL - State permanent number
CAC - State provisional or emergency number
CAH - State prov or perm number for household hazardous waste collections
CAI - State permanent number for exotic pest detection
CAS - State permanent number issued by county for emergency response
CAE - State prov number for hazardous waste removal caused by natural disasters
CAX - State permanent or provisional number issued prior to 1987. No longer used.
CLU - State permanent number issued by county for clandestine lab cleanup
CAR - Federal permanent number
CA - Federal permanent number
CAD - Federal permanent or provisional number. State provisional before 1988
CAT - Federal permanent number
CAP - Federal provisional or emergency number

*This list has been researched within a quarter of a mile radius of the subject site*

Site: EXXONMOBIL OIL CORP #10300
Address: 1657 N VERMONT AVE
City: LOS ANGELES
Map Loc: 2 - about 0 mile NW of the subject
Status: EPA ID#: CAL000050515

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aq sol with org residues > 10% | ton | | 58 | 08 | | | | | | 5 | | | |
| Aq sol with org residues<10% | ton | | | 6 79 | | | | | 2 04 | | | | |
| Unspec oil cont waste | ton | | | | | | 83 | 7 97 | 24 | 12 | | | |
| Tank Bottom waste | ton | | | | | | | 11 66 | | | | | |
| Off-spec, aged or surplus org | ton | | | | | | | | | | 22 | | |
| Other organic solids | ton | | | | | | | 4 | | | 15 | | |

Site: EXXONMOBIL OIL CORP 10300
Address: 1657 N VERMONT AVE
City: LOS ANGELES
Map Loc 2 - about 0 mile NW of the subject
Status EPA ID#: CAR000176594

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aq sol with org residues > 10% | ton | | | | | | | | | | | | |
| Unspecified aqeous solution | ton | | | | | | | | | | | 02 | 06 |
| Unspecified aqeous solution | ton | | | | | | | | | | | | 23 |
| Hydrocarbon solvents | ton | | | | | | | | | | 06 | | |

Site: HOLLYMONT CAR WASH
Address: 1666 N VERMONT AVE
City: LOS ANGELES
Map Loc: 3 - about 0 mile NW of the subject
Status: EPA ID#: CAC000521464

Site: DAVID DEVINE
Address: 1633 N VERMONT AVE
City: LOS ANGELES
Map Loc: 5 - about 0 mile S of the subject
Status: EPA ID#: CAC001414416

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Other organic solids | ton | | | | | | | | 2 | | | | |

Site: BP WEST COAST PRODUCTS LLC 050
Address: 1630 N VERMONT AVE
City: LOS ANGELES
Map Loc: 6 - about 0 mile S of the subject
Status: EPA ID#: CAL000225745

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aq sol with org residues<10% | ton | | | | | | | | 59 47 | | | | |

Site: BP WEST COAST PRODUCTS LLC 050
Address: 1630 N VERMONT AVE
City: LOS ANGELES
Map Loc: 6 - about 0 mile S of the subject
Status: EPA ID#: CAL000261027

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sol without metals (PH >12 5) | ton | | | | | | | | | | | | 1 |
| Aq sol with org residues<10% | ton | 32 | | | | | | | 2401 | 38 98 | 1 25 | | |
| Aq sol with org residues<10% | ton | | | | | | | | | | 1 95 | | |
| Aq sol with org residues<10% | ton | | | | | | | | | | 2 21 | | |



Site: ARCO PRODUCTS CO FAC 5025
Address: 1630 N VERMONT AVE
City: LOS ANGELES
Map Loc: 6 - about 0 mile S of the subject
Status: EPA ID#: CAL000026436

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aq sol with org residues<10% | ton | | | | | | | | 94 | 10 58 | 9.46 | 12 16 | 107 |
| Hydrocarbon solvents | ton | | | | | | | | 38 | | | | |

Site: FAT BURGER/HOLLYWOOD
Address: 1611 N VERMONT AVE
City: HOLLYWOOD
Map Loc: 7 - about 0 mile S of the subject
Status: EPA ID#: CAC000970544

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbestos containing waste | ton | | | | | | | | 5 06 | | | | |

Site: BANK OF AMERICA
Address: 1715 N VERMONT AVE
City: HOLLYWOOD
Map Loc 8 - about 0 mile N of the subject
Status: EPA ID#: CAC000789152

Site: SAINT THOMAS MEDICAL CLINIC
Address: 4652 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc 9 - about 0 mile SE of the subject
Status: EPA ID#: CAL000125008

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Photochemical waste | ton | | | | | | | | | | | | |

Site: HOLLYWOOD CLEANERS
Address: 4730 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 10 - about 0 mile W of the subject
Status: EPA ID#: CAD983647462

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Halogenated solvents | ton | | | | | | | | 58 | | | | |

Site: HAGOP BEZIKIAN MD
Address: 4645 HOLLYWOOD BLVD,# 4
City: LOS ANGELES
Map Loc: 11 - about 1 mile SE of the subject
Status: EPA ID#: CAL000080063

Site: KYORK DABBAGH DDS
Address: 4645 HOLLYWOOD BLVD ,STE 2
City: HOLLYWOOD
Map Loc: 11 - about .0 mile SE of the subject
Status: EPA ID#: CAL000181019

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Inorganic solid waste | ton | | | | | | | | | | | | |

Site: KAJIMA/REY WILSON
Address: 4748 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 12 - about 1 mile W of the subject

Status: EPA ID#: CAC001211024

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unspec oil cont waste | ton | | | | | 14 | 62 | | | | | | |

Site: KAJIMA/RAY WILSON
Address: 4748 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc 12 - about 1 mile W of the subject
Status: EPA ID#: CAL000129315

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unspec oil cont waste | ton | | | | | 17 | 1 | | | | | | |
| Unspec organic liquid mixture | ton | | | | | 29 | | | | | | | |
| Other organic solids | ton | | | | | 72 | | | | | | | |
| Liquids with pH<2 | ton | | | | | 42 | | | | | | | |

Site: HOLLYMONT CLEANERS
Address: 1759 N VERMONT AVE
City: LOS ANGELES
Map Loc 13 - about 1 mile N of the subject
Status: EPA ID#: CAL000009684

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aq sol with org residues<10% | ton | | | | | | | | | | | | |
| Halogenated solvents | ton | | | | | 26 | | | | 28 | 12 | 13 | |
| Hydrocarbon solvents | ton | | | | | | | | | | | | |

Site: LOS FELIZ EL
Address: 1740 N NEW HAMPSHIRE AVE
City: LOS ANGELES
Map Loc 14 - about 1 mile NW of the subject
Status EPA ID#: CAD981625403

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbestos containing waste | ton | 7 | | | | | | | | 25 | 28 | | 63 6 |
| Inorganic solid waste | ton | | | | | | | 35 | | | | | |
| Waste oil and mixed oil | ton | | | | | | | | | | 1.45 | | |
| Off-spec, aged or surplus org | ton | | | | | | | 7 | | | | | |
| Other organic solids | ton | | | | | | 02 | | | | .07 | | |
| Lab waste chemicals | ton | | | | | | | 12 | | | | | |

Site: THRIFTY STORE #5435
Address: 1535 N VERMONT AVE
City: LOS ANGELES
Map Loc: 16 - about 1 mile S of the subject
Status: EPA ID#: CAL000145678

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Photochemical waste | ton | | | | | 1 | 04 | | | | | | |

Site: RITE AID #6129
Address: 1533 N VERMONT AVE
City: LOS ANGELES
Map Loc: 17 - about 1 mile S of the subject
Status: EPA ID#: CA0000228510

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Photochemical waste | ton | | | | | 4 48 | 1 05 | 17 | | | | | |

Site: TIME O MAX ONE HOUR PHOTO
Address: 1553 N VERMONT AVE
City: LOS ANGELES
Map Loc: 18 - about 1 mile S of the subject
Status: EPA ID#: CAD981457674

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|



| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Photochemical waste | ton | | | | | | | | | 04 | | | |

Site: TIME-O-MAX
Address: 1553 N VERMONT AVE
City: LOS ANGELES
Map Loc: 18 - about 1 mile S of the subject
Status: EPA ID#: CAX000101188

Site: PRESTIGE MANAGEMENT INC
Address: 1777 N VERMONT AVE
City: LOS ANGELES
Map Loc 19 - about 1 mile N of the subject
Status EPA ID#: CAC000521592

Site: VICTOR ADJEMIAN
Address: 1759 N NEW HAMPSHIRE AVE
City: LOS ANGELES
Map Loc: 20 - about 1 mile NW of the subject
Status: EPA ID#: CAC002608203

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbestos containing waste | ton | | | | | | | | | | | | 84 |

Site: AUTOMOBILE CLUB OF SOUTHERN CA
Address: 4773 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 21 - about 1 mile W of the subject
Status: EPA ID#: CAC000778072

Site: HVBB MEDICAL GROUP
Address: 4651 MELBOURNE AVE
City: HOLLYWOOD
Map Loc: 22 - about 1 mile NE of the subject
Status: EPA ID#: CAL922892443

Site: GLORIA C DINGLASAN DDS
Address: 4606 HOLLYWOOD BLVD,STE A
City: LOS ANGELES
Map Loc: 23 - about 1 mile SE of the subject
Status: EPA ID#: CAL000159320

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Photochemical waste | ton | | | | | | | | 02 | | 02 | | |

Site: M E T
Address: 1520 N VERMONT AVE
City: LOS ANGELES
Map Loc: 24 - about 1 mile S of the subject
Status: EPA ID#: CAC002291649

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unspecified aqeous solution | ton | | | | | | | | | | | | 2 71 |

Site: ROTHMAN, MIKE
Address: 1816 N VERMONT AVE
City: LOS ANGELES
Map Loc: 25 - about 1 mile N of the subject
Status: EPA ID#: CAL000017899

Site: CHILDREN'S HOSPITAL LOS ANGELE

Address: 4612 MAUBERT, 4612,4638, 4654
City: LOS ANGELES
Map Loc: 26 - about 1 mile SE of the subject
Status: EPA ID# CAC002322649

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbestos containing waste | ton | | | | | | 12 64 | | | | | | |

Site: KASISER PERMANENTE HOSPITAL
Address: 4730 BARNSDALL AVE
City: LOS ANGELES
Map Loc 27 - about 1 mile SW of the subject
Status EPA ID#: CAC000689936

Site: FIRST INTERSTATE BANK
Address: 1517 N VERMONT AVE
City: LOS ANGELES
Map Loc: 28 - about 1 mile S of the subject
Status EPA ID#: CAC000594504

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbestos containing waste | ton | | 11 97 | | | | | | | | | | |

Site: CITY OF LOS ANGELES - PUBLIC W
Address: 4800 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 29 - about 1 mile W of the subject
Status: EPA ID#: CAH777001713

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Waste oil and mixed oil | ton | | | | | | | | | | | 57 | |

Site: LA HOLLYHOCK HOUSE
Address 4800 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 29 - about 2 mile W of the subject
Status: EPA ID# CAD981988033

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sol without metals (PH >12 5) | ton | | | | | | | | | | | | |
| Unspecified aqeous solution | ton | | | | | | | | | | | | |
| Asbestos containing waste | ton | | | | | | 46 77 | | 5 3 | | 2 | | |
| Off-spec aged or surplus org | ton | | | | | | 16 | | | | | | |

Site FIGARO RESTURANT
Address 1802 N VERMONT AVE
City LOS ANGELES
Map Loc 30 - about 1 mile N of the subject
Status: EPA ID#: CAC002309905

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Waste oil and mixed oil | ton | | | | | | 18 76 | | | | | | |

Site 1X PAUL F MATTOON #3
Address: 1630 LYMAN PL
City HOLLYWOOD
Map Loc 31 - about 1 mile E of the subject
Status: EPA ID#: CAC000898592

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbestos containing waste | ton | | | | | 1 12 | | | | | | | |

Site: KAISER PERMANENTE RESEARCH LAB
Address: 1515 N VERMONT AVE, # B
City: HOLLYWOOD



Map Loc: 32 - about 1 mile S of the subject
Status: EPA ID#: CAD982025850

Site: KAISER PERMANENTE
Address: 1515 N VERMONT AVE
City: LOS ANGELES
Map Loc: 32 - about 1 mile S of the subject
Status: EPA ID#: CAD981396658

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbestos containing waste | ton | | | | 25 28 | 8 43 | | 3 36 | | 1.09 | | 1 6 | |
| Unspecified solvent mixture | ton | | | | | | | | | | | .01 | |
| Unspec oil cont waste | ton | | | | | 63 | | | | | | | |
| Pharmaceutical waste | ton | | | | | | | | | | .01 | 03 | 01 |
| Pharmaceutical waste | ton | | | | | | | | | | | | 02 |
| Pharmaceutical waste | ton | | | | | | | | | | | | 04 |

Site: KAISER PERMANENTE HOSPITAL
Address: 1515 N VERMONT AVE
City: LOS ANGELES
Map Loc: 32 - about 1 mile S of the subject
Status: EPA ID#: CAX000251694

Site: MONOCAL MOTORS INC
Address: 4601 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc 33 - about 1 mile SE of the subject
Status EPA ID#: CAD982523508

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unspecified solvent mixture | ton | | | | 08 | 23 | | | | | | | |
| Waste oil and mixed oil | ton | | | 83 | | | | | | | | | |
| Oil/water sludge | ton | | 2 | | 3 55 | | | | | | | | |
| Unspec organic liquid mixture | ton | | | 1 3 | | | | | | | | | |

Site: MAZDA OF HOLLYWOOD
Address: 4601 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 33 - about 1 mile SE of the subject
Status: EPA ID#: CAL000079719

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aq sol with org residues > 10% | ton | | | | 73 | 4 63 | | | | | | | |
| Aq sol with org residues<10% | ton | | | | 46 | | | | | | | | |
| Unspecified aqeous solution | ton | | | | 2 62 | | | | | | | | |
| Oil/water sludge | ton | | | | 83 | | | | | | | | |

Site: ELEANOR W GRIFFIN
Address: 4601 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 33 - about 1 mile SE of the subject
Status: EPA ID#: CAC000244065

Site: ALEX SATIN OLDSMOBILE
Address 4601 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc 33 - about 1 mile SE of the subject
Status EPA ID#: CAD981440613

Site: LIPPO BANK
Address: 4601 HOLLYWOOD BLVD
City: LOS ANGELES

Map Loc: 33 - about 1 mile SE of the subject
Status: EPA ID#: CAC000505272

Site: CITY OF L A CULTURAL AFFAIRS
Address: 4814 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 34 - about 1 mile W of the subject
Status: EPA ID#: CAC000928920

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Photochemical waste | ton | | | | | 35 | | 24 | 2 06 | 45 | 45 | | |

Site: ESTATE OF LEONOR W GRIFFIN
Address: 4575 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 35 - about 2 mile SE of the subject
Status: EPA ID#: CAC002134521

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unspec organic liquid mixture | ton | | | | | .63 | | | | | | | |
| Other organic solids | ton | | | | | 370 | | | | | | | |

Site: WILLD, JOHN
Address: 4810 HOLLYWOOD BLVD, 4810-20
City: LOS ANGELES
Map Loc: 36 - about .1 mile W of the subject
Status: EPA ID#: CAC000270897

Site: WILLD, JOHN
Address: 4820 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 37 - about .2 mile W of the subject
Status: EPA ID#: CAC000797256

Site: DANILO MANAHAN DMD
Address: 4836 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 38 - about .2 mile W of the subject
Status: EPA ID#: CAL000106476

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Photochemical waste | ton | | | | | 01 | | | | | | | |

Site: HOLLYWOOD BODY AND FENDER WORK
Address: 1566 LYMAN PL
City: HOLLYWOOD
Map Loc: 39 - about .2 mile SE of the subject
Status: EPA ID# CAD983664616

Site: ALLSTAR AUTO BODY
Address: 1566 LYMAN PL
City: LOS ANGELES
Map Loc: 39 - about .2 mile SE of the subject
Status: EPA ID#: CAL920395914

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Oxygenated solvents | ton | | | | | 06 | | | | | | | |
| Oil/water sludge | ton | | | 42 | | | | | | | | | |

Site: THE L A COUNTY TRANS AUTH
Address: 4661 W SUNSET BLVD



City: LOS ANGELES
Map Loc: 40 - about .2 mile S of the subject
Status: EPA ID#: CAC000952976

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Contaminated soil | ton | | | | 3.85 | | | | | | | | |

Site: CHILDREN'S HOSP OF LOS ANGELES
Address: 4650 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 42 - about .2 mile S of the subject
Status: EPA ID#: CAX000081604

Site: CHILDRENS HOSPITAL
Address: 4650 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 42 - about .2 mile S of the subject
Status: EPA ID#: CAC002667728

Site: CHILDREN'S HOSP OF LOS ANGELES
Address: 4650 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 42 - about .2 mile S of the subject
Status: EPA ID#: CAD981399900

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sol (PH>12.5) with restr metals | ton | | | | | 01 | | | | | | | |
| Sol without metals (PH >12 5) | ton | | | 02 | | | .11 | .2 | | | 01 | 06 | |
| Unspecified alkaline solution | ton | | | | | | .08 | | | | | | |
| Aq sol with org residues > 10% | ton | | | | 1.38 | .04 | .71 | 1.7 | 1 04 | | 12 | 1 88 | 2 08 |
| Aq sol with org residues<10% 10 21 | ton | | | | | | 3.23 | .97 | 2 05 | 41 | 4 26 | 9 11 | |
| Aq sol with org residues<10% | ton | | | | | | | | | | | | 2 13 |
| Unspecified aqeous solution | ton | | | | 19 81 | | | | | | | | |
| Off-spec,aged/surplus inorg | ton | | 02 | | | | 04 | .02 | .2 | | | | |
| Asbestos containing waste | ton | 76 54 | 33 5 | 18 54 | 51 41 | 189 | 128 | 228 | 174 | 1 76 | | | |
| Other Spent catalyst | ton | | | | | | | | | | 1 4 | | |
| Restricted Metal Sludge | ton | | | | | | .04 | | | | | | |
| Inorganic solid waste | ton | | | | .02 | | .25 | 13.22 | | 33 18 | | | 12 |
| Halogenated solvents | ton | | | 9 | | | | .01 | | | | | |
| Hydrocarbon solvents | ton | | 3 32 | 2 89 | 3.52 | 2 22 | | | | | | | |
| Unspecified solvent mixture | ton | 3 6 | 3 15 | 3 48 | 5.05 | 3 67 | 1.61 | 5.48 | 11 84 | 2 69 | 1 92 | 3 59 | 18 |
| Unspecified solvent mixture | ton | | | | | | | | | | | | 34 |
| Unspecified solvent mixture | ton | | | | | | | | | | | | 1 82 |
| Unspecified solvent mixture | ton | | | | | | | | | | | | 2 17 |
| Waste oil and mixed oil | ton | 22 | | | 69 | | 1 08 | 6 17 | 29 | | 28 | 06 | 23 |
| Oil/water sludge | ton | | | | 14 51 | 4 59 | | | | | 3 23 | | |
| Unspec oil cont waste | ton | | | | | 18 64 | 7 92 | | | 2 47 | | 1 25 | |
| Tank Bottom waste | ton | | | | 07 | 15 | 1 25 | | | | | | 17 |
| Polychlorinated biphenyls | ton | 28 | 08 | | 14 03 | 53 | | | 3 5 | | | | |
| Polychlorinated biphenyls | ton | | | | | | | | | | .75 | | |
| Polychlorinated biphenyls | ton | | | | | | | | | | 3.78 | | |
| Pharmaceutical waste | ton | | | | | .23 | | | | | .06 | 34 | 28 |
| Biological waste | ton | 02 | | | .42 | 2.34 | .71 | | | | | | |
| Off-spec. aged or surplus org | ton | | | | 1.09 | .58 | 4.97 | 2.07 | 5 | 2 | 24 | 18 | 84 |
| Unspec organic liquid mixture | ton | 22 | | | .23 | | 1.54 | | | | 1 25 | | |
| Other organic solids | ton | 12 | | 01 | .08 | .05 | .9 | .82 | | 15 | 34 | 1 59 | 2 16 |
| Paint sludge | ton | | | 46 | | | | 2 | | | | | |
| Empty containers<30 gal | ton | | | | 18 | | | .37 | 7 | | | | |
| Photochemical waste | ton | | | | 1 5 | 1 5 | 1 97 | .7 | 9 | 39 | 3 | 58 | 1 11 |
| Lab waste chemicals | ton | 10 2 | 08 | 89 | 4 15 | 1 66 | 1 79 | .99 | 39 | | 13 | 2 | |
| Lab waste chemicals | ton | | | | | | | | | | | | 07 |
| Lab waste chemicals | ton | | | | | | | | | | | | 08 |
| Lab waste chemicals | ton | | | | | | | | | | | | 08 |
| Contaminated soil | ton | | 5 | | | | 2 08 | | 6 79 | | | | |
| Liq with mercury > 20 mg/l | ton | | | | | | | 03 | | | 06 | 03 | 25 |
| Liq with PCB > 50 mg/l | ton | 7 52 | 10 27 | | 3 2 | | | | 1 76 | | 33 | | 12 |

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Liq with hal org>1g/l | ton | | | | | 23 | 92 | | | | | | |
| Liquids with pH<2 | ton | | | | | | 39 | 01 | 4 | | 01 | 02 | 01 |
| Liq with pH<2 & restr metals | ton | | | | | | 8 | 3 | | | | | |
| Waste containing dioxins | ton | | | 02 | | | | | | | | | |

Site KHS & S CONTRACTORS
Address 4650 W SUNSET BLVD
City: LOS ANGELES
Map Loc 42 - about 2 mile S of the subject
Status EPA ID# CAC002632079

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-spec aged or surplus org | ton | | | | | | | | | | | 1 | |

Site CHILDREN'S HOSPITAL OF LOS ANG
Address 4650 W SUNSET BLVD
City LOS ANGELES
Map Loc 42 - about 2 mile S of the subject
Status: EPA ID# CAL000272200

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aq sol with org residues > 10% | ton | 32 | | | | | | | 51.2 | | | | |
| Aq sol with org residues<10% | ton | | | | | | | | | .46 | | 13 | |
| Off-spec,aged/surplus inorg | ton | | | | | | | | | .1 | | | |
| Asbestos containing waste | ton | | | | | | | | 9.27 | 77.27 | 54 14 | 6 8 | 4 |
| Unspecified solvent mixture | ton | | | | | | | | 1.35 | 4.79 | | | |
| Waste oil and mixed oil | ton | | | | | | | | .2 | .46 | | | |
| Off-spec aged or surplus org | ton | | | | | | | | .46 | 1.31 | | | |
| Other organic solids | ton | | | | | | | | .06 | .2 | | | |
| Empty containers<30 gal | ton | | | | | | | | .12 | .1 | | | |
| Photochemical waste | ton | | | | | | | | .35 | .55 | | | |
| Lab waste chemicals | ton | | | | | | | | | .04 | | | |
| Liquids with pH<2 | ton | 32 | | | | | | | 25 6 | .11 | | | |

Site: THE CHILDRENS HOSPITAL
Address: 4650 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 42 - about 2 mile S of the subject
Status EPA ID#: CAC000655232

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Tank Bottom waste | ton | | 31 | | | | | | | | | | |

Site KAISER PERMANENTE
Address: 4700 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 44 - about 2 mile S of the subject
Status: EPA ID#: CAL923573869

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbestos containing waste | ton | | | | | | | | 2 52 | | | | |
| Unspecified solvent mixture | ton | | | | | | | | | | | | |
| Pharmaceutical waste | ton | | | | | | | 02 | | | | | |
| Photochemical waste | ton | | | | | | | | | | | | |

Site: KAISER FOUNDATION HEALTH PLAN
Address: 4841 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 45 - about 2 mile W of the subject
Status: EPA ID#: CAL000258043

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbestos containing waste | ton | | | | | | | | 33 7 | | | | |

Site KAISER FOUNDATION HEALTH PLAN
Address: 4841 HOLLYWOOD BLVD
City LOS ANGELES



Map Loc: 45 - about 2 mile W of the subject
Status: EPA ID#: CAL000248409

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbestos containing waste | ton | | | | | | | | 543 | | | | |
| Off-spec, aged or surplus org | ton | | | | | | | | 1 4 | | | | |

Site: EDGEMONT HOSPITAL
Address: 4841 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc 45 - about 2 mile W of the subject
Status: EPA ID#: CAC000053989

Site: ABC MEDICAL CLINIC
Address: 1674 HILLHURST AVE
City: LOS ANGELES
Map Loc: 47 - about 2 mile E of the subject
Status: EPA ID#: CAL000106106

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Restricted Metal Sludge | ton | | | 01 | | | | | | | | | |
| Photochemical waste | ton | | | | | | | | | | | | |

Site: KAISER FOUND HLTH PLAN
Address: 4747 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 48 - about 2 mile SW of the subject
Status: EPA ID#: CAD981397375

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbestos containing waste | ton | 887 | 83 | | | 5 06 | | 1 26 | 286 | | | | |
| Tank Bottom waste | ton | | | | | | | | | 1 45 | | | |
| Polychlorinated biphenyls | ton | | | | | | | | .48 | | | | |
| Unspec organic liquid mixture | ton | 7 | | | | | | | | | | | |

Site: RONALD WONG
Address: 1616 HILLHURST AVE
City: LOS ANGELES
Map Loc: 49 - about 2 mile E of the subject
Status: EPA ID#: CAC002638612

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbestos containing waste | ton | | | | | | | | | | | | .4 |

Site: JOHN AAROW & ASSOCIATES
Address: 1714 HILLHURST AVE
City: LOS ANGELES
Map Loc: 50 - about 2 mile E of the subject
Status: EPA ID#: CAC001414240

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unspec oil cont waste | ton | | | | | | 23 | | | | | | |

Site: KAISER FOUNDATION
Address: 4760 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 51 - about 2 mile SW of the subject
Status: EPA ID#: CAC000625928

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Tank Bottom waste | ton | | 06 | | | | | | | | | | |

Site: KAISER FOUNDATION INC
Address: 4760 W SUNSET BLVD
City: LOS ANGELES

Site: LLOYDS ARCO STA
Address: 1874 N VERMONT AVE
City: LOS ANGELES
Map Loc: 60 - about 2 mile N of the subject
Status: EPA ID#: CAX000037432

Site: ARCO PRODUCTS CO FAC 19
Address: 1874 N VERMONT AVE
City: LOS ANGELES
Map Loc 60 - about 2 mile N of the subject
Status EPA ID#: CAL000028030

Site: HOME SAVING
Address: 4905 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 61 - about 2 mile W of the subject
Status: EPA ID#: CAC000681848

Site: KIDS DENTAL KARE
Address: 4905 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 61 - about 2 mile W of the subject
Status: EPA ID#: CAL000225161

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Inorganic solid waste | ton | | | | | | | | | | | | |

Site: CHILDRENS HOSPITAL THRIFT STOR
Address: 4551 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 62 - about 2 mile SE of the subject
Status: EPA ID#: CAC002291001

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Other organic solids | ton | | | | | | | 6.4 | | | | | |

Site: BYUNG S KIM & SUNG JA KIM
Address: 4521 MELBOURNE AVE
City: LOS ANGELES
Map Loc: 63 - about 2 mile NE of the subject
Status: EPA ID#: CAC002672732

Site: ISE AUTOMOTIVE INC
Address: 1774 HILLHURST AVE
City: LOS ANGELES
Map Loc 64 - about 2 mile NE of the subject
Status EPA ID#: CAL000109827

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aq sol with org residues<10% | ton | | | | 1 34 | | | | | | | | |
| Unspecified aqueous solution | ton | | | | 94 | 2 42 | 1 78 | 1 54 | | | | | |
| Waste oil and mixed oil | ton | | | | | | | | 5 82 | | 3 96 | | |
| Oil/water sludge | ton | | | | | | 3 44 | | | | | | |
| Org liquids with restr metals | ton | | | | | 04 | 06 | | | | | | |

Site: O CLEANING STORE
Address: 4716 FRANKLIN AVE
City: HOLLYWOOD
Map Loc: 66 - about 2 mile N of the subject
Status: EPA ID#: CAD983605478



| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Halogenated solvents | ton | | | | | | | | 35 | 36 | | | |

Site: "O" CLEANING STORE
Address: 4716 FRANKLIN AVE
City: LOS ANGELES
Map Loc: 66 - about 2 mile N of the subject
Status: EPA ID#: CAL000022857

Site: O CLEANING SERVICE
Address: 4716 FRANKLIN AVE
City: HOLLYWOOD
Map Loc: 66 - about 3 mile N of the subject
Status: EPA ID#: CAL000020504

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aq sol with org residues<10% | ton | | | | | | | | | | | | |
| Halogenated solvents | ton | | | | | | | | | | | | |
| Hydrocarbon solvents | ton | | | | | | | | | | 32 | | |

Site: KAISER PERMANENTE
Address: 1530 HILLHURST AVE
City: LOS ANGELES
Map Loc: 67 - about 2 mile SE of the subject
Status: EPA ID#: CAL923573661

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Restricted Metal Sludge | ton | | | | | | | | | | | | |
| Inorganic solid waste | ton | | | | | | | | | | | | |
| Photochemical waste | ton | | | | | | | | 01 | | | | |

Site: KAISER PERMANENTE HOSPITAL
Address: 1530 HILLHURST AVE
City: LOS ANGELES
Map Loc: 67 - about 2 mile SE of the subject
Status: EPA ID#: CAC000713568

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbestos containing waste | ton | | | | 94 | | | | | | | | |

Site: WALGREENS #11449
Address: 4616 DE LONGPRE AVE
City: LOS ANGELES
Map Loc 68 - about 2 mile S of the subject
Status: EPA ID#: CAL000328491

Site: VIDE O ASIS
Address: 1815 HILLHURST AVE
City: LOS ANGELES
Map Loc: 69 - about 2 mile NE of the subject
Status: EPA ID#: CAD981578560

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Photochemical waste | ton | | 1 07 | 1 82 | 71 | 88 | | | | | | | |

Site: VIDEO OASIS & 1 HOUR PHOTO
Address: 1802 HILLHURST AVE
City: LOS ANGELES
Map Loc 70 - about 2 mile NE of the subject
Status: EPA ID#: CAL000124083

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Photochemical waste | ton | | | | 14 | 38 | 75 | | | | | | |

Map Loc 51 - about 2 mile SW of the subject
Status: EPA ID#: CAL000084739

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbestos containing waste | ton | | | | | | | 84 | | | | | |
| Restricted Metal Sludge | ton | | | | 05 | 07 | .06 | | | | | | |
| Inorganic solid waste | ton | | | | | 02 | | | | | | | |
| Waste oil and mixed oil | ton | | | | | | .42 | 7 5 | | | | | |
| Pharmaceutical waste | ton | | | | | | | | | | | 01 | |
| Empty non-pesticide cont>30 gal | ton | | | | | | | | 62 | | | | |

Site: CITY OF L A GENERAL SERVICES
Address: 1601 HILLHURST AVE
City LOS ANGELES
Map Loc 52 - about 2 mile E of the subject
Status: EPA ID#: CAD981962160

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbestos containing waste | ton | | | | 84 | | 1 05 | | | | | | |
| Waste oil and mixed oil | ton | | | 17 | | | | 26 | 34 | | | | |
| Tank Bottom waste | ton | | | | | | | | | | | 33 | |
| Unspec organic liquid mixture | ton | | 1 66 | | | | | | | | | | |
| Other organic solids | ton | | | | | | | | | | 08 | | |

Site THE CHURCH SCIENTOLOGY
Address: 4810 W SUNSET BLVD
City: LOS ANGELES
Map Loc 53 - about 2 mile SW of the subject
Status EPA ID#: CAC002648332

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbestos containing waste | ton | | | | | | | | | | | 4 | 1 6 |

Site: CASTLE FORD BODY SHOP
Address 1620 HILLHURST AVE
City: LOS ANGELES
Map Loc 54 - about 2 mile E of the subject
Status: EPA ID#: CAL000028403

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aq sol with org residues > 10% | ton | | | | | | | | | | 22 | 13 | .13 |
| Oxygenated solvents | ton | | | | | | 53 | 9 | | | | | |
| Unspecified solvent mixture | ton | 32 | | | | | | 86 | 101 | 47 | 12 | | |
| Unspecified solvent mixture | ton | | | | | | | | | | 14 | | |
| Unspec organic liquid mixture | ton | | | | | | 21 | | | | | | |
| Other organic solids | ton | 32 | | | | | | | 43 62 | 06 | .05 | 1 | .05 |
| Empty non-pesticide cont>30 gal | ton | | | | | | | | | 06 | 02 | | |

Site CASTLE FORD SALES & CO
Address 1620 HILLHURST AVE
City: HOLLYWOOD
Map Loc 54 - about 2 mile E of the subject
Status EPA ID#: CAX000118844

Site: U HAUL 712-24
Address: 4550 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 55 - about 2 mile SE of the subject
Status: EPA ID#: CAD981641283

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Waste oil and mixed oil | ton | | | | | 1 25 | | | | | | | |
| Unspec oil cont waste | ton | 8 34 | | | | | | | | | | | |
| Tank Bottom waste | ton | | | | 13 | | | | | | | | |

Site: U HAUL 713-55



Address: 4550 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 55 - about 2 mile SE of the subject
Status: EPA ID#: CAL000010021

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unspec oil cont waste | ton | | | | | | | 23 | | | | | |

Site: CHILDRENS HOSP OF L A
Address: 4601 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 56 - about 2 mile SE of the subject
Status: EPA ID#: CAC000683736

Site: VIDEO HUT
Address: 1868 N VERMONT AVE
City: LOS ANGELES
Map Loc: 57 - about .2 mile N of the subject
Status: EPA ID#: CAL000060704

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Photochemical waste | ton | | 2 | 46 | 94 | 1 26 | 1 35 | | | | | | |

Site: CASTLE FORD SALES, INC
Address: 4531 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 58 - about 2 mile SE of the subject
Status: EPA ID#: CAD981378532

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aq sol with org residues > 10% | ton | | | | 1 67 | 4.48 | 11.49 | 4 57 | | | | | |
| Aq sol with org residues<10% | ton | | | | | | .09 | 1 04 | 1 23 | 77 | 64 | 75 | |
| Unspecified aqeous solution | ton | 1 44 | | 2 29 | 3 9 | | | | | | | | |
| Halogenated solvents | ton | | | | | .03 | | | | | | | |
| Oxygenated solvents | ton | | | | | | 22 | | | | | | |
| Hydrocarbon solvents | ton | | | | | | 63 | | | | | 02 | |
| Unspecified solvent mixture | ton | | | | | 27 | 06 | | | | | | |
| Waste oil and mixed oil | ton | 2.5 | | | | | | | | | | | |
| Oil/water sludge | ton | | | 1.67 | | 8 34 | 9 17 | 11 15 | 17 68 | 24 8 | 4 17 | 7 09 | |
| Unspec oil cont waste | ton | | | | 3.5 | | | | | | | | |
| Org liquids with restr metals | ton | | | | | | 23 | | | | | | |
| Unspec organic liquid mixture | ton | .32 | | | | | | | 243 | 83 | | | |
| Paint sludge | ton | .89 | 4 | .35 | .91 | 1 12 | | | | | | | |
| Liq with hal org>1g/l | ton | | | | | | | 83 | | | 2 | 1 | |

Site: FIVE STAR AUTO GRP INC DBA HOL
Address: 4531 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 58 - about 2 mile SE of the subject
Status: EPA ID#: CAL000295358

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Waste oil and mixed oil | ton | | | | | | | | | | | | 57 |
| Unspec organic liquid mixture | ton | | | | | | | | | | | 29 | |

Site: UNOCAL SVC STA #3837
Address: 4900 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 59 - about .2 mile W of the subject
Status: EPA ID#: CAD981644347

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aq sol with org residues<10% | ton | | | 3 67 | | | | | | | | | |
| Waste oil and mixed oil | ton | | | | 21 | | | | | | | | |
| Unspec oil cont waste | ton | | 1 31 | | | | | | | | | | |
| Unspec organic liquid mixture | ton | | 3 23 | | | | | | | | | | |

Site: AUTOZONE INC #5412
Address: 1515 HILLHURST AVE
City: LOS ANGELES
Map Loc: 71 - about 3 mile SE of the subject
Status: EPA ID#: CAL000207637

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Waste oil and mixed oil | ton | | | | | | | | 68 | | | .02 | 1 |
| Other organic solids | ton | | | | | | | | 5 | | 04 | .14 | .05 |

Site: CHEIF AUTO PARTS INC
Address: 1515 HILLHURST AVE
City: LOS ANGELES
Map Loc: 71 - about 3 mile SE of the subject
Status: EPA ID#: CAL000048409

Site: VONS STORE #2665
Address: 4520 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 72 - about 3 mile SE of the subject
Status: EPA ID#: CAL000353954

Site: KAISER_PERMANENTE HOSPITAL
Address: 1549 N EDGEMONT ST
City: LOS ANGELES
Map Loc: 73 - about 3 mile SW of the subject
Status: EPA ID#: CAC000689944

Site: EDWARD HOM DDS
Address: 1814 HILLHURST AVE
City: LOS ANGELES
Map Loc: 74 - about 3 mile NE of the subject
Status: EPA ID#: CAL000272783

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unspecified solvent mixture | ton | | | | | | | | | 04 | | | |

Site: APPLIED GRAPHICS
Address: 4519 W SUNSET BLVD
City: LOS ANGELES
Map Loc 75 - about 3 mile SE of the subject
Status EPA ID#: CAC000831608

Site: BARNSDELL GARDENS
Address: 1630 N EDGEMONT ST,-APARTMENT COMP
City: LOS ANGELES
Map Loc: 76 - about 3 mile SW of the subject
Status: EPA ID#: CAC001001808

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbestos containing waste | ton | | | | | | | | 3 37 | | | | |

Site: EDGEMONT APARTMENTS
Address: 1630 N EDGEMONT ST
City: LOS ANGELES
Map Loc 76 - about 3 mile SW of the subject
Status EPA ID#: CAP400480611

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Inorganic solid waste | ton | | | | | | | | 78 | | | | |



Site: KAISER FOUNDATION INC
Address: 4867 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 77 - about 3 mile SW of the subject
Status: EPA ID#: CAL000084741

Site: KAISER FOOUNDATION
Address: 4867 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 77 - about 3 mile SW of the subject
Status: EPA ID#: CAC000625920

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Tank Bottom waste | ton | | 12 | | | | | | | | | | |

Site: KAISER FOUND HLTH
Address: 4867 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 77 - about 3 mile SW of the subject
Status: EPA ID#: CAD981396591

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sol without metals (PH >12 5) | ton | | | | | | | | | | .02 | .16 | |
| Aq sol with org residues > 10% | ton | | | 08 | | | | | | | | | |
| Aq sol with org residues<10% | ton | | | 21 | | | | | | | | .13 | |
| Unspecified aqeous solution | ton | | 5 31 | 15 | | | | | | | | | |
| Off-spec,aged/surplus inorg | ton | | .02 | | | | | | | | 01 | | |
| Off-spec,aged/surplus inorg | ton | | | | | | | | | | | | .02 |
| Asbestos containing waste | ton | 1 23 | 97 32 | 905 | 482 | 46 77 | 13 57 | 3 36 | 19 53 | 150 | 1 76 | | 12 |
| Restricted Metal Sludge | ton | | | | 65 | 5 | 32 | | | | | | |
| Inorganic solid waste | ton | | | | 1 | 1 06 | 02 | | | 21 23 | 1 83 | | 16 |
| Inorganic solid waste | ton | | | | | | | | | | | | 23 |
| Halogenated solvents | ton | | 01 | | | | 04 | | | | | | |
| Unspecified solvent mixture | ton | | | | | | | | | | | 5 | 27 |
| Waste oil and mixed oil | ton | | 89 | 23 | 31 | | | 11 | | 45 | 2 | 06 | |
| Waste oil and mixed oil | ton | | | | | | | | | | | 11 | |
| Unspec oil cont waste | ton | | | | | | | 22 | | 19 | | 08 | 11 |
| Tank Bottom waste | ton | | | | | | | | | | | | 54 |
| Polychlorinated biphenyls | ton | 32 | | | 3 25 | 1 | | 1 14 | 5 12 | 35 | 01 | | |
| Polychlorinated biphenyls | ton | | | | | | | | | | 01 | | |
| Polychlorinated biphenyls | ton | | | | | | | | | | 01 | | |
| Polychlorinated biphenyls | ton | | | | | | | | | | 04 | | |
| Latex waste | ton | | | | | | 65 | | | | | | 92 |
| Pharmaceutical waste | ton | 32 | | | | | 1 | 05 | 2 62 | 12 | 08 | 05 | 02 |
| Pharmaceutical waste | ton | | | | | | | | | | | | 02 |
| Pharmaceutical waste | ton | | | | | | | | | | | | 03 |
| Pharmaceutical waste | ton | | | | | | | | | | | | 08 |
| Off-spec, aged or surplus org | ton | 32 | | | | | 01 | | 5 12 | | 25 | 13 | |
| Org liquids with halogens | ton | | | | | | | | | 02 | | | |
| Unspec organic liquid mixture | ton | 32 | 03 | | | | | | 53 76 | 16 | 39 | 38 | 02 |
| Unspec organic liquid mixture | ton | | | | | | | | | | | | 13 |
| Unspec organic liquid mixture | ton | | | | | | | | | | | | 22 |
| Unspec organic liquid mixture | ton | | | | | | | | | | | | 28 |
| Other organic solids | ton | 32 | 07 | | | | 14 | 4 | 17 92 | 48 | 18 | 06 | |
| Paint sludge | ton | | | | | | 21 | | | 08 | | 18 | |
| Paint sludge | ton | | | | | | | | | | | 54 | |
| Empty containers<30 gal | ton | | 01 | | | | | | | | | | |
| Photochemical waste | ton | | | 07 | 01 | | | | | | | | |
| Lab waste chemicals | ton | | | | | | 05 | 06 | | 01 | | | |
| Lab waste chemicals | ton | | | | | | | | | | | | 08 |
| Contaminated soil | ton | | | | | 19 38 | | | | | | | |
| Liq with mercury > 20 mg/l | ton | | | | | 21 | | 01 | 02 | 21 | 09 | | |
| Liq with mercury > 20 mg/l | ton | | | | | | | | | | | 13 | |
| Liq with PCB > 50 mg/l | ton | | | | | | | | | | 21 | 02 | |
| Liq with hal org>1g/l | ton | | | | | | | | | | | | 11 |
| Liquids with pH<2 | ton | | | 05 | | | | 08 | | | 03 | 01 | 2 |
| Liq with pH<2 & restr metals | ton | | | | | | 02 | | | | | | |

Site: KAISER LAMC
Address 4867 W SUNSET BLVD
City: LOS ANGELES
Map Loc 77 - about 3 mile SW of the subject
Status EPA ID#: CAL000293331

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sol without metals (PH >12.5) | ton | | | | | | | | | | | 08 | |
| Unspecified aqeous solution | ton | | | | | | | | | 22 | | | |
| Unspec oil cont waste | ton | | | | | | | | | 22 | | 91 | |
| Off-spec, aged or surplus org | ton | | | | | | | | | | | 18 | |
| Off-spec, aged or surplus org | ton | | | | | | | | | | | 23 | |
| Other organic solids | ton | | | | | | | | | 6 | | | |
| Paint sludge | ton | | | | | | | | | | | 12 | |

Site: KASISER HOSPITAL
Address: 4867 W SUNSET BLVD
City LOS ANGELES
Map Loc 77 - about 3 mile SW of the subject
Status: EPA ID# CAC000279537

Site: KAISER FOUNDATION HEALTH PLAN
Address 1526 N EDGEMONT ST
City LOS ANGELES
Map Loc: 78 - about 3 mile SW of the subject
Status: EPA ID#: CAL000084738

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbestos containing waste | ton | | | | | | | 1 09 | 1 68 | | 10 95 | .4 | |

Site: KAISER FOUNDATION HEALTH PLAN
Address: 1526 N EDGEMONT ST
City: LOS ANGELES
Map Loc: 78 - about 3 mile SW of the subject
Status: EPA ID#: CAC002559844

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbestos containing waste | ton | | | | | | | | 1 68 | | | | |

Site: KAISER FOUNDATION HOSPITALS
Address: 1550 N EDGEMONT ST
City LOS ANGELES
Map Loc: 79 - about 3 mile SW of the subject
Status: EPA ID#: CAC002369359

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Waste oil and mixed oil | ton | | | | | | | | 82 | | | | |

Site: NALCO COMPANY
Address: 1550 N EDGEMONT ST
City LOS ANGELES
Map Loc: 79 - about 3 mile SW of the subject
Status: EPA ID#: CAC002653677

Site: CELEBRITY CLEANERS
Address: 1857 HILLHURST AVE
City: LOS ANGELES
Map Loc: 80 - about 3 mile NE of the subject
Status: EPA ID# CAD982436016

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Halogenated solvents | ton | | | | 46 | 85 | 69 | 58 | 44 | 22 | | | |
| Unspec organic liquid mixture | ton | | | | | | | | | | | | |



Site: KAISER FOUNDATION HEALTH PLAN
Address: 1630 KENMORE ST
City: LOS ANGELES
Map Loc: 81 - about 3 mile W of the subject
Status: EPA ID#: CAC002551024

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbestos containing waste | ton | | | | | | | | | 3.36 | | | |

Site: WESTCO SERVICES CO
Address: 1630 KENMORE ST
City: LOS ANGELES
Map Loc: 81 - about 3 mile W of the subject
Status: EPA ID#: CAC002609006

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Waste oil and mixed oil | ton | | | | | | | | | | 06 | | |

Site: PANOS INDUSTRIES
Address 4945 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 82 - about 3 mile W of the subject
Status: EPA ID#: CAC000538800

Site: KAISER PERMANENTE
Address 1510 N EDGEMONT ST
City: LOS ANGELES
Map Loc 83 - about 3 mile SW of the subject
Status EPA ID#: CAL000253535

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unspecified solvent mixture | ton | | | | | | | | | | 01 | 01 | |
| Liquids with pH<2 | ton | | | | | | | | 19 | 1 | 03 | 01 | |

Site: CHURCH OF SCIENTOLOGY
Address: 1425 N CATALINA ST
City: LOS ANGELES
Map Loc 84 - about 3 mile SW of the subject
Status: EPA ID#: CAC002679057

Site: CHEVRON USA STA #0703
Address: 4480 W SUNSET BLVD
City: LOS ANGELES
Map Loc 85 - about 3 mile SE of the subject
Status: EPA ID#: CAC000060693

Site: KAISER PERMANENTE
Address: 1505 N EDGEMONT ST
City: LOS ANGELES
Map Loc: 86 - about 3 mile SW of the subject
Status: EPA ID#: CAL923573625

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Restricted Metal Sludge | ton | | | | 28 | 2 | 12 | | | | | | |
| Inorganic solid waste | ton | | | | 06 | 05 | 01 | | | | | | |
| Unspecified solvent mixture | ton | | | | | | | | | | 12 | 87 | 43 |
| Unspec organic liquid mixture | ton | | | | | | | | | | | | 02 |
| Unspec organic liquid mixture | ton | | | | | | | | | | | | 18 |
| Unspec organic liquid mixture | ton | | | | | | | | | | | | 18 |
| Unspec organic liquid mixture | ton | | | | | | | | | | | | 19 |
| Unspec organic liquid mixture | ton | | | | | | | | | | | | 2 |
| Photochemical waste | ton | | 02 | | | | | | | | | | |

Site: 1930 VERMONT LLC
Address: 1930 N VERMONT AVE
City: LOS ANGELES
Map Loc: 87 - about 3 mile N of the subject
Status: EPA ID#: CAC002569717

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Oil/water sludge | ton | 32 | | | | | | | 1387 | | | | |

Site: PACIFIC RENOVATIONS
Address: 1414 N CATALINA ST
City: LOS ANGELES
Map Loc: 88 - about 3 mile SW of the subject
Status: EPA ID#: CAC002178033

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbestos containing waste | ton | | | | | | 2 36 | | | | | | |

Site: RODNEY DRIVE HOA
Address: 1910 RODNEY DR
City: LOS ANGELES
Map Loc: 89 - about 3 mile NE of the subject
Status: EPA ID#: CAC002189233

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Oil/water sludge | ton | | | | | | | | | | 1 98 | | |

Site: KAISER FOUND HLTH PLAN 4900
Address: 4900 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 90 - about 3 mile SW of the subject
Status: EPA ID#: CAD982008047

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-spec aged/surplus inorg | ton | | | | | | | | | | | | |
| Asbestos containing waste | ton | | 2 72 | | | | 8.26 | | | | | | |
| Restricted Metal Sludge | ton | | | | 2 | 14 | .07 | | | | | | |
| Inorganic solid waste | ton | | | | 02 | 02 | .01 | | | | | | |
| Pharmaceutical waste | ton | | | | | | | | | | | | 01 |
| Off-spec, aged or surplus org | ton | | | | | | | | | | 02 | | |
| Photochemical waste | ton | | | | | | | | | | | | |
| Liq with chrom(IV)>500mg/l | ton | | | | | | | | | | | | 15 |

Site: THRIFTY CLEANERS
Address: 4970 HOLLYWOOD BLVD
City LOS ANGELES
Map Loc 92 - about 3 mile W of the subject
Status: EPA ID#: CAD982446650

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aq sol with org residues<10% | ton | | | | | | | | | | | | |
| Halogenated solvents | ton | | | | 23 | 23 | 62 | .45 | 66 | 22 | 22 | | |
| Hydrocarbon solvents | ton | | | | | | | | | | | | |
| Unspec organic liquid mixture | ton | | | | | | | | | | | | |

Site CHEVRON STATION 90140
Address: 1869 HILLHURST AVE
City LOS ANGELES
Map Loc: 93 - about 3 mile NE of the subject
Status: EPA ID#: CAR000116772

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unspec oil cont waste | ton | | | | | | | | | 1 45 | | | |
| Other organic solids | ton | | | | | | | | | 04 | | | |
| Empty non-pesticide cont>30 gal | ton | | | | | | | | | 11 64 | | | |

Site: CHEVRON PRODUCTS SS#_90140



Address: 1869 HILLHURST AVE
City: LOS ANGELES
Map Loc 93 - about 3 mile NE of the subject
Status EPA ID#: CAL000169554

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aq sol with org residues<10% | ton | | | | | | | | | 32 | | | |
| Hydrocarbon solvents | ton | | | | | | | | 65 | | | | |

Site: BAYLESS CHEVRON
Address: 1869 HILLHURST AVE
City: LOS ANGELES
Map Loc 93 - about 3 mile NE of the subject
Status EPA ID#: CAD981663370

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aq sol with org residues<10% | ton | | | | | | | | | 12 | | | |
| Waste oil and mixed oil | ton | | 1 37 | | | | | | | | | | |
| Unspec oil cont waste | ton | | | | | | | | 58 | | | | |

Site: CHEVRON U S A #90141
Address: 1869 HILLHURST AVE
City: LOS ANGELES
Map Loc: 93 - about 3 mile NE of the subject
Status: EPA ID#: CAC000299545

Site: COURTLAND DANE MANAGEMENT GROU
Address: 1917 RODNEY DR, 101-201
City: LOS ANGELES
Map Loc: 94 - about 3 mile NE of the subject
Status: EPA ID#: CAC002224241

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbestos containing waste | ton | | | | | | 1 35 | | | | | | |

Site: SUNSET 30 MINUTE PHOTO
Address: 4470 W SUNSET BLVD,STE 108
City: LOS ANGELES
Map Loc: 95 - about 3 mile SE of the subject
Status: EPA ID#: CAD982444408

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Photochemical waste | ton | | 1 | | | | | | | | | | |

Site: ILUMINADA GUY
Address: 4406 PROSPECT AVE
City: LOS ANGELES
Map Loc: 96 - about 3 mile E of the subject
Status: EPA ID#: CAC002671596

Site: KHATCHA TOURIAN
Address 4977 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc 97 - about 3 mile W of the subject
Status EPA ID#: CAC000628480

Site: HOLLYWOOD INDEPENDENT GARAGE
Address: 4977 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 97 - about 3 mile W of the subject
Status: EPA ID#: CAL912682669

Site: AL KATCHATOURIAN
Address: 4977 HOLLYWOOD BLVD
City HOLLYWOOD
Map Loc: 97 - about 3 mile W of the subject
Status: EPA ID#: CAC000984784

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unspec oil cont waste | ton | | | 3 75 | | | | | | | | | |

Site: HOLLYWOOD WAY
Address 4977 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 97 - about 3 mile W of the subject
Status: EPA ID#: CAL000182689

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unspecified aqecus solution | ton | | | | | | | | | | | 1 | |
| Oxygenated solvents | ton | | | | | | | 64 | 21 | 2 | | 32 | |
| Hydrocarbon solvents | ton | | | | | | | | | | 2 | | |
| Other organic solids | ton | | | | | | | | | | | | 05 |

Site: HOLLYWOOD STAR AUTO REPAIR
Address 4977 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 97 - about 3 mile W of the subject
Status EPA ID#: CAL000250007

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Oxygenated solvents | ton | | | | | | | | 1 | | | | |
| Liq with hal org>1g/l | ton | | | | | | | | 12 | | | | |

Site MONCADA'S DENTAL OFFICE
Address 1321 N VERMONT AVE STE B
City LOS ANGELES
Map Loc 98 - about 3 mile S of the subject
Status EPA ID#: CAL000211552

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Inorganic solid waste | ton | | | | | | | | | | | | |

Site MICHAEL SEGERDAL, DDS
Address: 1321 N VERMONT AVE, #A
City LOS ANGELES
Map Loc 98 - about 3 mile S of the subject
Status: EPA ID#: CAL000143686

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unspec organic liquid mixture | ton | | | | | | | | 02 | | | | |
| Liq with mercury > 20 mg/l | ton | | | | | | | | | | | | |

Site: LES S MARGARET MACOWSKI
Address: 1928 N BERENDO ST
City: LOS ANGELES
Map Loc: 99 - about 3 mile NW of the subject
Status: EPA ID#: CAC002702709

Site: LINA GERONCA
Address: 1929 N BERENDO ST
City: LOS ANGELES
Map Loc: 100 - about 3 mile NW of the subject
Status: EPA ID#: CAC002684484

Site 1X CHURCH OF SCIENTOLOGY



Address 1404 N CATALINA ST
City: LA
Map Loc 103 - about 3 mile SW of the subject
Status EPA ID#: CAC000836528

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbestos containing waste | ton | | | 4 21 | 50 56 | 33 71 | | | | | | | |

Site: CHURCH OF SCIENTOLOGY
Address: 1404 N CATALINA ST
City: LOS ANGELES
Map Loc: 103 - about 3 mile SW of the subject
Status: EPA ID#: CAL912815862

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbestos containing waste | ton | | | | | | | | 42 14 | 67 | | 14 | |
| Unspecified solvent mixture | ton | 32 | | | | | | | 362 | | | | |
| Unspec oil cont waste | ton | | | | | | | | 1 1 | | | | |
| Unspec organic liquid mixture | ton | 32 | | | | | | | 115 | | | | |
| Photochemical waste | ton | | 8 | 1 5 | 3 28 | 2 11 | | | | | | | |

Site: CHURCH OF SCIENTOLOGY
Address: 1404 N CATALINA ST
City: LOS ANGELES
Map Loc 103 - about 3 mile SW of the subject
Status: EPA ID#: CAC002562959

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unspecified solvent mixture | ton | | | | | | | | 22 | | | | |

Site: CHURCH OF SCIENTOLOGY, MOTOR P
Address: 1404 N CATALINA ST
City: LOS ANGELES
Map Loc 103 - about 3 mile SW of the subject
Status EPA ID#: CAC002671117

Site: PAC RENOVATIONS
Address: 1404 N CATALINA ST
City: LOS ANGELES
Map Loc 103 - about 3 mile SW of the subject
Status EPA ID#: CAC002562279

| | | 88/89 | 90/91 | 92/93 | 94/95 | 96/97 | 98/99 | 00/01 | 02/03 | 04/05 | 06/07 | 08/09 | 10/11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Waste oil and mixed oil | ton | | | | | | | | 83 | | | | |

**UST** **Permitted Underground Storage Tanks - State Water Quality Control Board**

The Corteses Bill (AB2013), enacted in 1983, required registration of all underground storage tanks (UST) with the State Water Quality Control Board by July 1, 1984. About 176,000 tanks and surface impounds were registered between 1984 and 1987. An amendment (AB 1413) was passed in 1987, effectively removing the State Board from the registration process starting January 1, 1988. The data reflects the information collected by the state between 1984 and 1987 as well as recent time and includes all tanks and surface impounds in use or closed after 1974.

Home and farm heating fuel tanks with capacities of 1,100 gallons or less and "structures such as sumps, separators, storm drains, catch basins, oil field gathering lines, refinery pipelines, lagoons, evaporation ponds, well cellars, separation sumps, lined and unlined pits, sumps and lagoons" except those defined as UST under HSWA or may be regulated to protect water quality under the Porter-Cologne Water Quality Control Act are excluded

*This list has been researched within a quarter of a mile radius of the subject site*

Site: HOLLYMONT CAR WASH
Address: 1666 N VERMONT AVE
City: LOS ANGELES
Map Loc: 3 - about 0 mile NW of the subject
Status: 00000003846 GAS STATION 87 d_" d_"_ (198798I)

Activity: GAS STATION

Site ARCO MINI MARKET/FUEL STATION
Address: 1630 N VERMONT AVE
City: LOS ANGELES
Map Loc: 6 - about 0 mile S of the subject
Status: 90027 24988 (192014)

Site: YITZHAK HACHAMOFF
Address: 1630 N VERMONT AVE
City: LOS ANGELES
Map Loc: 6 - about 0 mile S of the subject
Status: 00000026763 GAS STATION 87 r_" r_"_ (1987&A9)

Activity: GAS STATION

Site: KAISER FOUND HOSPITALS
Address: 4730 BARNSDALL AVE
City: LOS ANGELES
Map Loc: 27 - about 1 mile SW of the subject
Status: 90027 25222 (192014)

Site: KAISER FOUNDATION HOSPITALS
Address: 4730 BARNSDALL AVE
City LOS ANGELES
Map Loc: 27 - about 1 mile SW of the subject
Status: 8005 1905025222 (192010)

Site: KAISER MEDICAL CENTER
Address: 1515 N VERMONT AVE
City: LOS ANGELES
Map Loc: 32 - about 1 mile S of the subject
Status: é/" é/"_ (191998I)

Site: ALEX SATIN OLDS MAZDA
Address: 4601 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 33 - about 1 mile SE of the subject
Status: 00000020974 NEW CAR DEALER 87 62852 (1987)

Activity: NEW CAR DEALER

Site: ALEX SATIN OLDSMOBILE-MAZDA
Address: 4601 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 33 - about 1 mile SE of the subject



Status: 00000029253 SELLING CARS & SERVI 87 ?_" ?_"_ (198798I)

Activity: SELLING CARS & SERV

Site: EVI ENTERPRISES CORPORATION
Address: 4810 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 36 - about 1 mile W of the subject
Status: fõl fõl_ (191998I)

Site: HOLLYWOOD CAR WASH
Address: 4810 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 36 - about 2 mile W of the subject
Status: 00000068373 CAR WASH 87 46997 (1987)

Activity: CAR WASH

Site: CHILDREN'S HOSPITAL OF LOS ANG
Address: 4650 W SUNSET BLVD
City: LOS ANGELES
Map Loc 42 - about 2 mile S of the subject
Status: 00000068663 HOSPITAL 87 65535 (1987)

Activity: HOSPITAL

Site: CHILDREN'S HOSPITAL OF LOS ANG
Address: 4650 W SUNSET BLVD
City: LOS ANGELES
Map Loc 42 - about 2 mile S of the subject
Status: 00000041059 CHILDREN'S HOSPITAL 87 ai' ai'_ (1987&A9)

Activity: CHILDREN'S HOSPITAL

Site: CHILDREN'S HOSPITAL OF L A
Address: 4650 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 42 - about 2 mile S of the subject
Status: 90027 25219 (192014)

Site: HEALTH INDUSTRIES OF AMERICA
Address: 4841 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 45 - about 2 mile W of the subject
Status: 19003046 ¡õl_ (19

Site: HEALTH INDUSTRIES OF AMERICA
Address: 4841 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc 45 - about 2 mile W of the subject
Status: 19003046 (19A2)

Site: KAISER FOUNDATION HEALTH PLAN

Address: 4733 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 46 - about .2 mile S of the subject
Status: ¿" ¿"_ (191998I)

Site: TEXACO INC
Address: 4747 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 48 - about .2 mile S of the subject
Status: ¡:" ¡:"_ (191998I)

Site: KAISER FOUNDATION HOSPITALS IN
Address: 4760 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 51 - about .2 mile SW of the subject
Status: 90027 24064 (192014)

Site: KAISER FOUNDATION HOSPITALS IN
Address: 4760 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 51 - about .2 mile SW of the subject
Status: 6778 1905024064 (192010)

Site: LOS ANGELES FIRE STATION 35
Address: 1601 HILLHURST AVE
City: LOS ANGELES
Map Loc: 52 - about .2 mile E of the subject
Status: 90027 24977 (192014)

Site: FIRE STATION 35
Address: 1601 HILLHURST AVE
City: LOS ANGELES
Map Loc: 52 - about .2 mile E of the subject
Status: 00000047491 FIRE STATION 87 _J" _J"_ (1987&A9)

Activity: FIRE STATION

Site: HOLLYWOOD MOVING CENTER
Address: 4550 HOLLYWOOD BLVD
City: HOLLYWOOD
Map Loc: 55 - about .2 mile SE of the subject
Status: 00000003510 87 _úl _úl_ (198798A)

Site: CASTLE FORD SALES
Address: 4531 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 58 - about .2 mile SE of the subject
Status: 00000004981 AUTO DEALERSHIP 87 åß" åß"_ (198798I)

Activity: AUTO DEALERSHIP



Site: UNION OIL SERVICE STATION 3837
Address: 4900 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 59 - about .2 mile W of the subject
Status: 00000056007 GAS STATION 87 62856 (1987)

Activity: GAS STATION

Site: SERVICE STATION 3837
Address: 4900 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 59 - about .2 mile W of the subject
Status: 00000018969 GAS STATION 87 _ól _ó!_ (198798I)

Activity: GAS STATION

Site: LA MANCHA DEVELOPMENT
Address: 1874 N VERMONT AVE
City: LOS ANGELES
Map Loc: 60 - about .2 mile N of the subject
Status: Ût" Ût"_ (191998I)

Site: KAISER FOUNDATION HOSPITAL/C
Address: 4867 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 77 - about .3 mile SW of the subject
Status: 90027 23706 (192014)

Site: KAISER FOUNDATION HOSPITAL
Address: 4867 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 77 - about .3 mile SW of the subject
Status: 00000029174 HOSPITAL 87 nól nó!_ (1987&A9)

Activity: HOSPITAL

Site: KAISER FOUNDATION HOSPITAL
Address: 1526 N EDGEMONT ST
City: LOS ANGELES
Map Loc: 78 - about .3 mile SW of the subject
Status: ‡_" ‡_"_ (192013)

Site: 90703
Address: 4480 W SUNSET BLVD
City: LOS ANGELES
Map Loc: 85 - about .3 mile SE of the subject
Status: 00000061882 GAS STATION 87 á" a"_ (198798I)

Activity: GAS STATION

Site: KAISER PERMANENTE
Address: 4900 W SUNSET BLVD
City: LOS ANGELES
Map Loc 90 - about .3 mile SW of the subject
Status: ül ül_ (191998I)

Site: U-HAUL OF LOS ANGELES/C
Address: 4550 WILCOX BLVD
City: HOLLYWOOD
Map Loc: 91 - about 3 mile N of the subject
Status: 90027 25216 (192014)

Site: BAYLESS CHEVRON
Address: 1869 HILLHURST AVE
City: LOS ANGELES
Map Loc: 93 - about 3 mile NE of the subject
Status: 00000061732 GAS STATION 87 __" Ó¼"_ (1987&A9)

Activity: GAS STATION

Site: CHEVRON STATION #9-0140
Address: 1869 HILLHURST AVE
City: LOS ANGELES
Map Loc: 93 - about 3 mile NE of the subject
Status: 90027 23755 (192014)

Site: BARGAIN GAS
Address: 4977 HOLLYWOOD BLVD
City: LOS ANGELES
Map Loc: 97 - about 3 mile W of the subject
Status: 00000029480 GAS STATION 87 _'" _'"_ (198798I)

Activity: GAS STATION

Site: HEYDON S UNION
Address: 1900 HILLHURST AVE
City: LOS ANGELES
Map Loc: 101 - about 3 mile NE of the subject
Status: 00000033939 GAS STATION 87 ¾" ¾"_ (198798I)

Activity: GAS STATION

Site: JOHN HEYDON
Address: 1900 HILLHURST AVE
City: LOS ANGELES
Map Loc: 101 - about 3 mile NE of the subject
Status: 00000046991 CONSTRUCTION 87 62817 (1987)

Activity: CONSTRUCTION

Site: THRIFTY OIL STATION #276
Address: 1901 HILLHURST AVE
City: LOS ANGELES
Map Loc: 102 - about 3 mile NE of the subject
Status: 00000005606 GAS STATION 8792 _«" _«"_ (198798I)

Activity: GAS STATION

Site: BUILDING MGMT SERVICES/C
Address: 1404 N CATALINA ST



City: LOS ANGELES
Map Loc: 103 - about 3 mile SW of the subject
Status: 90027 24944 (192014)

Site: UNK
Address: 1404 N CATALINA ST
City: LOS ANGELES
Map Loc: 103 - about 3 mile SW of the subject
Status: 4Q" 4Q"_ (1919&A9)

# ATTACHMENT (F)

## SANBORN FIRE INSURANCE REVIEW

Fire insurance maps are large-scale maps that depict the commercial, industrial and residential sections of approximately twelve thousand cities and towns in the United States of America.

These specialized maps were first prepared for the exclusive use of fire insurance companies and underwriters to provide accurate, current and detailed information about the buildings they were insuring. Information relied upon in place of personal examinations of property.

Fire insurance maps show the size, shape and construction of dwellings, commercial buildings and factories, as well as indicate widths and names of Avenues, property boundaries and house and block numbers.

The primary benefit of reviewing fire insurance maps is to analyze historical land use of subject property and its immediate area. In this review, special emphasis is given to the existence and location of fuel storage tanks, flammable or other potentially hazardous substances, as well as the nature of businesses located on site.

No Fire Insurance Maps are available for the area surrounding the subject site. Lack of coverage of the site indicates an area of little commercial development prior to 1950.

# ATTACHMENT (G)

PHOTOGRAPHS OF THE SUBJECT SITE

**PHOTOGRAPHS OF THE SUBJECT SITE**
**4693 Hollywood Boulevard, Los Angeles, California 90027**




**Picture (1). View of the Subject Site facing West**

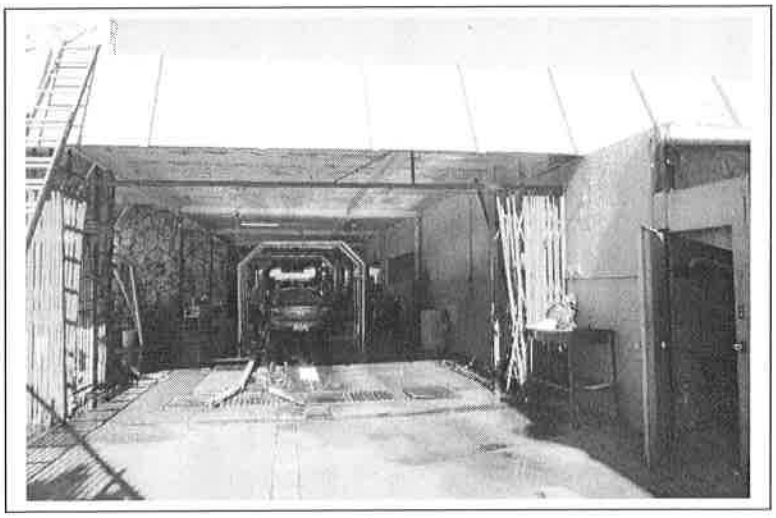


**Picture (2). View of the Subject Site facing South**

**PHOTOGRAPHS OF THE SUBJECT SITE**
**4693 Hollywood Boulevard, Los Angeles, California 90027**

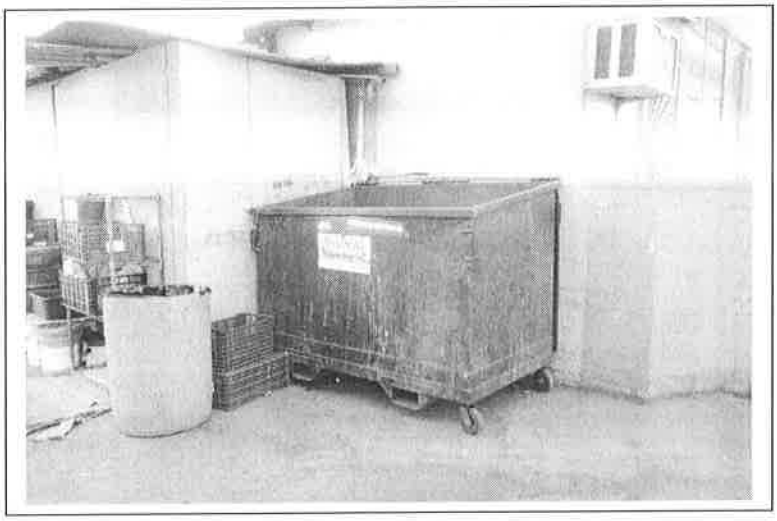


**Picture (3). View of the Asphalt-Paved Dry Area**



**Picture (4). View of the Car Wash Tunnel**

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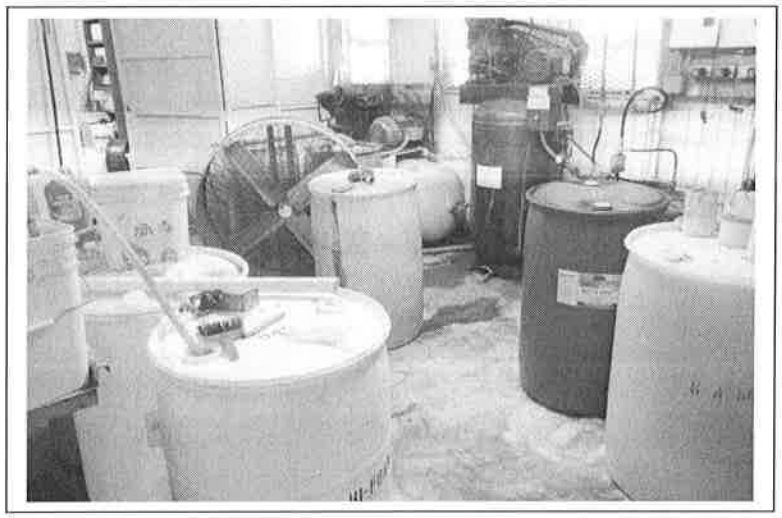


**Picture (5). View of the Trash-Bin**

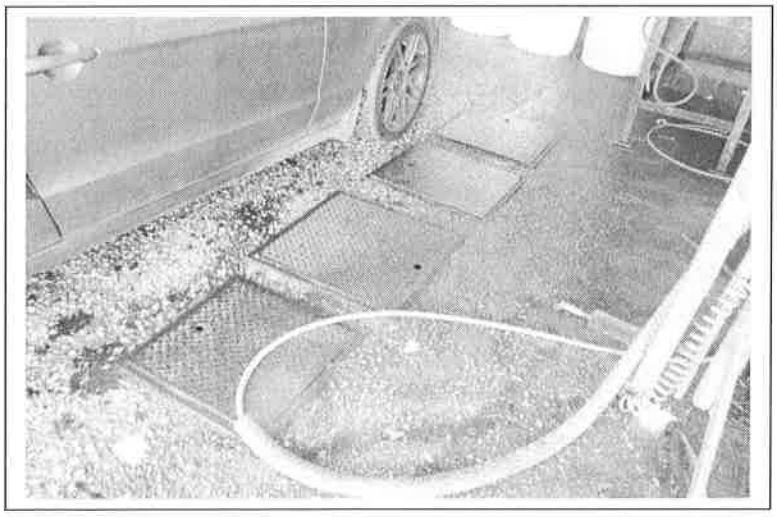


**Picture (6). View of the 55-gallon Drums Containing Used Soap**

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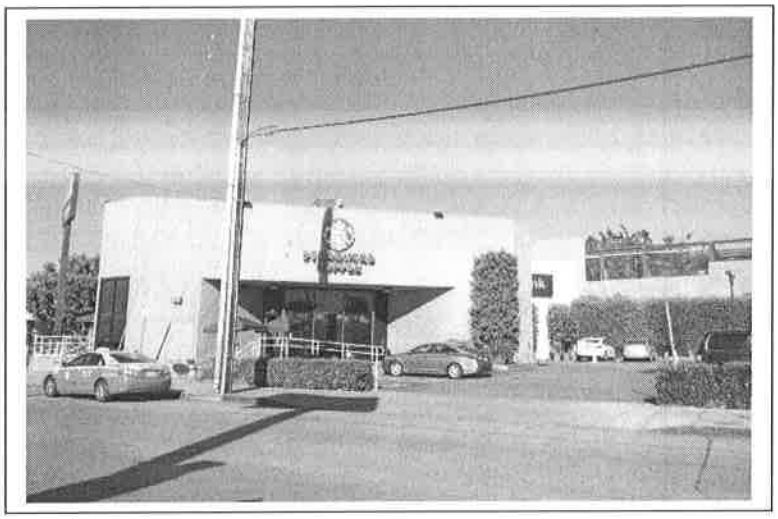


**Picture (7). View of the 55-gallon Tanks Containing New Soap**

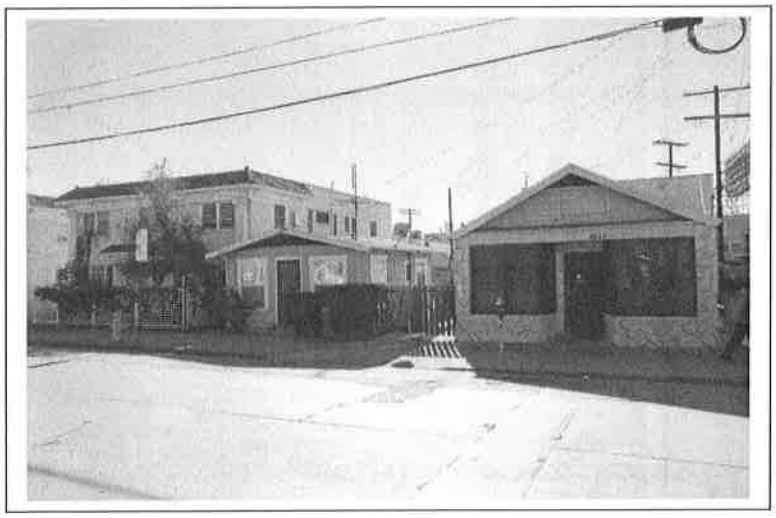


**Picture (8). View of the Clarifier**

**PHOTOGRAPHS OF THE SUBJECT SITE**
**4693 Hollywood Boulevard, Los Angeles, California 90027**



**Picture (9). Property to the North of the Subject Site across the Prospect Ave. (Commercial Area / "Starbucks Coffee")**



**Picture (10). Property to the East of the Subject Site (Residential Area / Houses)**