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

FINDINGS SUPPORTING A CATEGORICAL EXEMPTION

Whitley Hotel Project

Case Number: ENV-2016-4921-CE

Project Location: 1719-1731 North Whitley Avenue, Los Angeles CA 90028

Community Plan Area: Hollywood Community Plan

Council District: CD13 – O'Farrell

Project Description: The Project involves the demolition of approximately 22,300 square feet of six (6) existing multi-family residential buildings and the construction of a 10-story, 156-room hotel totaling approximately 99,375 square feet (108,800 gross square feet). The Project would provide approximately 122 automobile parking spaces in three subterranean parking levels. The 10th floor of the hotel would include a gym and a roof deck with a pool, firepit, and snack bar. In order to permit development of the Project, the City may require approval of one or more of the following discretionary actions: (1) Site Plan Review for a development project of 50 or more guest rooms; and (2) Adoption of the Categorical Exemption. Other ministerial permits such as demolition, grading, excavation, and building permits; and/or discretionary, permits may be necessary in order to execute and implement the Project.

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

PREPARED BY:
EcoTierra Consulting

APPLICANT:
Whitley Apartments LLC

March 2019

Whitley Hotel Project

1719-1731 NORTH WHITLEY AVENUE
LOS ANGELES, CA 90028

FINDINGS SUPPORTING A CATEGORICAL EXEMPTION

PREPARED FOR:
The City of Los Angeles
Department of City Planning
200 North Spring Street, Room 763
Los Angeles, CA 90012-2601

APPLICANT:
Whitley Apartments LLC

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March 2019

Findings Supporting a Categorical Exemption

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I. Introduction

The subject of this document is the proposed Whitley Hotel Project (the "Project"), a development of a 10-story, 156-room hotel located at 1719-1731 North Whitley Avenue (the "Project Site") in the Hollywood community of the City of Los Angeles (the "City"). The Project is discussed in further detail in Section II, Project Description. The Project Site is located within the Hollywood Community Plan Area of the City of Los Angeles. The City of Los Angeles Department of City Planning is the Lead Agency under the California Environmental Quality Act (CEQA).

Project Information

Project Title: Whitley Hotel

Project Applicant: Whitley Apartments LLC

Project Location: 1719-1731 North Whitley Avenue, Los Angeles CA 90028

Lead Agency: City of Los Angeles Department of City Planning
200 North Spring Street, Room 763
Los Angeles, CA 90012

Organization of the Categorical Exemption

This document is organized into three sections as follows:

Introduction: This Section provides introductory information such as the Project title, the Project Applicant, and the designated Lead Agency for the Project.

Project Description: This Section provides a detailed description of the Project including the environmental setting, Project characteristics, related project information, Project objectives, and environmental clearance requirements.

Categorical Exemption Analysis: This section contains a consistency analysis of the Project with the appropriate Categorical Exemption class and that exclusions to a Categorical Exemption are not applicable to this Project.

II. Project Description

Project Summary

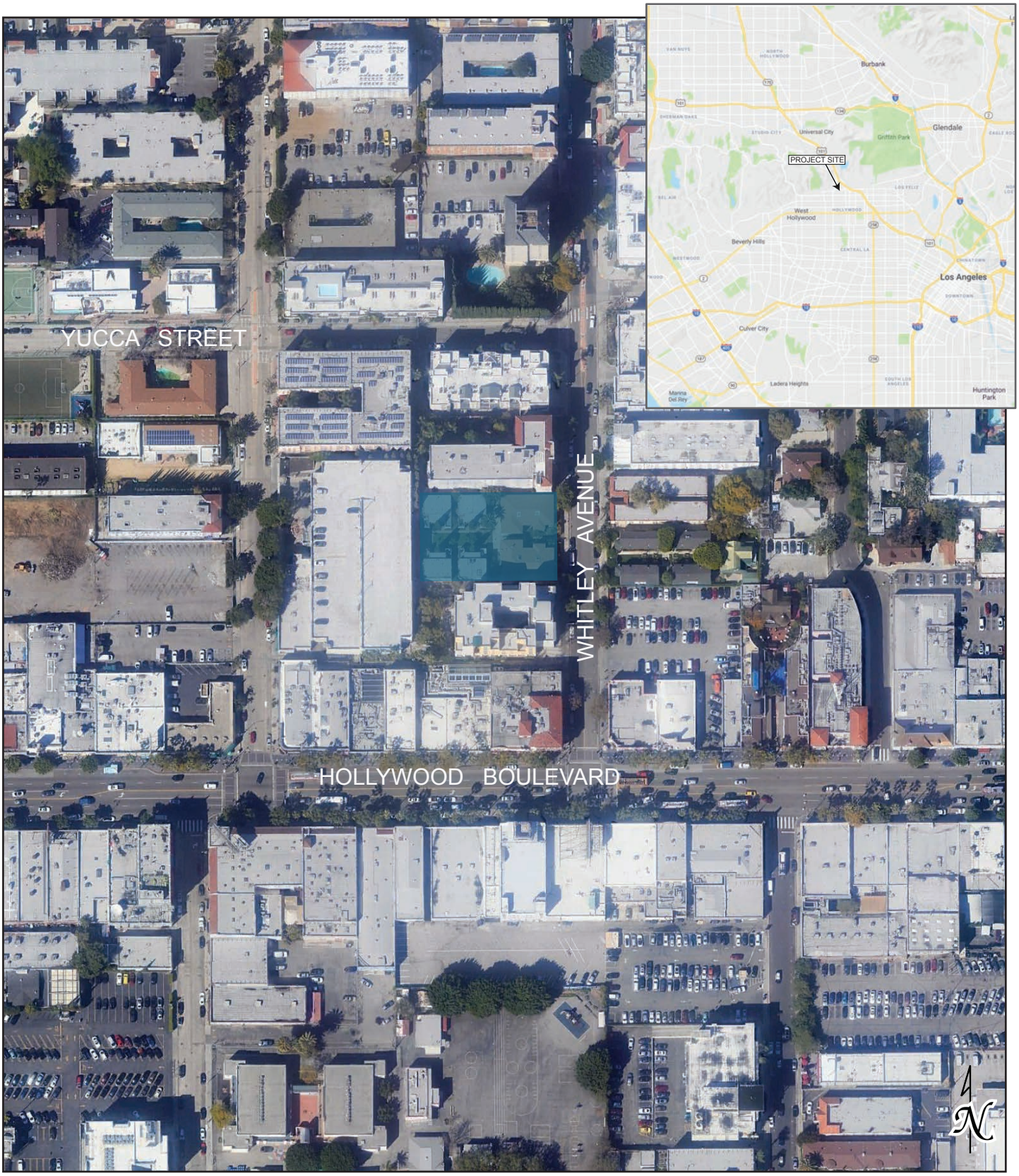
The Project proposes the demolition of approximately 22,300 square feet of six existing multi-family residential buildings and the construction of a 10-story, 156-room hotel totaling approximately 99,375 square feet (108,800 gross square feet). The Project would provide approximately 122 automobile parking spaces in three subterranean parking levels. The 10th floor of the hotel would include a gym and a roof deck with a pool, firepit, and snack bar.

Environmental Setting

Project Location

The Project is located at 1719-1731 North Whitley Avenue in the Hollywood community of the City of Los Angeles (the "City"), and is associated with Assessor Parcel Number 5547-004-036 (the "Project Site"). The Project Site is approximately 0.49 acres (21,645 square feet) and is comprised of one rectangular parcel of land fronting Whitley Avenue to the east. The Project Site is currently developed with six existing multi-family residential buildings totaling 22,300 square feet (see Figure II-1, Vicinity and Regional Map).

Regional access to the Project Site is provided by the Hollywood Freeway ("US 101") approximately 0.4 miles to the north. Local access to the Project Site is provided by Whitley Avenue, Franklin Avenue and Hollywood Boulevard via Highland Avenue and Cahuenga Boulevard. The Hollywood / Highland Metro Station is located approximately 0.4 miles to the west of the Project Site and The Hollywood / Vine Metro Station is located approximately 0.3 miles to the east of the Project Site. The LADOT DASH Hollywood and the Metro Bus (Line 212, 217, and 222) provide local bus service in the Project Site area.



Project Site

Source: GoogleEarth, February 2019.

EcoTierra consulting

Figure II-1
Vicinity and Regional Map

Existing Conditions

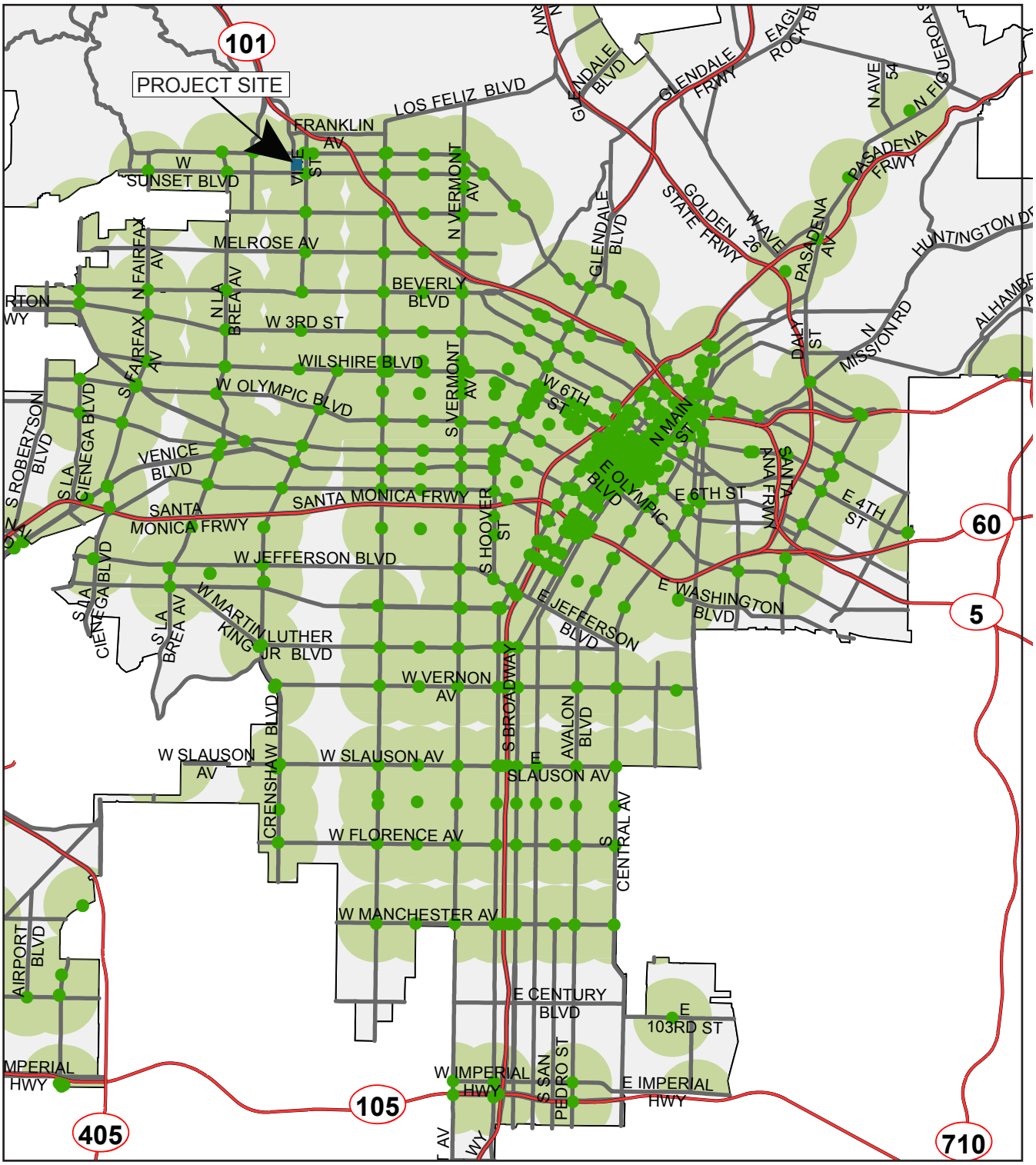
The Project Site is currently developed with six two-story multi-family residential buildings which were constructed between 1920 and 1949. The buildings include a total of 40 residential units and comprise approximately 22,300 square feet. The six buildings on the are oriented toward a central walkway and landscaped courtyard spaces. Landscaping throughout on the Project Site consists of manicured hedges and trees. There are currently no driveways or parking spaces provided on the site.

The Project Site is located within the Hollywood Community Plan which designates the property as High Residential, which has corresponding zones of R4 and [Q]R5. The Project Site is zoned [Q]R5-2 (Multiple Dwelling - Height District 2). The [Q] Condition, established by Ordinance No. 165,657 (Subarea 225), limits uses to: a) residential uses allowed in the R4 zone; b) hotels, motels, and apartment motels; c) and other uses subject to Zoning Administrator approval. The Project Site is also within the Hollywood Redevelopment Project Area and is a Los Angeles State Enterprise Zone.

The Project is located within a Transit Priority Area (TPA) pursuant to Senate Bill 743, due to its proximity to a “major transit stop” as defined in Public Resources Code Section 21064.3. SB 743 defines a TPA as an area within one-half mile of a major transit stop that is existing or planned. A major transit stop is a site containing a 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 AM and PM peak commute periods. As shown on Figure II-2 (Project Site and Transit Priority Area), the Project Site is within 0.4 miles of the Hollywood / Highland Metro Station and 0.5 miles of the Hollywood / Vine Metro Stations, both rail transit stations.

Surrounding Land Uses

The Project is located in the Hollywood community of the City. The Project Site is surrounded on three sides by residential development and across Whitley Avenue, by hotel, office, and retail uses. To the north and south of the Project Site are seven-story multi-family residential buildings. To west, the Project Site is adjacent to a three-story parking structure. Whitley Avenue abuts the Project Site to the east. Across Whitley Avenue, which is a designated “Local Street”, is a multi-structure office bungalow development as well as two hotels immediately north of the office bungalows and surface parking and retail uses fronting Hollywood Boulevard immediately south of the office bungalows.



Project Site

Major Stop

Freeway

Transit Priority Area

City Limits

Source: City of Los Angeles, March 2016.

EcoTierra consulting

Figure II-2
Project Site and Transit Priority Area

Project Characteristics

Project Overview

The Project would involve the demolition of the six existing multi-family residential buildings and development of a 10-story, 156-room hotel totaling approximately 99,375 square feet (108,800 gross square feet). Automobile parking would be provided in three subterranean levels, which would accommodate 122 spaces. The Project would also provide 8 long-term bicycle parking spaces at the first subterranean parking level within the garage and 8 short-term bicycle parking spaces located at the ground level adjacent to the public sidewalk along Whitley Avenue. The proposed building would reach a height of approximately 114 feet at the highest part of the building. The first floor of the hotel would include the hotel lobby, a hotel gift shop, a business center, and a hotel coffee shop / lounge with outdoor seating. The 10th floor of the hotel would include a gym and a roof deck with a pool, firepit, and snack bar. All of the hotel facilities are for hotel guests only. A site plan, the first floor plan, and 10th floor plans are shown on Figures II-3 through II-5.

Access, Circulation, and Parking

All automobile parking for the Project would be provided in a three-level subterranean garage. Automobile access to the parking garage would be via a new driveway and ramp off of Whitley Avenue at the southern end of the Project Site. A drop-off area would be provided at the first subterranean parking level within the garage. All automobile parking will be provided within the parking garage. The Project requires a total of 77 automobile parking spaces and would provide a total of 122 automobile parking spaces.

Per the Bicycle Parking Ordinance (Ordinance No. 182,386), the Project is required to provide 8 long-term and 8 short-term bicycle parking spaces. The Project will provide 8 long term spaces at the first subterranean parking level within garage, and 8 short term spaces at the ground level adjacent to the public sidewalk along Whitley Avenue.

Lighting and Signage

New Project signage would be used for building identification, wayfinding, and security. Exterior lights would be wall- or ground-mounted and shielded away from adjacent properties. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn, but would be designed to prevent light trespass onto adjacent properties.

Site Operation and Security

Given the hotel uses on the Project Site, the Project would operate 24 hours a day, seven days a week. On-site amenities would be available only to hotel patrons and their guests, and would not be open to the public. None of the on-site amenities, such as the rooftop deck, would be used for special events or entertainment (i.e., no live or amplified music would be performed at the rooftop deck). The hours of operation for the on-site amenities including the coffee shop and gift shop would generally range from approximately 5 AM to 10 PM weekdays. The hours of operation for the rooftop deck would generally range from approximately 8 AM to 11 PM weekdays and to midnight on weekends. The Project would provide security features including, but not limited to, front desk lobby staff, on-site security guard, controlled access to hotel room areas and video surveillance.

Sustainability Features

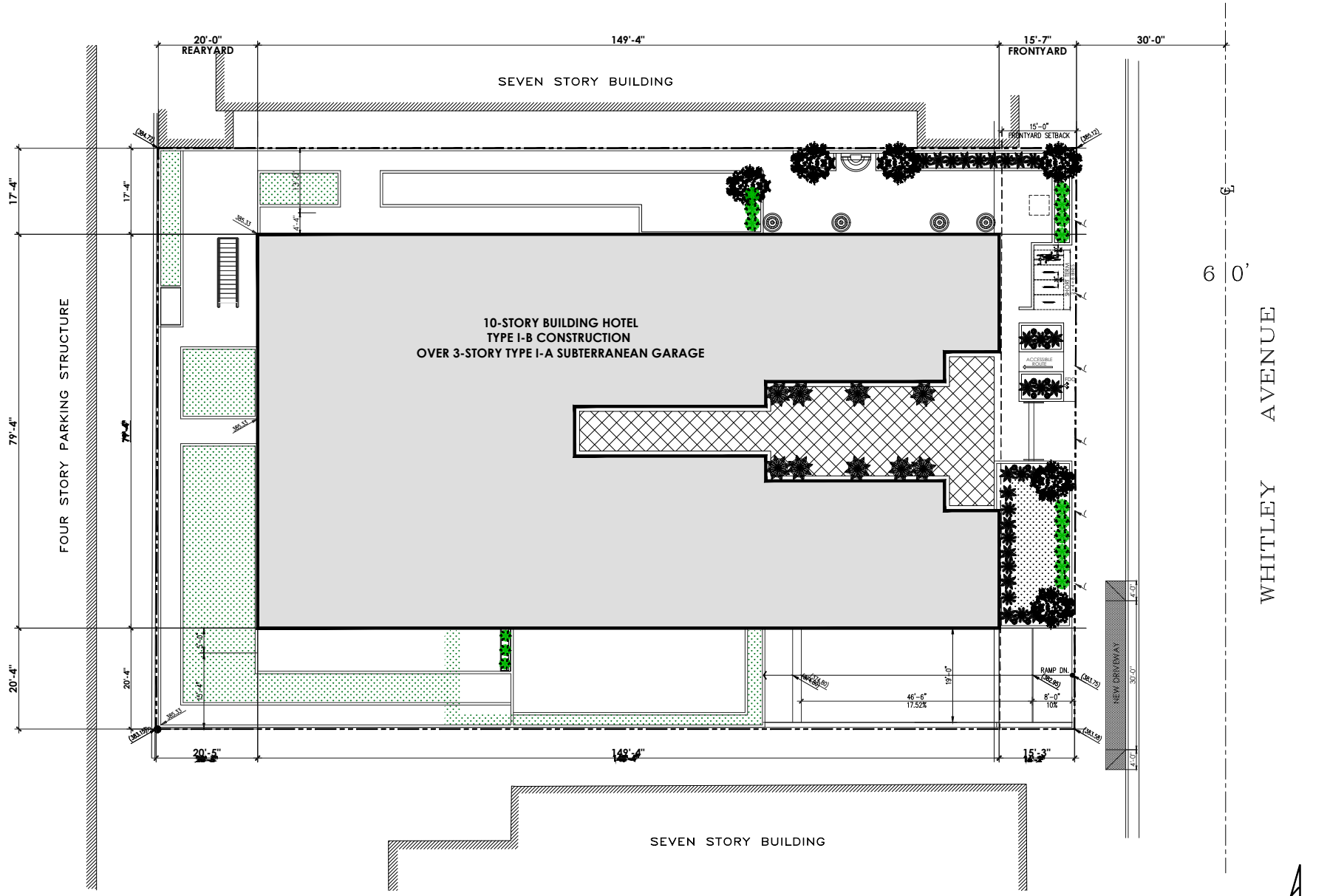
The Project would be compliant with the Los Angeles Green Building Code and California Energy/Title 24 requirements, and would be equivalent to a LEED Silver rating. The Project would include, but not be limited to, the following features:

- Five percent of parking spaces will have chargers for electric vehicles;
- Air tight and insulated envelope;
- Low-E windows;
- Low-water use plumbing fixtures;
- MERV 13 air filters;
- Low-water use landscaping and weather-sensor controlled drip irrigation; and
- Solar thermal or photovoltaic systems.

Anticipated Construction Schedule

The Project would be constructed over approximately 24 months. Construction activities would include the demolition of the existing buildings and grading, excavation, and building construction. Demolition activities are anticipated to start in the second quarter of 2019, and construction completion and occupancy is anticipated in the second quarter of 2021.

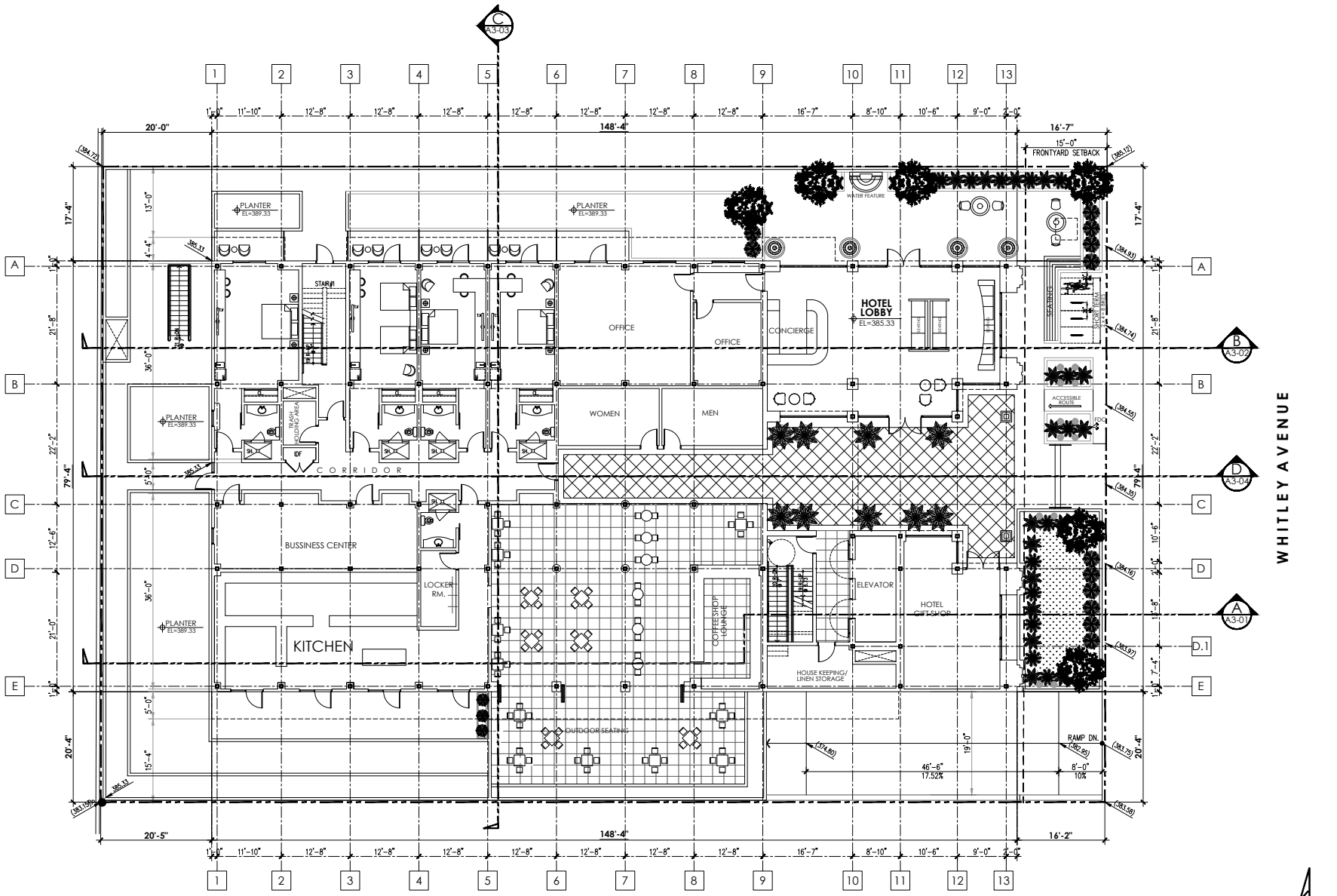
The Project is estimated to require a net export of approximately 24,000 cubic yards of soil. Exported materials would likely be disposed at Chiquita Canyon Sanitary Landfill in Castaic and/or Manning Pit in Irwindale. The Project's haul route would be reviewed by the City as part of its consideration of the Project Applicant's entitlement requests.



Source: Daryoush Safai AIA Architect, February 2019.

EcoTierra consulting

Figure II-3
Site Plan



Source: Daryoush Safai AIA Architect, February 2019.

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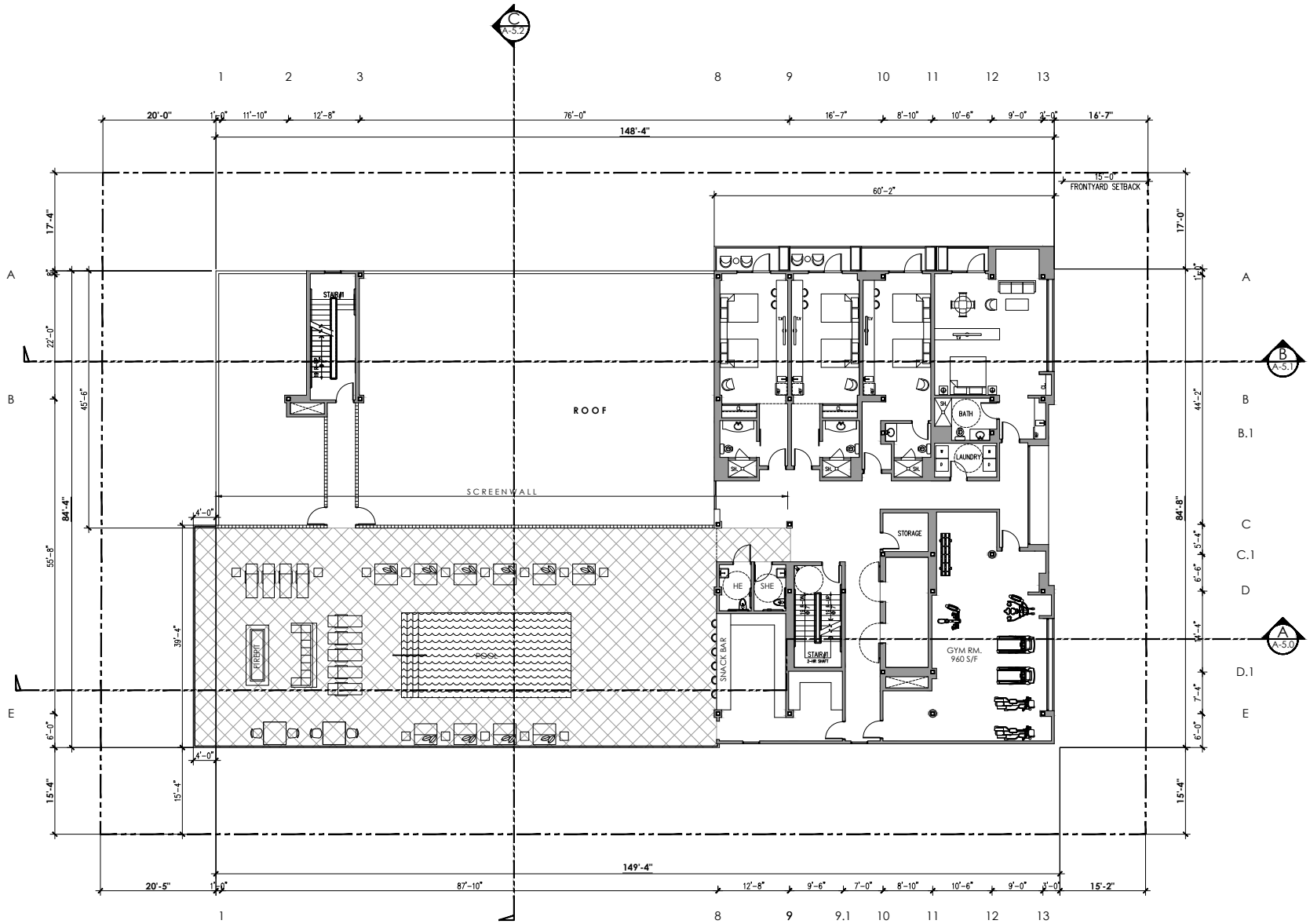
Figure II-4
1st Floor Plan



Source: Daryoush Safai AIA Architect, February 2019.

EcoTierra consulting

Figure II-5
10th Floor Plan

Requested Permits and Approvals

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

(1) Site Plan Review (SPR), pursuant to LAMC Section 16.05, for any development project which creates, or results in an increase of, 50 or more hotel rooms;

(2) Haul route approval (if required);

(3) Removal of street trees (if required); and

(4) Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits in order to execute and implement the Project.

III. Categorical Exemption Analysis

Exemption Class

The Project qualifies as a Class 32 – In-Fill Development Project Categorical Exemption under the California Environmental Quality Act (CEQA) as set forth in Section 15332 of the State CEQA Guidelines.

Exemption Rationale

Article 19, Categorical Exemptions, of the *State CEQA Guidelines* (Sections 15300 – 15332) lists classes of projects which have been determined not to have a significant effect on the environment and which are exempt from the provisions of CEQA as required by Section 21084 of the Public Resources Code. This section provides an analysis demonstrating that the Project meets the conditions for a Class 32 Categorical Exemption and that none of the possible exceptions to a Categorical Exemption listed in Section 15300.2 of the *State CEQA Guidelines* are applicable to this Project. The statutory language of each condition of the Class 32 Categorical Exemption and possible exception is shown in italics below under their respective headings, which are followed by the Project analysis for each condition and exception.

Conditions of the Class 32 Categorical Exemption

[State CEQA Guidelines Section] 15332. In-Fill Development Projects

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

(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.

Project Analysis

Condition (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.

City of Los Angeles General Plan

Land uses on the Project Site are guided by the General Plan. The General Plan sets forth goals, objectives, and programs to provide a guideline for day-to-day land use policies and to meet the existing and future needs and desires of the community, while integrating a range of State-mandated elements including Land Use, Transportation, Noise, Safety, Housing, and Open Space/Conservation. The Land Use Element of the General Plan consists of the General Plan Framework Element, which addresses Citywide policies, and also includes the 35 community plans that guide land use at a local level.

General Plan Framework Element

The consistency of the Project with applicable objectives and policies in the General Plan Framework Element is presented in Table III-1, Project Consistency with the Framework Element. Applicable objectives and policies for hotel and transit-oriented development begin with Objective 3.1. As shown, the Project would be consistent with the applicable objectives and policies.

Table III-1
Project Consistency with the Framework Element

Objective/Policy[a]	Project Consistency
Land Use Chapter	
Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.	**Consistent.** The Project would develop a hotel, contributing to the diversity of land uses in the area, which currently includes commercial, residential, retail, entertainment, and restaurant land uses.
Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan	**Consistent.** The Long Range Land Use Diagram identifies the area of the Project Site as a Regional Center, defined as "a focal point of

Table III-1
Project Consistency with the Framework Element

Objective/Policy[a]	Project Consistency
Framework Long-Range Land Use Diagram.	regional commerce, identity and activity and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services. Generally, different types of Regional Centers will fall within the range of floor area ratios from 1.5:1 to 6.0:1. Some will only be commercially oriented; others will contain a mix of residential and commercial uses. Generally, Regional Centers are characterized by 6- to 20-stories (or higher). Regional Centers are usually major transportation hubs." The Project proposes a 10-story hotel building that achieves a 6:1 FAR and is within an area well-served by existing transit routes, including two Major Transit Stops within a half-mile of the site (Hollywood / Highland Metro Station to the west and Hollywood / Vine Metro station to the east). The Project would develop the proposed Project within the allowable FAR and height of the existing zone. Thus, the Project is consistent with the Long Range Land Use Diagram.
Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.	**Consistent.** The Project proposes infill development within an existing urbanized setting with a diversity of land uses, is within an area served by existing transit routes, including two Major Transit Stops within a half-mile of the site, and would provide bicycle parking spaces in compliance with the LAMC's requirements so as to reduce car dependency for trips.
Policy 3.2.2: Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various	**Consistent:** The Project would develop a hotel, contributing to the diversity of land uses in the area, which currently includes commercial, residential, retail, entertainment, and restaurant land uses. The Project would develop the proposed Project within the allowable FAR and height of the existing zone.

Table III-1
Project Consistency with the Framework Element

Objective/Policy[a]	Project Consistency
densities of residential development within neighborhoods at appropriate locations.	
Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.	**Consistent.** The Project would include short- and long-term bicycle parking, including short-term bicycle parking spaces adjacent to Whitley Avenue allowing direct access to the proposed hotel. Pedestrian access to the Project Site would be provided via the sidewalk along Whitley Avenue.
Policy 3.2.4: Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.	**Consistent.** The Project proposes a hotel building within a dense urban area of the City that is consistent with the size and scale of other similar projects in the area. The Project would not materially impact the character of the existing residential uses in the area of the Project Site, as the Project Site is adjacent to seven-story residential buildings to the north and south and as the block is currently developed with residential, commercial, and hotel uses.
Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.	**Consistent.** The Long Range Land Use Diagram identifies the area of the Project Site as a Regional Center, defined as "a focal point of regional commerce, identity and activity and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services." The Project would provide a hotel in an area served by transit, including two Major Transit Stops within a half-mile of the Project Site. The Project is complementary with existing land uses in the Hollywood community, which includes residential and commercial land uses.
Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial	**Consistent.** As discussed above, the Long Range Land Use Diagram identifies the area of the Project Site as a Regional Center. The Project would develop a hotel within the Regional Center

Table III-1
Project Consistency with the Framework Element

Objective/Policy[a]	Project Consistency
and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.	area and within proximity of two Major Transit Stops (rail) as well as several bus lines.
Policy 3.4.3: Establish incentives for the attraction of growth and development in the districts, centers, and mixed-use boulevards targeted for growth that may include: a. Densities greater than surrounding areas, b. Prioritization of capital investment strategies for infrastructure, services, and amenities to support development, c. Economic incentives (e.g., redevelopment, Enterprise Zones, Neighborhood Recovery, and other), d. Streamlined development review processes, e. "By-right" entitlements for development projects consistent with the community plans and zoning, f. Modified parking requirements in areas in proximity to transit or other standards that reduce the cost of development, and g. Pro-active solicitation of development.	**Consistent.** The Project Site is in an area that is as Regional Center by the Long Range Land Use Diagram. As discussed above, the Project proposes a 10-story hotel building that achieves a 6:1 FAR and is within an area served by existing transit routes, including two Major Transit Stops within a half-mile of the site. The Project would be permitted to develop a 10-story tall building at the Project Site through the existing zoning. All Project components including automobile parking and bicycle parking meet or exceed code requirements. The Project does not request any variances or deviations from land use regulations or guidelines. The Project is also located within a designated Los Angeles State Enterprise Zone.
Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land	**Consistent.** As discussed above, the Long Range Land Use Diagram identifies the area of the Project Site as a Regional Center. The Project would develop a hotel within the designated Regional Center area and within proximity of two Major Transit Stops (rail) as well as several bus lines. The proposed 10-story hotel would be

Table III-1
Project Consistency with the Framework Element

Objective/Policy[a]	Project Consistency
uses, and are developed to enhance urban lifestyles.	adjacent to two seven-story residential buildings to the north and south and a three-story parking garage to the west, and hotel and office uses to the east across Whitley Avenue.
Urban Form and Neighborhood Design Chapter	
Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.	**Consistent.** The Project is located within a half mile of two Major Transit Stops. Hollywood Boulevard, approximately 250 feet south of the Project Site, is developed with a diversity of land uses, particularly commercial, that connects and serve the surrounding neighborhoods.
Policy 5.2.2: Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale, and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime. Additionally, develop these areas so that they are compatible with surrounding neighborhoods, as defined generally by the following building characteristics. […] c. The built form of regional centers will vary by location. In areas such as Wilshire and Hollywood Boulevards, buildings will range from low- to mid-rise buildings, with storefronts situated along pedestrian-oriented streets. In areas such as Century City and Warner Center, freestanding high rises that are not pedestrian-oriented characterize portions of these centers. Nevertheless, regional centers should contain pedestrian-oriented areas, and incorporate the pedestrian-oriented design elements	**Consistent.** As discussed above, the Long Range Land Use Diagram identifies the area of the Project Site as a Regional Center. The Project proposes a 10-story hotel building that achieves a 6:1 FAR and is within an area served by existing transit routes, including two Major Transit Stops within a half-mile of the site. The Project's proposed use, FAR, and height are permitted by the zone. The Project would be similar to other projects in the area, including the two seven-story multi-family buildings adjacent to the Project Site to the north and south, a hotel use on the same block, and commercial uses in the area and along Hollywood Boulevard. Thus, the Project is consistent with the Long Range Land Use Diagram for Regional Centers. The Project would not materially impact the character of the existing residential uses in the area of the Project Site.

Table III-1
Project Consistency with the Framework Element

Objective/Policy[a]	Project Consistency
defined in policy 5.8.1 and policies 3.16.1 - 3.16.3. […]	
Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.	**Consistent:** The Project would redevelop an underutilized site within a Regional Center with a new hotel building that is constructed to the latest resource-efficient requirements of the LA Green Building Code, as well as provisions for on-site bicycle parking and proximity to two Major Transit Stops to reduce car dependency. Additionally, automobile parking would be located below grade, and the new hotel is anticipated to improve the pedestrian experience by contributing continuity with the street wall compared to the existing conditions as well as by contributing to a safe and secure public realm through its design (see consistency analysis for Objective 5.9, below). The Project is located in a dense urban and walkable area served by bus and rail transit, thereby making the proposed hotel highly accessible for various modes of transportation.
Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.	**Consistent:** The Project would include adequate and strategically positioned lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited, and, where possible, security controlled to limit public access. The building and layout design of the Project would also include nighttime security lighting and secure parking facilities. Additionally, the continuous visible and non-visible presence of visitors and employees at all times of the day would provide a sense of security during evening and early morning hours.
Objective 5.9.1: Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural	**Consistent:** See consistency analysis for Objective 5.9.

Table III-1
Project Consistency with the Framework Element

Objective/Policy[a]	Project Consistency
barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.	
Economic Development Chapter	
Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.	**Consistent.** The Project would bring new economic investment to the immediate area, and would complement the existing commercial developments (e.g., increasing patronage by increasing the amount of visitors to the area) as well as meet needs of residents (e.g., providing a place where visiting family members could stay) in the area by increasing the supply of available lodging. The Project would also increase the amount of employees in the area. Furthermore, the Project would integrate sustainable and green building techniques by incorporating various standards and guidelines to reduce resources and energy consumption.
Policy 7.2.2: Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.	**Consistent.** The Project would develop a hotel on a site that is in a Regional Center as identified by the Long Range Land Use Diagram. The Project proposes a 10-story hotel building that achieves a 6:1 FAR and is within an area served by existing transit routes, including two Major Transit Stops within a half-mile of the site. The Project Site is surrounded by a mix of residential and commercial uses and would not encroach into an existing residential neighborhood. The Project would complement the existing commercial developments (e.g., increasing patronage by increasing the amount of visitors to the area).
Policy 7.3: Maintain and enhance the existing businesses in the City.	**Consistent.** The Project would provide a new hotel, which would accommodate visitors to the Hollywood area who would patronize existing businesses.

[a] *City of Los Angeles, The Citywide General Plan Framework Element, readopted August 2001.*
Source (table): EcoTierra Consulting, February 2019.

Hollywood Community Plan

The Hollywood Community Plan currently in effect was adopted in 1988. The Hollywood Community Plan Update is in the initial planning stages and thus cannot be relied on for this land use analysis. However, based on the draft Community Plan Update available, the Plan Update will propose to maintain the Project Site and area in its current designations and land use types.[1] Nevertheless, the Project Site is currently designated "High Residential." The land uses surrounding the Project Site are currently designated "High Residential" and the parcels along Hollywood Boulevard are designated "Regional Center."

The consistency of the Project with applicable objectives in the adopted version of the Hollywood Community Plan is presented in Table III-2, Project Consistency with the Hollywood Community Plan. As shown, the Project would be consistent with the applicable objectives.

Table III-2
Project Consistency with the Hollywood Community Plan

Policies	Project
Objective 1: To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area. To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.	**Consistent.** The Project would provide a new hotel, which would accommodate visitors to the Hollywood area who would patronize existing businesses. The Project Site is within an area well-served by existing transit routes, including two Major Transit Stops within a half-mile of the site, and walkable to entertainment, shopping, and restaurants.
Objective 2: To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2010.	**Consistent.** Although the projected date of the Community Plan objective is out-of-date, the Project would develop a hotel use within the allowed zoning including the type of use, density, FAR, and height.
Objective 4: To promote economic well being and public convenience through:	**Consistent.** The Project would develop a hotel use within the allowed zoning including the type of use, density, FAR, and height. The Project is

[1] *Hollywood Community Plan Draft, November 2018, website: https://www.hcpu2.org/uploads/8/2/8/5/82855984/proposed_gplu_map_november_2018.pdf, accessed January 2019.*

Table III-2
Project Consistency with the Hollywood Community Plan

Policies	Project
a. Allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards. […]	also consistent with the General Plan. The Project Site is within an area served by existing transit routes, including two Major Transit Stops within a half-mile of the site.
Objective 6: To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.	**Consistent.** The Project would develop a hotel near services and transit. The Project Site is near commercial and retail opportunities and is accessible to the regional bus and rail transit systems, including the Metro Red Line and several Metro bus lines.
Source: City of Los Angeles, Hollywood Community Plan, December 13, 1988, effective April 2, 2014; EcoTierra Consulting, February 2019.	

Hollywood Redevelopment Plan

The Project Site is within the Hollywood Redevelopment Project area; therefore, the Hollywood Redevelopment Plan provides guidance for development. The Hollywood Redevelopment Project is overseen by the CRA/LA, a Designated Local Authority and successor for the former Community Redevelopment Agency of the City of Los Angeles. The 1,107-acre Hollywood Redevelopment Project is located approximately six miles northwest of the Los Angeles Civic Center at the foot of the Hollywood Hills. The Hollywood Redevelopment Project area is generally bounded by Franklin Avenue on the north, Serrano Avenue on the east, Santa Monica Boulevard and Fountain Avenue on the south and La Brea Avenue on the west. The Redevelopment Plan for the area sets forth an array of goals that include encouraging economic development; promoting and retaining the entertainment industry; revitalizing the historic core; preserving and expanding housing for all income groups; meeting social needs of area residents; providing urban design guidelines; and preserving historically significant structures.[2]

The Project is located within the Hollywood Redevelopment Project area and is designated High Residential. The analysis of applicable goals in the Hollywood Redevelopment Project is presented in Table III-3, Applicable Goals of the Hollywood Redevelopment Project. As shown, the Project would be consistent with the applicable redevelopment plan goals.

[2] *City of Los Angeles, Department of City Planning, Hollywood Redevelopment Project, website: http://www.crala.org/internet-site/Projects/Hollywood/upload/HollywoodRedevelopmentPlan.pdf, accessed May 2018.*

Table III-3
Applicable Goals of the Hollywood Redevelopment Project

Goals	Project
Preserve and increase employment, and business and investment opportunities through redevelopment programs and, to the greatest extent feasible, promote these opportunities for minorities and women.	**Consistent.** The Project would provide a new hotel, which would create employment opportunities on the site and would accommodate visitors to the Hollywood area who would patronize existing businesses.
Improve the quality of the environment, promote a positive image for Hollywood and provide a safe environment through mechanisms such as: a) adopting land use standards; b) promoting architectural and urban design standards including: standards for height, building setback, continuity of street facade, building materials, and compatibility of new construction with existing structures and concealment of mechanical appurtenances; c) promoting landscape criteria and planting programs to ensure additional green space; d) encouraging maintenance of the built environment; e) promoting sign and billboard standards; f) coordinating the provision of high quality public improvements; g) promoting rehabilitation and restoration guidelines; h) integrate public safety concerns into planning efforts.	**Consistent.** The Project would provide a new hotel building within a dense urban area of the City that is consistent with the size and scale of other similar projects in the area. The Project would not materially impact the character of the existing residential uses in the area of the Project Site, as the Project Site is adjacent to seven-story residential buildings to the north and south and as the block is currently developed with residential, commercial, and hotel uses. The Project is consistent with the existing land use designation and zoning including the type of use, FAR, height, setbacks, and required landscaping. The signage for the Project would comply with the LAMC, and any applicable approval processes for signage.
Promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors.	**Consistent.** The Project would provide a new hotel on a block currently developed with residential, commercial, and hotel uses. The hotel would create employment opportunities and would accommodate visitors to the Hollywood area who would patronize existing businesses.
Source: City of Los Angeles, Hollywood Redevelopment Plan, July 12, 2003; EcoTierra Consulting, February 2019.	

Planning and Zoning Code

All on-site development activity is subject to the City's Planning and Zoning Code. The Planning and Zoning Code includes development standards for the various districts in the

City. The Project Site is zoned [Q]R5-2 (Multiple Dwelling - Height District 2). The [Q] Condition, established by Ordinance No. 165,657 (Subarea 225), limits uses to: a) residential uses allowed in the R4 zone; b) hotels, motels, and apartment motels; c) and other uses subject to Zoning Administrator approval.[3]

The Q Condition on the Project Site states:

> *The property shall be limited to the following uses -*
>
> *a. Residential uses permitted in the R~ Zone.*
>
> *b. Hotels, motels, and apartment hotels*
>
> *c. The following uses, subject to Zoning Administrator approval pursuant to Municipal Code Section 12.24CI.5(j}:*
>
> *1) Parking buildings, provided such parking is accessory to the main use of the lot or accessory to the main use of another lot located within the Hollywood Redevelopment Project area.*
>
> *2) Any use permitted in the CI Zone within buildings which were in existence on the t lot upon the effective date of his ordinance.*
>
> *3) Any other use permitted in the C1 Zone provided that the floor area ratio of such use does not exceed 1:1; and further provided that such commercial use is combined with multiple unit residential use for which the floor area ratio Is equal to or exceeds 2:1 and for which the number of dwelling units Is equal to or exceeds twelve (12).*

Therefore, the hotel use of the proposed Project is expressly permitted by the Q Condition governing the site and the use proposed by the Project is therefore consistent with the existing zoning.

In Height District No. 2 for the R5 zone, the number of stories or height of a structure is not limited, and structures are limited to a 6:1 FAR. The project would result in an approximately 6:1 FAR with a total proposed floor area of 99,375 square feet (gross 108,800 square feet) and would therefore be consistent with the height district.

LAMC requires one automobile parking space per room for the first 30 hotel rooms, one-half parking space per room for the next 30 hotel rooms, and 0.33 parking spaces per room for every room after 60. As the Project proposes 156 hotel rooms, a total of 77

[3] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: January 2019.*

parking spaces are required.[4] The Project would exceed this parking requirement and would provide up to 122 automobile parking spaces.

For bicycle parking, LAMC requires one long-term and one short-term bicycle parking space per 20 guest rooms. The Project would therefore require eight long-term and eight short-term bicycle parking spaces.[5] The Project would provide eight long-term bicycle parking spaces within the subterranean garage and eight short-term bicycle parking spaces on the first floor adjacent to Whitley Avenue. The Project would be consistent with LAMC requirements for bicycle parking.

Based on the above, the Project would be consistent with the City's Planning and Zoning Code.

Summary

As discussed above, the Project would be consistent with applicable objectives and policies of set forth in the City's plans and zoning including the General Plan, Hollywood Community Plan, and the Planning and Zoning Code. Therefore, as 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, the Project meets this condition.

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

The Project Site is located entirely within the City limits on a site that is approximately 21,642 square feet (0.5-acre) in size. The Project Site is located a highly urbanized setting characterized by a mix of commercial and residential uses. Land uses surrounding the Project Site include residential uses to the north and south, a three-story parking structure to the west, and multi-structure office bungalow development as well as two hotels immediately north of the office bungalows and surface parking and retail uses fronting Hollywood Boulevard immediately south of the office bungalows across Whitley Avenue to the east. Therefore, as the proposed development occurs within City limits, the Project Site is less than five acres in size, and the Project Site is substantially surrounded by urban uses, the Project meets this condition.

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[4] *One parking space x 30 hotel rooms = 30 parking spaces; one-half parking space x 30 hotel rooms = 15 parking spaces; 0.33 parking spaces x 96 hotel rooms = 31.68 parking spaces. 30 + 15 + 31.68 = 76.68 rounded up to 77.*

[5] *156 guest rooms divided by 20 = 7.8, rounded up to 8 for 8 long-term and 8 short-term parking spaces required.*

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

The City encompasses a variety of open space and natural areas that serve as habitat for sensitive species. Much of this natural open space is found in or is adjacent to the foothill regions of the San Gabriel, Santa Susana, Santa Monica, and Verdugo Mountains, the Simi Hills, and along the coastline between Malibu and the Palos Verdes Peninsula. Many of the outlying areas are contiguous with larger natural areas, and may be part of significant wildlife habitats or movement corridors. The central and valley portions of the City contain fewer natural areas.[6] The Project Site and surrounding area are not identified as a biological resource area.[7] Moreover, the Project Site and immediately surrounding area are not within or near a designated Significant Ecological Area.[8]

The Project Site is developed with six two-story multi-family residential buildings which were constructed between 1920 and 1949. The buildings include a total of 40 residential units and comprise approximately 22,300 square feet. As the Project Site is nearly completely developed with a structure and hardscaping within a heavily urbanized area of the City, the Project Site does not contain any habitat capable of sustaining any species identified as endangered, rare, or threatened. No such species or habitats are known to occur at the site per local or regional plans by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Additionally, there are no known locally designated natural communities at the Project Site or in the immediate vicinity, nor is the Project Site located near undeveloped natural/undisturbed open space or a natural water source that may otherwise serve as habitat for State- or federally-listed species. Furthermore, the Project Site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.[9] Therefore, as the Project Site has no value as habitat for endangered, rare, or threatened species, the Project meets this condition.

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

The following provides a Project-specific analysis of the impacts to traffic, noise, air quality, and water quality.

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[6] *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, pages C-1 – C-2.*

[7] *Ibid, Exhibit C-2, Biological Resource Areas (Metro Geographical Area).*

[8] *Los Angeles County Department of Regional Planning, Planning & Zoning Information, GIS-NET3 online database, website: http://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public, accessed: January 2019.*

[9] *California Department of Fish and Wildlife, California Regional Conservation Plans, August 2015, https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline, accessed: January 2019.*

Project-Specific Traffic Impacts

The following traffic impact analysis summarizes and incorporates by reference the information provided in the *Traffic Impact Study Proposed Whitley Hotel Project* prepared by DC Engineering Group in February 2017 (the "Traffic Report"). The City of Los Angeles Department of Transportation ("LADOT") issued an assessment letter for the Traffic Report on March 9, 2017, accepting the findings of the Traffic Report.[10] The Traffic Report and LADOT assessment letter are available as Appendix A to this document.

Methodology

The traffic impact analysis for the proposed project follows LADOT's *Traffic Study Policies and Procedures* (August 2014 Edition). These guidelines establish the methodology, scope and levels of significance to determine the potential impacts of the proposed project on the surrounding transportation system. In accordance with these guidelines, the scope of this study was developed with LADOT staff. A Memorandum of Understanding (MOU) was submitted and approved that determined the study intersections, trip generation factors and study methodology by LADOT.

The purpose of the transportation impact analysis is to evaluate the effect of the new development project on the surrounding transportation system. Per LADOT's Guidelines**,** the Project's analysis will evaluate the following traffic conditions:

<u>2016 Existing Conditions</u> - The first step in the analysis is to ascertain the existing operational quality of the study intersections. This will serve as the base condition upon which the rest of the analysis will be developed. Analysis of the existing conditions are determined by an assessment of the streets, turning movement volumes, and signal operation.

Turning movement counts are typically taken during peak traffic hours on weekdays when schools are in session. LADOT has determined that the peak morning hours are 7:00 a.m. to 10:00 a.m. and peak evening hours are 3:00 p.m to 6:00 p.m. Apart from the intersection turning movement counts, fieldwork to assess the lane configurations, signal phasing, parking restrictions, etc. was performed in January 2017. The existing lane configurations can be found in Figure 3 of the Traffic Report (Appendix A).

<u>Future (2018) Base Conditions</u> - This analysis applies a growth rate factor to the study intersections to determine the operational condition of the intersections at the time of build-out for the project. The proposed project is expected to be complete in 2018.

[10] *The LADOT-signed Traffic Study Memorandum of Understanding is included in Appendix A to the Traffic Report, which is included as Appendix A to this document.*

This future base condition will be used as the basis of calculating the impact of the new development.

Future (2018) With Project - The final analysis determines the operational level of service of the study intersections when the project trips are added to the future base conditions. The resulting change in level of service establishes the level of impact of the project trips.

Per the MOU, as determined in coordination with LADOT staff, the potential impacts of the proposed project are to be studied at the following signalized intersections (see Figure 1 of the Traffic Report):

1) Franklin Avenue and Whitley Avenue
2) Franklin Avenue and Wilcox Avenue
3) Cahuenga Boulevard and Franklin Avenue
4) Las Palmas Avenue and Hollywood Boulevard
5) Cherokee Avenue and Hollywood Boulevard
6) Hollywood Boulevard and Whitley Avenue
7) Hollywood Boulevard and Wilcox Avenue
8) Cahuenga Boulevard and Hollywood Boulevard
9) Franklin Avenue and Highland Avenue

Existing Conditions

In preparation of this study an extensive collection of data was collected to provide an accurate description of the existing conditions in the area. The analysis of the existing conditions includes an evaluation of the land uses, inventory of the surrounding streets, traffic volumes of the study intersections and the operation. The project is in a Transit Priority Area and the street improvements are subject to the Mobility Plan 2035, which was adopted on January 20, 2016 by the Los Angeles City Council.

Study Area Streets

Hollywood Boulevard is primarily an east-west street that is classified as an Avenue I, extending from the Laurel Canyon Boulevard on the west to the Sunset Boulevard on the east. Within the vicinity of the Project, Hollywood Boulevard is a four-lane roadway with a center turn lane and on-street parking with varying parking restrictions. The posted speed limit is 35 miles per hour.

Highland Avenue - is a north-south street that is classified as a Avenue I, extending from the Hollywood Freeway on the north to Santa Monica Freeway on the south. Within the vicinity of the Project, Highland Avenue is a six-lane roadway with varying parking restrictions. The posted speed limit is 35 miles per hour.

Cahuenga Boulevard is a north-south street that is classified as an Avenue I, extending from Ventura Boulevard on the north to Rosewood Avenue on the south. Within the vicinity of the project, Cahuenga Boulevard has two lanes in each direction and on-street parking with varying parking restrictions. The posted speed limit is 35 miles per hour.

Franklin Avenue is an east-west street that is classified as an Avenue III, extending from the Sierra Bonita Avenue on the west to Hyperion Avenue on the east. Within the vicinity of the project, Franklin Avenue has one lane in each direction and on-street parking with varying parking restrictions. The posted speed limit is 35 miles per hour.

Wilcox Avenue is a north-south street that is classified as an Avenue III, extending from Cahuenga Boulevard on the north to Rosewood Avenue on the south. Within the vicinity of the project, Wilcox Avenue has one lane in each direction, left turn channelization at the intersections and on-street parking with varying parking restrictions. The posted speed limit is 30 miles per hour.

Las Palmas Avenue is a north-south street that is classified as a Local Street, extending from the Milner Road on the north to 6th Street on the south. Within the vicinity of the project, Las Palmas Avenue has one lane in each direction and on-street parking with varying parking restrictions. The posted speed limit is 30 miles per hour.

Cherokee Avenue is a north-south street that is classified as a Local Street, extending from Franklin Avenue on the north to Rosewood Avenue on the south. Within the vicinity of the project, Cherokee Avenue has one travel lane in each direction. Parking restrictions vary on both sides of the street. The posted speed limit is 30 miles per hour.

Whitley Avenue is generally a north-south street that is classified as a Local Street, extending from Whitley Terrace on the north to Hollywood Boulevard on the south. Within the vicinity of the project, Whitley Avenue has one through lane in each direction. Parking restrictions vary on both sides. The posted speed limit is 30 miles per hour.

Study Area Freeways

The Hollywood Freeway, State Route 101, runs primarily north-south and provides regional access to the area. The freeway is approximately one and a quarter mile to the east of the project. Access is provided via Hollywood Boulevard and Sunset Boulevard.

Transit Systems

The Metropolitan Transportation Authority (MTA) operates the Metro Red Line and several local bus lines traveling along routes within one or two blocks of the Project Site. The various transit lines in the area are illustrated in Figure 4 of the Traffic Report. A description of each route follows:

Metro Red Line – The Metro Red Line runs between North Hollywood and Downtown Los Angeles. The Red Line has stations at Hollywood Boulevard and Highland Avenue and Hollywood Boulevard and Vine Street near the project site.

Metro Rapid Bus 780 - The Metro Red Line (780) travels from Washington Boulevard and Fairfax Avenue to Pasadena along Fairfax Avenue and Hollywood Boulevard.

Metro Local 2/302 - Lines 152/353 travels along Vineland Avenue within the vicinity of the project. The route travels from the North Hollywood Red Line Station to Fallbrook and Ventura in Woodland Hills.

Metro Local 210 – Route 210 travels from Hollywood/Vine Metro Red Line Station to the South Bay Galleria. This line travels along Vine Street in the vicinity of the project.

Metro Local 212 - Line 162 travels along Lankershim Boulevard within the vicinity of the project. The route travels from the West Hills Medical Center to Vineland Avenue and Cantara Street in Sun Valley.

Metro Local 312 - Line 224 travels along Lanershim Boulevard within the vicinity of the project. The route travels from the Universal/Studio City to the Olive View Medical Center in North Hollywood.

Metro Local 217 - Line 224 travels along Lanershim Boulevard within the vicinity of the project. The route travels from the Universal/Studio City to the Olive View Medical Center in North Hollywood.

Metro Local 656 – is a local shuttle that travels from Hollywood to Panorama City by way of Van Nuys. The shuttle operates in the evening after the evening peak hour and travels along Highland Avenue in the vicinity of the project.

Existing Traffic Volume Data and Levels of Service

In this section the existing peak hour volumes at the nine study intersections, the methodology used to determine the traffic signal conditions, and the operating level of service (LOS) of each study intersection is determined.

Existing Traffic Volumes

Manual turning movement counts were conducted for the nine study intersections during a typical weekday, with school in session, during the AM (7:00 to 10:00) and PM (3:00 to 6:00) peak hours in January 2017. The highest existing peak hour volumes for the study intersections are illustrated in Figures 5a and 5b of the Traffic Report. The detailed count data collected in the field is contained in Appendix B of the Traffic Report, which is included as Appendix A to this document.

Level of Service Methodology

Per LADOT guidelines, the Critical Movement Analysis (CMA) methodology is used to evaluate the operation of the study intersections. CMA analysis is based on determining the volume-to-capacity (V/C) ratio of the critical traffic volumes at a signalized intersection. The resulting V/C ratio corresponds to a Level Of Service (LOS) value that describes the operational quality of an intersection. Table III-4 provides a detailed description of the different LOS values. LOS ranges from "A," which describes an intersection operating with little delay, to "F" which describes an intersection over capacity and experiencing substantial delays.

Table III-4
Level of Service Definitions for Signalized Intersection

Level of Service	Volume/Capacity (V/C) Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Board, Interim Materials on Highway Capacity, Transportation Research Circular No. 212, January 1980.

Significant Impact

LADOT defines a transportation impact on an intersection as "significant" in accordance with Table III-5 (below) except as otherwise specified in a Transportation Specific Plan, Interim Control Ordinance or Congestion Management Plan:

Table III-5
Significant Impact Definition

Level of Service	Final Volume/Capacity (V/C) Ratio	Project-Related Increase in V/C
C	> 0.701 - 0.800	equal to or greater than 0.040
D	> 0.801 - 0.900	equal to or greater than 0.020
E, F	> 0.901	equal to or greater than 0.010
Source: City of Los Angeles Transportation Impact Study Guidelines, December 2016.		

Existing Levels of Service

Table III-6 contains the summary of the V/C ratio and LOS for each of the study intersections in the weekday AM and PM peak hours. Per Table III-6 during the peak hours, the following intersection is operating as indicated:

- Cahuenga Boulevard and Franklin Avenue (LOS D – AM Peak Hour)
- Highland Avenue and Franklin Avenue (LOS F – Both Peak Hours)

The remaining intersection operates at LOS C in the morning and afternoon peak hours. The worksheets calculating the LOS for the study intersections are contained in Appendix B of the Traffic Report, which is included as Appendix A to this document.

Table III-6
Study Intersections Existing (2016) Level Of Service

No.	Intersection	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1	Franklin Avenue and Whitley Avenue	0.569	A	0.433	A
2	Franklin Avenue and Wilcox Avenue	0.679	B	0.495	A
3	Cahuenga Boulevard and Franklin Avenue	0.806	D	0.708	C
4	Las Palmas Avenue and Hollywood Boulevard	0.385	A	0.445	A
5	Cherokee Avenue and Hollywood Boulevard	0.448	A	0.293	A
6	Hollywood Boulevard and Whitley Avenue	0.470	A	0.303	A
7	Hollywood Boulevard and Wilcox Avenue	0.719	C	0.520	A
8	Cahuenga Boulevard and Hollywood Boulevard	0.663	B	0.599	A
9	Franklin Avenue and Highland Avenue	0.729	F*	0.877	F*
**To account for "gridlock conditions" it is assumed the intersection is operating at LOS F.* *Source: DC Engineering Group, Traffic Impact Study Proposed Whitley Hotel Project, February 2017.*					

Future Traffic Conditions

The evaluation of the Project's impact on the surrounding transportation system in general and the study intersections specifically, requires the analysis to study the estimated future

traffic conditions with and without the Project. Forecasts of the future traffic at the study intersections is determined by applying a growth factor to the existing traffic volumes.

Ambient Traffic Growth

To account for general growth in regional traffic, a growth rate factor is applied to the existing traffic volumes to the Project's build-out year, Year 2018. LADOT has determined that the ambient growth rate factor is one percent (1%).

Related Projects Traffic

In addition to the ambient growth factor, trips generated by other development projects nearby the Project are added to the study intersections to complete the future without Project base conditions.

LADOT and the City of Los Angeles Department of City Planning provided a list of proposed or otherwise approved projects within a one and a half mile radius of the Project Site. Eighty-three (83) projects that met the criteria were found within the one and a half mile radius after researching the current status of each project. A description of each related project and the associated trip generation is provided in Table 4 of the Traffic Report; the related project locations are indicated in Figure 6 of the Traffic Report (see Appendix A to this document).

The ambient traffic growth and the trips assigned to the study intersections from the related projects are included in the "Future Peak Hour Volumes Without Project" Figures 7a and 7b of the Traffic Report.

Study Intersections Level of Service

Future Without Project Intersection Levels of Service

The Future Without Project traffic conditions are listed in Table III-7. The results indicate that four of the study intersections are operating with acceptable levels of service. The following intersection is operating at LOS D or greater:

- Cahuenga Bl & Franklin Av (LOS E – AM Peak Hour)
- Wilcox Av & Hollywood Bl (LOS D – AM Peak Hour)
- Cahuenga Bl & Hollywood Bl (LOS D – Both Peak Hours)
- Highland Av & Franklin Av (LOS F – Both Peak Hours)

The LOS worksheet calculations are contained in Appendix C of the Traffic Report.

Table III-7
Study Intersections
Future without Project Level of Service

No.	Intersection	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1	Franklin Avenue and Whitley Avenue	0.644	B	0.549	A
2	Franklin Avenue and Wilcox Avenue	0.756	C	0.565	A
3	Cahuenga Boulevard and Franklin Avenue	0.918	E	0.769	C
4	Las Palmas Avenue and Hollywood Boulevard	0.477	A	0.655	B
5	Cherokee Avenue and Hollywood Boulevard	0.555	A	0.499	A
6	Hollywood Boulevard and Whitley Avenue	0.577	A	0.511	A
7	Hollywood Boulevard and Wilcox Avenue	0.831	D	0.731	C
8	Cahuenga Boulevard and Hollywood Boulevard	0.821	D	0.887	D
9	Franklin Avenue and Highland Avenue	0.874	F*	1.117	F*

**To account for "gridlock conditions" it is assumed the intersection is operating at LOS F.*
Source: DC Engineering Group, Traffic Impact Study Proposed Whitley Hotel Project, February 2017.

Proposed Project Trip Generation

Trip Generation

The determination of the impact that the Project has on the street and freeway network is based primarily on the estimated number of trips to be generated by the Project. The Project's trips are the contribution to the forecasted future operation of the study intersections. The change in operation with the addition of the Project trips results in the level of significance of the impact of the new Project.

Trip generation estimates are based on the type of land use and the unit of measure that relates to the appropriate trip generation factor. For example, an apartment trip rate is usually per room, a school is per student, and a restaurant is per 1,000 square feet. Typically, the trip generation for three time periods is calculated. The trips are calculated for a typical day (24 hours), the AM peak hour, and the PM peak hour. As discussed before, the LOS calculations are based on using the highest peak hour count between 7:00 to 10:00 AM and 3:00 to 6:00 PM.

Except in rare cases, most trip generation numbers are calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 9th Edition*. Using statistical data gathered in the field across the United States for numerous land use categories, trip rate factors are derived to be used to estimate trip generation.

Project Trip Generation

The proposed project is a 156 guest room hotel. Land Use Code 310, from the *Trip Generation Manual 9th Edition*, was used to determine the project trips. LADOT

guidelines allow the use a five percent (5%) transit credit to the trip generation table.[11] The total also reflects the existing trip credit of the existing apartment units to be removed.

Table 6 of the Traffic Report indicates that the proposed Project is expected to generate 60 trips in the AM peak hour and 66 trips in the PM peak hour.

Project Trip Distribution

The proposed Project trips that enter and leave the site were distributed throughout the study area street system based on the locations of residential, commercial, and employment centers, as well as, likely routes of travel.

Project Trip Assignment to Study Intersections

In conjunction with LADOT staff, the following directional trip patterns were applied:

Approximately 35% of the trips were assigned to and from the north, 15% of the trips were assigned to and from the south, 35% of the trips were assigned to and from the East, and 15% of the trips were assigned to and from the west. The percentage distribution of the Project trips at the Project's study intersections can be found in Figure 8 of the Traffic Report. The Project's calculated trip values are illustrated in Figure 9 of the Traffic Report.

Project Impact Analysis

Future With Project Traffic Volumes

To assess the Project's potential impact on the study intersections, the Project's trips were added to the Future Without Project scenario. The result of the combined trips is the Future With Project scenario. The Future With Project volumes at the study intersections can be found in Figures 10a and 10b of the Traffic Report.

Study Intersection Future Operational Analysis

Future With Project Intersection LOS

Each of the study intersections were analyzed after the addition of the project trips and the results are expressed in Table III-8.

Potential impacts at the study intersections were calculated by comparing the LOS and V/C ratios for the Future Without Project and Future With Project scenarios.

As shown in Table III-8, the following intersection is expected to operate at LOS D or greater during AM and/or PM peak hours:

[11] *Page 10, "Transit Credit". LADOT's Traffic Study Policy and Procedures, August 2014.*

- Cahuenga Bl & Franklin Av (LOS E – AM Peak Hour)
- Wilcox Av & Hollywood Bl (LOS D – AM Peak Hour)
- Cahuenga Bl & Hollywood Bl (LOS D – Both Peak Hours)
- Highland Av & Franklin Av (LOS F – Both Peak Hours)

The remaining intersection will operate at LOS C.

Based on LADOT's threshold of significance (see Table III-5 above), the proposed development project trips will not result in any significant impacts at the two study intersections.

Table III-8
Study Intersections
Future with Project Level of Service

No.	Intersection	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1	Franklin Avenue and Whitley Avenue	0.653	B	0.560	A
2	Franklin Avenue and Wilcox Avenue	0.763	C	0.571	A
3	Cahuenga Boulevard and Franklin Avenue	0.922	E	0.774	C
4	Las Palmas Avenue and Hollywood Boulevard	0.478	A	0.656	B
5	Cherokee Avenue and Hollywood Boulevard	0.555	A	0.500	A
6	Hollywood Boulevard and Whitley Avenue	0.596	A	0.535	A
7	Hollywood Boulevard and Wilcox Avenue	0.840	D	0.737	C
8	Cahuenga Boulevard and Hollywood Boulevard	0.830	D	0.895	D
9	Franklin Avenue and Highland Avenue	0.874	F*	1.119	F*

**To account for "gridlock conditions" it is assumed the intersection is operating at LOS F.*
Source: DC Engineering Group, Traffic Impact Study Proposed Whitley Hotel Project, February 2017.

Based on LADOT's threshold of significance (see Table III-5 above), the Project will not result in any significant impacts at the nine study intersections.

Table III-9 displays the results of the analysis under the Existing, Future Without Project, and Future With Project conditions and the resulting change in the v/c ratios.

Table III-9
Study Intersections Level of Service
Future 2018 Conditions

No.	Intersection	Peak Hour	Existing		Future without Project		Future with Project		Change in V/C	Significant Impact? (Y/N)
			V/C	LOS	V/C	LOS	V/C	LOS		
1	Franklin Avenue and Whitley Avenue	AM	0.569	A	0.644	B	0.653	B	0.009	N
		PM	0.433	A	0.549	A	0.560	A	0.011	N
2	Franklin Avenue and Wilcox Avenue	AM	0.679	B	0.756	C	0.763	C	0.007	N
		PM	0.495	A	0.565	A	0.571	A	0.006	N
3	Cahuenga Boulevard and Franklin Avenue	AM	0.806	D	0.918	E	0.922	E	0.004	N
		PM	0.708	C	0.769	C	0.774	C	0.005	N
4	Las Palmas Avenue and Hollywood Boulevard	AM	0.385	A	0.477	A	0.478	A	0.001	N
		PM	0.445	A	0.655	B	0.656	B	0.001	N
5	Cherokee Avenue and Hollywood Boulevard	AM	0.448	A	0.555	A	0.555	A	0.000	N
		PM	0.293	A	0.499	A	0.500	A	0.001	N
6	Hollywood Boulevard and Whitley Avenue	AM	0.470	A	0.577	A	0.596	A	0.019	N
		PM	0.303	A	0.511	A	0.535	A	0.024	N
7	Hollywood Boulevard and Wilcox Avenue	AM	0.719	C	0.831	D	0.840	D	0.009	N
		PM	0.520	A	0.731	C	0.737	C	0.006	N
8	Cahuenga Boulevard and Hollywood Boulevard	AM	0.663	B	0.821	D	0.830	D	0.009	N
		PM	0.599	A	0.887	D	0.895	D	0.008	N
9	Franklin Avenue and Highland Avenue	AM	0.729	F*	0.874	F*	0.874	F*	0.000	N
		PM	0.877	F*	1.117	F*	1.119	F*	0.002	N

Source: DC Engineering Group, Traffic Impact Study Proposed Whitley Hotel Project, February 2017.

Supplemental Future Plus Project Analysis

As a result of a civil court ruling in the case of *Sunnyvale West Neighborhood Association v. City of Sunnyvale* ("Sunnyvale West"), 190 Cal. App 4th 1351 (2010), a supplemental analysis is required by LADOT to evaluate the potential traffic impacts of the Project trips added to the existing intersection volumes. Future traffic growth and related development trips are not considered in this analysis. The calculations for this scenario are included in the study intersection LOS worksheets in Appendix C of the Traffic Report. The results can be found in Table III-10 below. The results of the analysis, as displayed in Table III-10, indicate that there would not be any significant impacts.

Table III-10
Supplemental Level of Service Analysis
Existing Plus Conditions

No.	Intersection	Peak Hour	Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact? (Y/N)
			V/C	LOS	V/C	LOS		
1	Franklin Avenue and Whitley Avenue	AM	0.569	A	0.579	A	0.010	N
		PM	0.433	A	0.444	A	0.011	N
2	Franklin Avenue and Wilcox Avenue	AM	0.679	B	0.686	B	0.007	N
		PM	0.495	A	0.501	A	0.006	N
3	Cahuenga Boulevard and Franklin Avenue	AM	0.806	D	0.811	D	0.005	N
		PM	0.708	C	0.711	C	0.003	N
4	Las Palmas Avenue and Hollywood Boulevard	AM	0.385	A	0.386	A	0.001	N
		PM	0.445	A	0.447	A	0.002	N
5	Cherokee Avenue and Hollywood Boulevard	AM	0.448	A	0.449	A	0.001	N
		PM	0.293	A	0.293	A	0.000	N
6	Hollywood Boulevard and Whitley Avenue	AM	0.470	A	0.489	A	0.019	N
		PM	0.303	A	0.328	A	0.025	N
7	Hollywood Boulevard and Wilcox Avenue	AM	0.719	C	0.729	C	0.010	N
		PM	0.520	A	0.526	A	0.006	N
8	Cahuenga Boulevard and Hollywood Boulevard	AM	0.663	B	0.672	B	0.009	N
		PM	0.599	A	0.607	B	0.008	N
9	Franklin Avenue and Highland Avenue	AM	0.729	F*	0.730	F*	0.001	N
		PM	0.877	F*	0.878	F*	0.001	N

Source: DC Engineering Group, Traffic Impact Study Proposed Whitley Hotel Project, February 2017.

Congestion Management Program (CMP) Analysis

The Los Angeles Metropolitan Transportation Authority (MTA) administers the CMP throughout Los Angeles County. An analysis of the potential impact on CMP monitored regional facilities is a requirement of the traffic impact analysis. The analysis was conducted per the 2010 Los Angeles County Congestion Management Program (CMP) Guidelines (Metro, 2010). The CMP is a program mandated by the State of California that

serves as the monitoring and analytical basis of transportation funding decisions in the County made through the Regional Transportation Improvement (RTIP) and State Transportation Improvement Program (STIP) processes.

CMP Significant Impact Threshold

Chapter 5 of the CMP guidelines establishes thresholds for impacts. A CMP analysis of a freeway mainline segment is required if 150 or more trips per hour will be added in either direction as a direct result of a project's proposed development. Additionally, If the trips from the new development result in 50 or more peak hour trips being added to a CMP Arterial Monitoring Station, a CMP analysis of the intersection is required.

The proposed Project's trips, as shown in Table 4 of the Traffic Report, are fewer than 150 in either peak hour. As a result, the threshold of significance for a freeway mainline analysis is not met.

In addition, the trip generation illustrates that the project will generate less than 50 trips in any one direction in each peak hour. As indicated in the project trip distribution in Figure 8 of the Traffic Report, the number of trips passing through these intersections would be substantially below the threshold above. Therefore, no further analysis is required for these arterial monitoring stations.

Traffic Impact Summary

As indicated above and in the Traffic Report, the Project would generate 60 AM peak hour trips and 66 PM peak hour trips. These totals reflect a 5% discount for access to transit and existing use credit. In the Existing Plus Project supplemental analysis, none of the study intersections would experience a significant impact. The study found that in the future base traffic scenario (without project), the operation of the study intersections attained moderately higher levels of service. It was further found that in the analysis of the Future With Project scenario, using LADOT's level of significance criteria, none of the study intersections are significantly impacted by the project trips. An analysis of the project trips using the CMP guidelines for thresholds of significance found that the project did not require further CMP analysis. Therefore, traffic-related impacts would be less than significant.

Project-Specific Noise Impacts

Construction Noise

The LAMC contains a number of regulations that would apply to the Project's temporary construction activities. LAMC Section 41.40(a) would prohibit Project construction activities from occurring between the hours of 9:00 PM and 7:00 AM, Monday through

Friday. Subdivision (c), below, would further prohibit such activities from occurring before 8:00 AM or after 6:00 PM on any Saturday, or on any Sunday or national holiday.

> *SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED.*
>
> *(a) No person shall, between the hours of 9:00 PM and 7:00 AM 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.*
>
> *(c) No person, other than an individual homeowner engaged in the repair or construction of his single- family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 AM or after 6:00 PM on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site.*

LAMC Section 112.05 establishes noise limits for powered equipment and hand tools operated within 500 feet of residential zones. Of particular importance to Project construction would be subdivision (a), which institutes a maximum noise limit of 75 dBA for the types of construction vehicles and equipment that would be necessary for Project demolition and grading, especially. However, LAMC Section 112.05 goes on to note that these limitations would not necessarily apply if proven that the Project's compliance therewith would be technically infeasible despite the use of noise-reducing means or methods.

> *SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS*
>
> *Between the hours of 7:00 AM and 10:00 PM, 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.

As such, construction noise impacts would not be considered significant if the Project fully implements noise attenuation measures to the fullest extent possible to reduce noise impacts during construction of the proposed building, in conformance with the requirements of the LAMC.

Construction of the Project would require the use of heavy equipment for demolition, excavation, grading, foundation preparation, the installation of utilities, and building construction. 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. The nearest sensitive receptors that could potentially be subject to noise impacts associated with construction of the Project include adjacent residential uses to the north and residential uses to the south adjacent to the Project Site. It should be noted, however, that any increase in noise levels at off-site receptors during construction of the Project would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier initial periods of construction (i.e., demolition and grading work) would typically be reduced in the later construction phases (i.e., interior building construction at the proposed building) as the physical structure of the proposed structure would break the line-of-sight noise transmission from the construction area to the nearby sensitive receptors.

As noted above, LAMC Section 41.40 regulates noise from construction activities by regulating the days and hours during which construction may occur. The construction

activities associated with the Project would comply with these LAMC requirements. In addition, pursuant to LAMC Section 112.05, construction noise levels are exempt from the 75 dBA noise threshold if all technically feasible noise attenuation measures are implemented. In conformance with the requirements of LAMC Section 112.05, implementation of the following attenuation measures would reduce the noise levels associated with construction of the Project to the maximum extent that is technically feasible. Thus, based on the provisions set forth in LAMC 112.05, implementation of the noise attenuation measures provided below would ensure the Project would be consistent with the LAMC and construction noise impacts would be less than significant.

The Project's noise attenuation measures, in conformance with LAMC Sections 41.40 and 112.05, would include the following:

1. Compliance with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 (see LAMC Section 112.05), and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

2. Restricting construction and demolition to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.

3. Scheduling demolition and construction activities so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

4. Construction contractor using power construction equipment with state-of-the-art noise shielding and muffling devices.

5. Conducting construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) as far as possible from the nearest noise- and vibration-sensitive land uses, and utilizing natural and/or manmade barriers (e.g., intervening construction trailers) to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

6. Erecting barriers including but not limited to, plywood structures or flexible sound control curtains would be erected around the perimeter of the construction site and stationary equipment to minimize the amount of noise during construction on nearby noise-sensitive uses. Specifically, a temporary, continuous sound barrier would be erected along the perimeter of the Project Site. The barrier would be at least 8 feet in height and constructed of materials achieving a Transmission Loss ("TL") value of at least 20 dBA, such as ½ inch plywood.

7. Compliance with the City of Los Angeles Building Regulations Ordinance No. 178,048 (see LAMC Section 91.106.4.8), which 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 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.

Operational Noise

Upon completion and operation of the Project, on-site operational noise would be generated by heating, ventilation, and air conditioning ("HVAC") equipment installed for the new structure. However, the noise levels generated by these equipment types are not anticipated to be substantially greater than those generated by the current HVAC equipment serving the existing uses on the Project Site or adjacent buildings in the Project vicinity. As such, the HVAC equipment associated with the Project would not represent a new source of noise in the Project Site vicinity. In addition, the operation of the HVAC and any other on-site stationary sources of noise would be required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Compliance with this regulation will ensure that HVAC-related noise impacts are less than significant.

Operational noise from loading and unloading would be subject to LAMC Section 114.03, which prohibits loading or unloading of any vehicle, operating any dollies, carts, forklifts, or other wheeled equipment, which causes any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10:00 PM and 7:00 AM of the following day. Through the Project's compliance with this regulation, potential noise impacts relating to loading and unloading would therefore be considered less than significant.

Noise would be generated by activities within the Project's parking areas, which will include three subterranean parking levels. Sources of noise within the parking areas would include engines accelerating, doors slamming, car alarms, and people talking. The subterranean parking levels would be enclosed on all sides, thereby shielding all parking-related noise sources from any off-site sensitive receptor locations. Therefore, no significant parking-related noise levels are anticipated to result at any sensitive receptors. In addition, parking-related noise generated by motor driven vehicles within and around the Project Site is regulated under the LAMC. Specifically, with regard to motor driven vehicles, LAMC Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than five decibels. Additionally, LAMC Section 114.06 prohibits any person to

install, operate or use any vehicle theft alarm system that emits or causes the emission of an audible sound, which is not, or does not become, automatically and completely silenced within five minutes. The Project's location and design of its parking facilities, coupled with compliance with the LAMC's regulatory requirements, would ensure noise impacts associated with the Project's parking areas would be less than significant.

The Project includes outdoor spaces that would have the potential to generate outdoor noise. Specifically, the Project includes a deck with pool on the 10th floor and balconies for a number of hotel rooms. Noise associated with the 10th floor deck and balconies would mostly include people talking, which typically results in noise levels of approximately 60-65 dBA at three feet. With respect to potential pool noise, typical noise levels for recreational swimming including children playing range from approximately 58 to 67 L_{eq} dBA at distances of 15 to 75 feet from the source. It should be noted these areas would be open to hotel patrons and their guests only and would not include live entertainment or amplified music, although ambient background music may be used at times (i.e., below the noise levels associated with normal speech which is approximately 65 dBA at three feet). The hours of operation for the rooftop deck, which includes the swimming pool, would generally range from approximately 8 AM to 11 PM weekdays and to midnight on weekends. Thus, the outdoor amenity noise levels would be substantially similar to existing ambient noise levels associated with the heavily urbanized Project Site vicinity. This impact would therefore be considered less than significant.

Traffic Noise

In order for a new noise source to be audible, there would need to be a 3 dBA or greater CNEL noise increase. The traffic volume on any given roadway would need to double in order for a 3 dBA increase in ambient noise to occur. According to the *L.A. CEQA Thresholds Guide*, if a project would result in traffic that is less than double the existing traffic, then the project's mobile noise impacts can be assumed to be less than significant.

As detailed in the Project's Traffic Report, the Project is estimated to generate 906 net daily trips, including 60 morning peak hour trips and 66 afternoon peak hour trips. As shown in greater detail in the Project's Traffic Report, the highest Project-related trip increase would occur at the Wilcox Avenue and Hollywood Boulevard intersection during the AM peak hour with 37 peak hour trips. When compared to the existing 2,626 vehicle trips occurring at this intersection during the AM peak hour, the Project would not have the potential to double the traffic volumes on any roadway segment in the vicinity of the Project Site. As such, the Project would not have the potential to increase roadway noise levels by 3 dBA, and thus traffic generated noise impacts would be considered less than significant.

Noise Impact Summary

The Project would not have the potential to result in any significant effects relating to noise.

Project-Specific Air Quality Emission Impacts

The following traffic impact analysis summarizes and incorporates by reference the information provided in the *Whitley Hotel Project Air Quality Impact Analysis* prepared by Ganddini Group in January 2019 (the "Air Quality Report"). The Air Quality Report is available as Appendix B to this document.

Air Quality Standards

Regional Air Quality

Many air quality impacts that derive from dispersed mobile sources, which are the dominate pollution generators in the basin, often occurs hours later and miles away after photochemical processes have converted primary exhaust pollutants into secondary contaminants such as ozone. The incremental regional air quality impact of an individual project is generally very small and difficult to measure. Therefore, the SCAQMD has developed significance thresholds based on the volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The SCAQMD CEQA Handbook states that any project in the South Coast Air Basin with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. For the purposes to this air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds identified in Table III-11.

Local Air Quality

Project-related construction air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. In order to assess local air quality impacts the SCAQMD has developed Localized Significant Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. The SCAQMD has also provided Final Localized Significant Threshold Methodology (LST Methodology), June 2003, which details the methodology to analyze local air emission impacts. The Localized Significant Threshold Methodology found that the primary emissions of concern are NO_2, CO, PM10, and PM2.5.

The significance thresholds for the local emissions of NO_2 and CO are determined by subtracting the highest background concentration from the last three years of these pollutants, from the most restrictive ambient air quality standards for these pollutants that are outlined in the Localized Significant Thresholds. Table III-11 shows the ambient air quality standards for NO_2, CO, and PM10 and PM2.5.

Toxic Air Contaminants

Construction

Construction equipment emits diesel particulate matter (DPM), which is a carcinogen. However, the DPM emissions are short-term in nature. Determination of risk from DPM is considered over a 30-year exposure period because carcinogenic risk is directly related to sustain exposure. In contrast, construction activities for the project are only expected to last approximately twenty-four months. Thus, the duration of construction activities would represent only a small fraction of the 30-year exposure period used as the basis for assessing the significance of carcinogenic risk exposure and, therefore, would not represent a source of sustained DPM emissions. Therefore, considering the short time frame, exposure to DPM during Project construction is anticipated to be less than significant.

Operation

The Project proposes to develop the site with a 10-story 156 room hotel. Therefore, the Project is not anticipated be a source of toxic air contaminants and sensitive receptors would not be exposed to toxic sources of air pollution.

Odor Impacts

The SCAQMD CEQA Handbook states that an odor impact would occur if the proposed project creates an odor nuisance pursuant to SCAQMD Rule 402, which states:

> *A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.*
>
> *The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.*

If the proposed project results in a violation of Rule 402 with regards to odor impacts, then the proposed project would create a significant odor impact.

Table III-11
SCAQMD Air Quality Significance Thresholds[1]

Mass Daily Thresholds		
Pollutant	**Construction (lbs/day)**	**Operation (lbs/day)**
NOx	100	55
VOC	75	55
PM10	150	150
PM2.5	55	55
SOx	150	150
CO	550	550
Lead	3	3

Toxic Air Contaminants, Odor and GHG Thresholds	
TACs	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index > 1.0 (project increment)
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402
GHG	10,000 MT/yr CO2e for industrial projects

Ambient Air Quality Standards	
Pollutant	**SCAQMD Standards**
NO2 -1-hour average	0.18 ppm (338 µg/m^3)
PM10 -24-hour average Construction Operations	 10.4 µg/m^3 2.5 ug/m^3
PM2.5 -24-hour average Construction Operations	 10.4 µg/m^3 2.5 µg/m^3
SO2 1-hour average 24-hour average	 0.25 ppm 0.04 ppm
CO 1-hour average 8-hour average	 20 ppm (23,000 µg/m^3) 9 ppm (10,000 µg/m^3)
Lead 30-day average Rolling 3-month average Quarterly average	 1.5 µg/m^3 0.15 µg/m^3 1.5 µg/m^3

Notes:
(1) Source: http://www.aqmd.gov/ceqa/handbook/signthres.pdf

Short-term Construction Impacts

Construction activities associated with the proposed Project would have the potential to generate air emissions, toxic air contaminant emissions, and odor impacts. Assumptions for the phasing, duration, and required equipment for the construction of the proposed Project were obtained from the Project applicant. The construction activities for the proposed Project are anticipated to include: demolition of approximately 22,320 square feet of existing multi-family attached residential buildings, grading of approximately 21,645 square foot (~0.5 acres), construction of a 10-story 99,375 square foot hotel (108,800 gross square feet) with 156 rooms, paving of a three-story 61,125 square foot subterranean parking garage with 122 parking spaces, and application of architectural coatings. The building footprint would be approximately 21,264 square feet (0.49 acres).

The grading phase is to include approximately 24,000 cubic yards of export. The proposed Project is anticipated to start construction no sooner than June 2019 and be completed by June 2021.

<u>Construction-related Regional Impacts</u>

The construction-related regional air quality impacts have been analyzed for criteria pollutants. The following provides a discussion of the methodology used to calculate regional construction air emissions and an analysis of the proposed Project's short-term construction emissions for the criteria pollutants.

Methodology

Typical emission rates from construction activities were obtained from CalEEMod Version 2016.3.2. CalEEMod is a computer model published by the SCAQMD for estimating air pollutant emissions. The CalEEMod program uses the EMFAC2014 computer program to calculate the emission rates specific for Los Angeles County for construction-related employee vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy truck operations. EMFAC2014 and OFFROAD2011 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Using CalEEMod, the peak daily air pollutant emissions during each phase was calculated and presented below. These emissions represent the highest level of emissions for each of the construction phases in terms of air pollutant emissions. The construction emissions printouts from CalEEMod are provided in Appendix B of the Air Quality Report, which is provided as Appendix B to this document.

SCAQMD's Rule 403

The Project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of the Project area (approximately 21,645 square foot [~0.5 acres]) a Fugitive Dust Control Plan or Large Operation Notification would not be required.

SCAQMD's Rule 403 minimum requirements require that the application of the best available dust control measures are used for all grading operations and include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Compliance with Rule 403 would require the use of water trucks during all phases where earth moving operations would occur. Compliance with Rule 403 is required.

SCAQMD's Rule 1403 details the requirements for demolition and renovation activities include asbestos surveying, notification, asbestos-containing materials (ACM) removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials (ACWM). All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings. Compliance with Rule 1403 is required.

Per SCAQMD Rule 1113 as amended on June 3, 2011, architectural coatings that would be applied to buildings after January 1, 2014 will be limited to an average of 50 grams per liter or less.

The phases of Project construction activities which have been analyzed below for each phase are: (1) demolition, (2) grading, (3) building construction, (4) paving, and (5) application of architectural coatings. Details pertaining to the Project's construction timing and the type of equipment modeled for each construction phase are available in the CalEEMod output in Appendix B of the Air Quality Report.

Project Impacts

The construction-related criteria pollutant emissions for each phase are shown below in Table III-12. Table III-12 shows that none of the project's emissions will exceed regional thresholds. Therefore, a less than significant regional air quality impact would occur from construction of the proposed Project.

Table III-12
Construction-Related Regional Pollutant Emissions[1]

Activity		Pollutant Emissions (pounds/day)					
		ROG	NOx	CO	SO_2	PM10	PM2.5
Demolition	On-Site[2]	0.95	8.60	7.69	0.01	0.74	0.54
	Off-Site[3]	0.08	0.79	0.64	0.00	0.16	0.04
	Subtotal	1.03	9.40	8.33	0.02	0.90	0.59
Grading	On-Site[2]	0.95	8.60	7.69	0.01	0.90	0.68
	Off-Site[3]	1.98	62.11	14.39	0.16	3.84	1.21
	Subtotal	2.93	70.72	22.08	0.17	4.74	1.89
Building Construction	On-Site[2]	0.96	9.82	7.54	0.01	0.61	0.56
	Off-Site[3]	0.52	3.54	4.33	0.02	1.01	0.29
	Subtotal	1.48	13.36	11.87	0.03	1.62	0.85
Paving	On-Site[2]	0.72	6.72	7.09	0.01	0.35	0.33
	Off-Site[3]	0.09	0.06	0.73	0.00	0.20	0.05
	Subtotal	0.81	6.78	7.81	0.01	0.56	0.38
Architectural Coating	On-Site[2]	49.06	1.53	1.82	0.00	0.09	0.09
	Off-Site[3]	0.07	0.05	0.56	0.00	0.16	0.04
	Subtotal	49.13	1.57	2.38	0.00	0.25	0.14
Total for overlapping phases[4]		51.41	21.71	22.07	0.05	2.43	1.37
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds?		**No**	**No**	**No**	**No**	**No**	**No**

Notes:
(1) Source: CalEEMod Version 2016.3.2
(2) On-site emissions from equipment operated on-site that is not operated on public roads. On-site grading and site preparation PM-10 and PM-2.5 emissions show mitigated values for fugitive dust for compliance with SCAQMD Rule 403.
(3) Off-site emissions from equipment operated on public roads.
(4) Construction, painting and paving phases may overlap.

Construction-related Local Impacts

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions

may not be significant enough to create a regional impact to the South Coast Air Basin. The proposed Project has been analyzed for the potential local air quality impacts created from: construction-related fugitive dust and diesel emissions; from toxic air contaminants; and from construction-related odor impacts.

Local Air Quality Impacts from Construction

The SCAQMD has published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" (South Coast Air Quality Management District 2011b). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. In order to compare CalEEMod reported emissions against the localized significance threshold lookup tables, the CEQA document should contain in its project design features or its mitigation measures the following parameters:

(1) The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
(2) The maximum number of acres disturbed on the peak day.
(3) Any emission control devices added onto off-road equipment.
(4) Specific dust suppression techniques used on the day of construction activity with maximum emissions.

The CalEEMod output in Appendix B of the Air Quality Report show the equipment used for this analysis.

The maximum number of acres disturbed in a day during Project construction would be 1.5 acres. The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold Methodology prepared by SCAQMD (revised July 2008). The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed Project could result in a significant impact to the local air quality. The emission thresholds were calculated based on the Central Los Angeles source receptor area (SRA) 1 and, to be conservative, a disturbance value of one acre per day (as the 1-acre thresholds are more stringent). According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25 meter thresholds. The nearest sensitive receptors are the multi-family attached residential dwelling units located adjacent to the north and south; therefore, the SCAQMD Look-up Tables for 25 meters was used. Table III-13 shows the on-site emissions from the CalEEMod model for the different construction phases and the LST emissions thresholds.

The data provided in Table III-13 shows that none of the analyzed criteria pollutants would exceed the calculated local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the proposed Project.

Table III-13
Local Construction Emissions at the Nearest Receptors[1]

Activity	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Demolition	8.60	7.69	0.74	0.54
Grading	8.60	7.69	0.90	0.68
Building Construction	9.82	7.54	0.61	0.56
Paving	6.72	7.09	0.35	0.33
Architectural Coating	1.53	1.82	0.09	0.09
SCAQMD Thresholds[2]	**74**	**680**	**5**	**3**
Exceeds Threshold?	No	No	No	No

Notes:
(1) Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 1 acre at a distance of 25 m in SRA 1 Central Los Angeles.
(2) The nearest sensitive receptors to the project include the multi-family attached residential dwelling units located adjacent to the north and south of the project site; therefore, the 25 meter threshold was used.
Note: The project will disturb up to a maximum of 1.5 acres a day (see Table 7 of the Air Quality Report).

Construction-Related Toxic Air Contaminant Impacts

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed Project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30 year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 30 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed Project.

Construction-Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are of short-term in nature and the odor emissions are expected cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the proposed Project. Diesel exhaust and VOCs would be emitted during construction of the project, which are objectionable to some; however, emissions would disperse rapidly from the Project Site and therefore should not reach an objectionable level at the nearest sensitive receptors.

Long-term Air Quality Operational Impacts

The on-going operation of the proposed Project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the Project-generated vehicle trips and through operational emissions from the on-going operation of the Project. The following section provides an analysis of potential long-term air quality impacts due to: regional air quality and local air quality impacts with the on-going operations of the Project.

Operations-related Regional Air Quality Impacts

The potential operations-related air emissions have been analyzed below for the criteria pollutants and cumulative impacts.

Operations-Related Criteria Pollutants Analysis

The operations-related criteria air quality impacts created by the proposed Project have been analyzed through the use of the CalEEMod model. The operating emissions were based on the year 2021, which is the anticipated opening for the Project. As the existing multi-family attached residential uses will be demolished, the operational emissions from the removal of those uses were also calculated for year 2019. The operations daily emissions printouts from the CalEEMod model for both the existing and proposed uses are provided in Appendix B to the Air Quality Report. The CalEEMod analyzes operational emissions from area sources, energy usage, and mobile sources, which are discussed below.

Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated from the Project. The vehicle trips associated with the Project have been analyzed by inputting the

project-generated vehicular trips from the Whitley Hotel Project Traffic Impact Study prepared by DC Engineering Group (February 2017) into the CalEEMod Model. The Traffic Impact Study found that the Project will generate approximately 1,275 gross total trips and 1,211 net total trips after the inclusion of the five percent transit trip reduction. Existing land uses to be demolished were found to generate approximately 266 gross total vehicle trips and 253 net total vehicle trips per day after the inclusion of the five percent transit trip reduction; therefore, the Project includes an increase from existing of approximately 958 vehicle trips per day after the inclusion of the five percent transit trip reduction. The trip generation rate for the Project is 7.76 trips per hotel room per day (taking into consideration the 5 percent transit credit). The Traffic Impact Study also found a trip generation rate of 6.33 trips per dwelling unit (taking into consideration the 5 percent transit credit) for the existing multi-family attached residential dwelling units that are to be removed from the site. The program then applies the emission factors for each trip which is provided by the EMFAC2014 model to determine the vehicular traffic pollutant emissions. The CalEEMod default trip lengths were used in this analysis.

Area Sources

Area sources include emissions from consumer products, landscape equipment and architectural coatings. Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. As specifics were not known about the landscaping equipment fleet, CalEEMod defaults were used to estimate emissions from landscaping equipment. No changes were made to the default area source parameters.

Energy Usage

Energy usage includes emissions from the generation of electricity and natural gas used on-site. No changes were made to the default energy usage parameters.

Project Impacts

The worst-case summer or winter criteria pollutant emissions created from the proposed Project's long-term operations have been calculated and are shown below in Table III-14. The results show that even before the emissions from the existing residential uses are removed, none of the SCAQMD regional thresholds would be exceeded. Therefore, a less than significant regional air quality impact would occur from operation of the Project.

Table III-14
Regional Operational Pollutant Emissions[1]

Activity		Pollutant Emissions (pounds/day)					
		ROG	NOx	CO	SO2	PM10	PM2.5
Area Sources[2]		2.46	0.00	0.03	0.00	0.00	0.00
Energy Usage[3]		0.08	0.70	0.59	0.00	0.05	0.05
Mobile Sources[4]		2.03	9.21	23.88	0.08	6.21	1.71
Subtotal Emissions		**4.56**	**9.92**	**24.50**	**0.08**	**6.26**	**1.76**
-Existing multi-family residential dwelling units being removed		-11.66	-3.79	-31.72	-0.08	-4.95	-3.60
Total Emissions		**-7.10**	**6.12**	**-7.23**	**0.01**	**1.31**	**-1.84**
SCAQMD Thresholds		**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?		No	No	No	No	No	No

Notes:
(1) Source: CalEEMod Version 2016.3.2; the higher of either summer or winter emissions.
(2) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
(3) Energy usage consists of emissions from generation of electricity and on-site natural gas usage.
(4) Mobile sources consist of emissions from vehicles and road dust.

Cumulative Regional Air Quality Impacts

Cumulative projects include local development as well as general growth within the Project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered would cover an even larger area. Accordingly, the cumulative analysis for the project's air quality must be generic by nature.

The project area is out of attainment for ozone and in 2015 was out of attainment for PM10. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic volumes from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact.

With respect to long-term emissions, this Project would create a less than significant cumulative impact.

Operations-related Local Air Quality Impacts

Project-related air emissions may have the potential to exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. The proposed Project has been analyzed for the potential local CO emission impacts from the Project-generated vehicular trips and from the potential local air quality impacts from on-site operations. The following analysis analyzes the vehicular CO emissions, local impacts from on-site operations, and odor impacts.

Local CO Emission Impacts from Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with Project CO levels to the State and Federal CO standards which were presented above.

To determine if the proposed Project could cause emission levels in excess of the CO standards discussed above, a sensitivity analysis is typically conducted to determine the potential for CO “hot spots” at a number of intersections in the general Project vicinity. Because of reduced speeds and vehicle queuing, “hot spots” potentially can occur at high traffic volume intersections with a Level of Service E or worse.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD’s 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region’s unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: South Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La

Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority evaluated the Level of Service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be Level of Service E during the morning peak hour and Level of Service F during the afternoon peak hour.

The Traffic Impact Study showed that the Project would generate a maximum of approximately 1,275 trips (958 trips with reduction of existing uses and five percent transit credit). The intersection with the highest traffic volume is located at the intersection of Franklin Avenue and Whitley Avenue and has a Future with Project evening peak hour volume of 3,326 vehicles. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Therefore as the highest traffic volumes fall far short of 100,000 vehicles, no CO “hot spot” modeling was performed and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed Project.

Local Air Quality Impacts from On-Site Operations

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The nearest sensitive receptors that may be impacted by the proposed Project are the multi-family attached residential dwelling units located adjacent to the north and south of the Project Site.

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources (such as heavy-duty trucks) that may spend long periods queuing and idling at the site; such as industrial warehouse/transfer facilities. The proposed Project is the development of the site with a hotel and does not include such uses. Therefore, due the lack of stationary source emissions, no long-term localized significance threshold analysis is warranted.

Operations-Related Odor Impacts

Potential sources that may emit odors during the on-going operations of the Project would include odor emissions from trash storage areas. Due to the distance of the nearest receptors from the Project Site and through compliance with SCAQMD’s Rule 402 no significant impact related to odors would occur during the on-going operations of the Project.

Air Quality Management Plan

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD Air Quality Management Plan (AQMP). Therefore, this section discusses any potential inconsistencies of the proposed Project with the AQMP.

The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP". Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

<u>Criteria 1 – Increase in the Frequency or Severity of Violations</u>

Based on the air quality modeling analysis contained in the Air Quality Report and further discussed below, short-term construction impacts will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. The Air Quality Report also found that long-term operations impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance.

Therefore, the Project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

<u>Criteria 2 – Exceed Assumptions in the AQMP?</u>

Consistency with the AQMP assumptions is determined by performing an analysis of the Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the Project are based on the same forecasts as the AQMP. The <u>2016-2040 Regional Transportation/Sustainable Communities Strategy</u> prepared by SCAG (2016) includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on

SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this Project, the City of Los Angeles General Plan Land Use defines the assumptions that are represented in the AQMP.

The General Plan Land Use designation for the site is High Residential and is zoned [Q] R5-2. The development of the site with a 10-story 156 room hotel is an allowable use by the Q Condition on the Project Site. Therefore, the Project would not exceed the AQMP assumptions for the Project Site and is found to be consistent with the AQMP for the second criterion.

Based on the above, Project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur.

Air Quality Impact Summary

The Project would not have the potential to result in any significant effects relating to air quality.

Project-Specific Water Quality Impacts

Groundwater

The Project does not involve the extraction of groundwater and it would not result in a reduction in aquifer volume or lower the local groundwater table. According to the California Geological Survey, the historically-highest groundwater level is greater than 80 feet below the ground surface in the Project area.[12] Groundwater was not encountered in borings at depths up 71.5 feet below ground surface during the geotechnical exploration conducted at the Project Site.[13] Excavation for the Project would be approximately 36 feet, which includes an estimate of the retaining walls that would support the subterranean garage. Therefore, groundwater is not anticipated during Project excavation.

Operation of the Project would not interfere with any groundwater recharge activities within the area. The Project Site is entirely developed in its existing condition with limited pervious landscaping area, and the degree to which any surface water infiltration and groundwater recharge occurs on-site is negligible. Moreover, the entire site would be

[12] *Byer Geotechnical Inc., Transmittal of Geotechnical Engineering Exploration and Fault Rupture Hazard Evaluation, September 14, 2015.*

[13] *Byer Geotechnical Inc., Transmittal of Geotechnical Engineering Exploration and Fault Rupture Hazard Evaluation, September 14, 2015.*

redeveloped by the Project. Therefore, impacts to groundwater would be less than significant.

Surface Water

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code ("CWC") or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System ("NPDES") stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this issue, a significant impact may occur if a project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board ("SWRCB"). These regulations include compliance with the Standard Urban Storm Water Mitigation Plan ("SUSMP") requirements to reduce potential water quality impacts.

<u>Construction</u>

Construction activities associated with the Project have the potential to degrade water quality through the exposure of surface runoff (primarily rainfall) to exposed soils, dust, and other debris, as well as from runoff from construction equipment. Construction associated with the Project would be subject to the requirements of Los Angeles Regional Water Quality Control Board (LARWQCB) Order No. R4-2012-0175-A01, NPDES No. CAS004001, effective December 28, 2012, Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County (the "Los Angeles County MS4 Permit"), which controls the quality of runoff entering municipal storm drains in Los Angeles County. Section VI.D.8 of the Los Angeles County MS4 Permit, Development Construction Program, requires permittees (which include the City) to enforce implementation of Best Management Practices (BMPs), including, but not limited to, approval of an Erosion and Sediment Control Plan (ESCP) for all construction activities within their jurisdiction.[14] ESCPs are required to include the elements of a Stormwater Pollution Prevention Plan. Accordingly, the construction contractor for the Project would be required to implement BMPs that would meet or exceed local, State, and federal mandated guidelines for stormwater treatment to control erosion and to protect the quality of surface water runoff during the construction

[14] *California Regional Water Quality Control Board – Los Angeles Region, MS4 Discharges within the Coastal Watersheds of Los Angeles County Except those Discharges Originating from the City of Long Beach MS4, Order No. R4-2012-0175, as amended by Order WQ 2015-0075, NPDES No. CAS004001, page 116 et seq.*

period. BMPs utilized could include, without limitation: disposing of waste in accordance with all applicable laws and regulations; cleaning up leaks, drips, and spills immediately; conducting street sweeping during construction activities; limiting the amount of soil exposed at any given time; covering trucks; keeping construction equipment in good working order; and installing sediment filters during construction activities. Therefore, potential impacts during construction of the Project would be less than significant.

Operation

With respect to water quality during operation of the Project, Los Angeles County and all incorporated cities within Los Angeles County (except the City of Long Beach) are permittees under the Los Angeles County MS4 Permit. Section VI.D.7 of the Los Angeles County MS4 Permit, Planning and Land Development Program, is applicable to, among others, land-disturbing activities that result in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site, which would apply to the Project.[15] This Program requires, among other things, that the Project runoff volume from the following be retained on-site: (a) the 0.75 inch, 24-hour rain event; or (b) the 85th percentile, 24-hour rain event, as determined from the Los Angeles County 85th percentile precipitation isohyetal map, whichever is greater. The Project would also be subject to the BMP requirements of the SUSMP adopted by LARWQCB. As a permittee, the City is responsible for implementing the requirements of the County-wide SUSMP within its boundaries. In compliance with these regulatory requirements, a Project-specific SUSMP would be implemented during the operation of the Project. In compliance with the Los Angeles County MS4 Permit and SUSMP requirements, the Project would be required to retain, treat and/or filter stormwater runoff through biofiltration before it enters the City stormwater drain system. The system incorporated into the Project must follow design requirements set forth in the MS4 permit and must be approved by the City. Adherence to the requirements of the MS4 Permit and SUSMP would ensure that potential impacts associated with water quality would be less than significant. With appropriate Project design and compliance with the applicable federal, State, local regulations, and permit provisions, impacts of the Project related to stormwater runoff quality would be less than significant.

In addition, the Project would be subject to the provisions of the City's Low Impact Development (LID) Ordinance, which is designed to mitigate the impacts of increases in runoff and stormwater pollution as close to the source as possible. LID comprises a set of site design approaches and BMPs that promote the use of natural systems for infiltration, evapotranspiration and use of stormwater, as appropriate. The LID Ordinance will require the Project to incorporate LID standards and practices to encourage the beneficial use of rainwater and urban runoff and reduce stormwater runoff. In this regard,

[15] *Ibid., page 97 et seq.*

the City has established review procedures to be implemented by the Department of City Planning, Department of Building and Safety (LADBS), and Department of Public Works that parallel the review of the SUSMP discussed above. Incorporation of these features would minimize the increase in stormwater runoff from the Project Site. The SUSMP consists of structural BMPs built into the Project for ongoing water quality purposes over the life of the Project. Additionally, because the Project Site does not currently operate under a SUSMP, implementation of the Project with a SUSMP would improve water quality leaving the Project Site compared to existing conditions. Therefore, impacts would be less than significant.

Summary

As the approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality, the Project meets this condition.

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

The following provides a Project-specific analysis of the impacts to utilities and public services that would serve the Project.

Impacts to Project-Serving Utilities

Water Treatment Facilities and Existing Infrastructure

The City of Los Angeles Department of Water and Power (LADWP) currently supplies water to the Project Site. LADWP is responsible for ensuring that water demand within the City is met and that State and federal water quality standards are achieved. LADWP ensures the reliability and quality of its water supply through an extensive distribution system that includes more than 7,337 miles of pipelines, 119 storage tanks and reservoirs within the City, and a total of 315,245 acre feet of total storage capacity.[16] Much of the water flows north to south, entering the City at the Los Angeles Aqueduct Filtration Plant (LAAFP), which is owned and operated by LADWP, in the community of Sylmar. LAAFP has the capacity to treat approximately 600 million gallons per day (mgd).

The Project's estimated water consumption is presented on Table III-15, Estimated Average Daily Water Consumption. As shown, the Project would consume a net total of approximately 248,224 gallons per day (gpd) (approximately 0.25 mgd), or approximately

[16] *Los Angeles Department of Water and Power, About Us, Water, Facts & Figures, website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_afrLoop=8329902439523&_afrWindowMode=0&_afrWindowId=18l3zn65m4_82#%40%3F_afrWindowId%3D18l3zn65m4_82%26_afrLoop%3D8329902439523%26_afrWindowMode%3D0%26_adf.ctrl-state%3D18l3zn65m4_102, accessed: February 2019.*

277.8 acre-feet of water per year. Thus, implementation of the Project is not expected to measurably reduce LAAFP's capacity, and as such, no new or expanded water treatment facilities would be required. Therefore, with respect to water treatment facilities, impacts would be less than significant. The Project would be within the growth projections of the LADWP and it is, therefore, anticipated that LADWP would be able to meet the Project's water treatment demand.

Table III-15
Estimated Average Daily Water Consumption

Land Use	Size	Consumption Rate[a]	Total Water Consumed (gpd)	Total Water Consumed (AF/Y)
Project:				
Hotel Rooms	156 rooms	144 gpd/du	22,464	25.1
Coffee Shop / Lounge	1,600 sf	864 gpd/1,000 sf	1,382	1.54
Gift Shop (retail)	435 sf	60 gpd/1,000 sf	26	0.02
Gym	960 sf	240 gpd/1,000 sf	230,400	258.0
Existing Use:				
One-bedroom apartments	32 du	132 gpd/du	4,224	4.7
Three-bedroom apartments	8 du	228 gpd/du	1,824	2.0
		Project Total:	***254,272***	***284.6***
		Existing Uses Total:	*6,048*	*6.8*
		Project Net Total:	**248,224**	**277.8**

Notes: sf = square feet; du = dwelling units; cf = cubic feet; gpd = gallons per day; AF/Y = acre-feet per year. Estimated gallons per day have been rounded.
[a] *Based on 120% of rates provided in City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, April 6, 2012.*
Source (table): EcoTierra Consulting, February 2019.

In addition to supplying water for domestic uses, LADWP also supplies water for fire protection services, in accordance with the Fire Code. The City of Los Angeles Fire Department ("LAFD") and LAMC Section 57.507 require a water flow of 6,000 to 9,000 gallons per minute (gpm) flowing from 4 to 6 hydrants simultaneously for industrial and commercial land uses. The existing water lines that currently serve the Project Site would serve the proposed Project. If water main or infrastructure upgrades are required, the Code requires the Project Applicant to pay for such upgrades, which would be constructed by either the Project Applicant or LADWP. To the extent such upgrades result in a temporary disruption in service, proper notification to LADWP customers would take place, as is standard practice. In the event that water main and other infrastructure upgrades are required, it would not be expected to create a significant impact to the physical environment because: (1) any disruption of service would be of a short-term nature, (2) replacement of the water mains would be within public rights-of-way, and (3) any foreseeable infrastructure improvements would be limited to the immediate Project

vicinity. Therefore, potential impacts resulting from water infrastructure improvements, if any are to be required, would be less than significant.

Furthermore, the Project would comply with the City's mandatory water conservation measures that, relative to the City's increase in population, have reduced the rate of water demand in recent years. LADWP's growth projections are based on conservation measures and adequate treatment capacity that is, or would be, available to treat LADWP's projected water supply, as well as the LADWP's expected water sources. Compliance with water conservation measures, including Title 20 and 24 of the California Administrative Code would serve to reduce the projected water demand. Chapter XII of LAMC comprises the City's Emergency Water Conservation Plan. The Emergency Water Conservation Plan stipulates conservation measures pertaining to water closets, showers, landscaping, maintenance activities, and other uses. At the State level, Title 24 of the California Administrative Code contains the California Building Standards, including the California Plumbing Code (Part 5), which promotes water conservation. Title 20 of the California Administrative Code addresses Public Utilities and Energy and includes appliance efficiency standards that promote conservation. Various sections of the Health and Safety Code also regulate water use.

On April 7, 2017, following unprecedented water conservation averaging approximately 25 percent across the State and plentiful winter rain and snow, the governor ended the drought state of emergency in most of California (including Los Angeles County) through Executive Order B-40-17. Executive Order B-40-17 builds on actions taken in Executive Order B-37-16, which remains in effect, to continue making water conservation a way of life in California.[17] Executive Order B-37-16 (Making Water Conservation a California Way of Life) directs the California Department of Water Resources to work with SWRCB to make some of the requirements of the emergency conservation regulation permanent so as to build upon and exceed the existing State law requirements to achieve a 20 percent reduction in urban water usage by 2020. These water use targets shall be based on strengthened standards that were developed in response to the State's conservation mandate regarding outdoor irrigation, in a manner that incorporates landscape area, local climate, and new satellite imagery data; commercial, industrial, and institutional water use; and water lost through leaks. Overall, the Project's water demand is expected to comprise a small percentage of LADWP's existing water supplies. Therefore, the impact would be less than significant.

[17] *State of California, Office of the Governor, Statewide Water Savings Exceed 25 Percent in February; Conservation to Remain a California Way of Life, Press Release, April 7, 2017, website: http://drought.ca.gov/topstory/top-story-72.html, accessed: March 2018.*

Wastewater Treatment Facilities and Existing Infrastructure

The City's Bureau of Sanitation provides sewer service to the Project area. The Project Site has existing sewer connections to the City's sewer system via an 8-inch diameter sewer pipeline within Whitley Avenue.[18] Sewage from the Project Site is conveyed via existing sewer infrastructure to the Hyperion Treatment Plant (HTP). Since 1987, the HTP has had capacity for full secondary treatment. Currently, the HTP has an average daily flow of 275 mgd in dry weather, which can double in wet weather; however, the HTP has capacity to treat a maximum daily flow of 450 mgd and peak wet weather flow of 800 mgd.[19] This equals a typical remaining capacity of 175 mgd of wastewater able to be treated at the HTP.

Estimated Project wastewater generation is presented below in Table III-16, Estimated Average Daily Wastewater Generation. As shown, the Project would generate approximately 206,854 net gpd (0.2 mgd) of wastewater. Therefore, the HTP would have adequate capacity to serve the Project. As such, with respect to the capacities of wastewater treatment facilities, impacts would be less than significant.

Table III-16
Estimated Average Daily Wastewater Generation

Land Use	Size	Generation Rate[a]	Total Wastewater Generated (gpd)
Project:			
Hotel Rooms	156 rooms	120 gpd/room	18,720
Coffee Shop / Lounge	1,600 sf	720 gpd/1,000 sf	1,152
Gift Shop (retail)	435 sf	50 gpd/1,000 sf	22
Gym	960 sf	200 gpd/1,000 sf	192,000
Existing Use:			
One-bedroom apartments	32 du	110 gpd/du	3,520
Three-bedroom apartments	8 du	190 gpd/du	1,520
		Project Total:	***211,894***
		Existing Uses Total:	*5,040*
		Project Net Total:	**206,854**

Notes: sf = square feet; du = dwelling units; cf = cubic feet; gpd = gallons per day. Some numbers have been rounded.
[a] Based on rates provided in City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, April 6, 2012.
Source (table): EcoTierra Consulting, February 2019.

[18] *City of Los Angeles, Bureau of Engineering, Public Works Department, NavigateLA, website: http://navigatela.lacity.org/navigatela/, accessed: February 2019.*
[19] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Clean Water, Hyperion Water Reclamation Plant, website: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp, accessed: February 2019.*

Based on the estimated net wastewater generation of approximately 206,854 net gpd (0.2 mgd), it is reasonably anticipated that the existing sewer lines have excess capacity and would thus be able to accommodate the additional flow given the infill location of the Project Site surrounded by commercial and residential uses that are well-served by existing utility infrastructure. Nonetheless, as part of the building permit process, the City will require detailed gauging and evaluation of the Project's wastewater connection point at the time of connection to the system. If deficiencies are identified at that time, the Project Applicant would be required, at their own cost, to build secondary sewer lines to a connection point in the sewer system with sufficient capacity, in accordance with standard City procedures. The installation of any such secondary lines, if needed, would require minimal trenching and pipeline installation in accordance with all City permitting requirements, which would be a temporary action and would not result in any adverse environmental impacts. Therefore, impacts would be less than significant.

Existing and Projected Water Supply

The City's water supply primarily comes from the Los Angeles Aqueducts, groundwater, State Water Project (supplied by the Metropolitan Water District of Southern California [MWD]), and from the Colorado River (supplied by MWD). MWD uses a land use based planning tool that allocates projected demographic data from SCAG into water service areas for each of MWD's member agencies. MWD's demographic projections use data reported in SCAG's 2016-2040 RTP/SCS. These sources, along with recycled water, are expected to supply the City's water needs in the years to come. LADWP's 2015 Urban Water Management Plan (UWMP) projects a supply of 642,400 AF/Y in 2020, 676,900 AF/Y in 2025, and 709,500 AF/Y in 2040. With LADWP's current water supplies, planned future water conservation, and planned future water supplies, LADWP will be able to reliably provide water to its customers through the 25-year planning period covered by the 2015 UWMP. Any shortfall in LADWP controlled supplies (e.g., groundwater, recycled, conservation, or aqueduct) is offset with MWD purchases to rise to the level of demand.[20] As shown in Table III-15, the Project would consume a net total of approximately 248,224 gpd, or approximately 277.8 af/y. This amount represents approximately 0.04 percent of available 2020 supply, and approximately 0.03 percent of the projected 2040 supply.

LADWP's Water System 10-Year Capital Improvement Program for the Fiscal Years 2010-2019 details LADWP's 10-year process of capital upgrades to the water infrastructure system of the City. Through this program, LADWP can provide reliable sources of water to the residents of the City.[21] Thus, sufficient water supplies are

[20] *City of Los Angeles Department of Water and Power, Urban Water Management Plan 2015, adopted June 7, 2016.*

[21] *City of Los Angeles Department of Water and Power, Water System Ten-Year Capital*

anticipated to be available to serve the Project from existing entitlements and resources, and new or expanded entitlements would not be necessary. Thus, the Project's estimated water usage is within overall General Plan projections and would not exceed the amount anticipated by the City's long-range land use and planning efforts.

To ensure that the Project reduces its projected water demand to the extent feasible, the Project would be required to comply with Ordinance No. 170,978 (Landscape Ordinance), which imposes numerous water conservation measures in landscaping, installation, and maintenance (e.g, use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

Water demand would be further reduced through adherence to the City's regulatory requirements including the following:

- High-efficiency toilets (maximum 1.28 gallons per flush), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gallons per flush), including no-flush or waterless urinals, in all restrooms as appropriate.
- Restroom faucets with a maximum flow rate of 1.5 gallons per minute and self-closing design.
- Prohibiting the use of single-pass cooling equipment (single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system).
- No more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- Weather-based irrigation controller with rain shutoff.
- Matched precipitation (flow) rates for sprinkler heads.
- Drip/microspray/subsurface irrigation where appropriate.
- Minimum irrigation system distribution uniformity of 75 percent.
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials.

Thus, it is reasonably anticipated that the Project would not create any water system capacity issues, and sufficient reliable water supplies would be available to meet Project demands. Therefore, impacts would be less than significant.

Improvement Program for the Fiscal Years 2010-2019, website: http://www.ladwp.com, accessed: July 2018.

Solid Waste Disposal

Solid waste generated within the City is disposed of at privately-owned landfill facilities throughout Los Angeles County. Private haulers provide waste collection services for most commercial developments within the City. It is reasonably anticipated, then, that the Project Applicant would contract with a local commercial solid waste hauler following completion of the Project. As is typical for most solid waste haulers in the greater Los Angeles area, the hauler would most likely separate and recycle all reusable material collected from the Project Site at a local materials recovery facility. The remaining solid waste would be disposed of at a variety of landfills, depending on with whom the hauler has contracts. Most commonly, the City is served by the Sunshine Canyon Landfill. This Class III landfill accepts non-hazardous solid waste including construction and demolition ("C&D") waste. Table III-17, Current Landfill Capacity and Intake, details the permitted daily intake and estimated remaining capacity at the Sunshine Canyon Landfill currently.

Table III-17
Current Landfill Capacity and Intake

Landfill Facility	Permitted Daily Intake (tpd)[a]	2015 Average Daily Intake (tpd)	Estimated Total Remaining Permitting Capacity (million tons)
Sunshine Canyon	12,100	7,701	72.6

Notes: tpd = tons per day
Source (table): County Department of Public Works, Countywide Integrated Waste Management Plan 2015 Annual Report.

Construction

Implementation of the Project would generate C&D waste. C&D debris includes concrete, asphalt, wood, drywall, metals, concrete rubble, and other miscellaneous and composite materials. Table III-18, Estimated Project Construction and Demolition Solid Waste, presents the Project's estimated C&D waste.

Table III-18
Estimated Project Construction and Demolition Solid Waste

Construction Activity	Size	Generation Rate[a]	Total Solid Waste Generated
Project Construction	99,375 sf	4.34 lbs/sf	431,288 lbs (216 tons)
Demolition of Existing Residential Uses	22,300 sf	127 lbs/sf	2,832,100 lbs (1,416 tons)
		Total:	**3,263,388 lbs (1,632 tons)**

Notes: sf = square feet; lbs = pounds. Numbers have been rounded.

[a] *Source: U.S. Environmental Protection Agency, Estimating 2003 Building-Related Construction and Demolition Material Amounts, March 2009, Table A-2 (Nonresidential Construction) and Table A-3*

Table III-18
Estimated Project Construction and Demolition Solid Waste

Construction Activity	Size	Generation Rate[a]	Total Solid Waste Generated
(Residential Demolition Materials Worksheet), website: https://www.epa.gov/sites/production/files/2017-09/documents/estimating2003buildingrelatedcanddmaterialsamounts.pdf, accessed: February 2019.			
Source (table): EcoTierra Consulting, February 2019.			

As shown in Table III-18, the Project would generate approximately 3.2 million pounds or 1,632 tons of C&D debris. Demolition for the Project would occur for approximately nine weeks (or 42 work days), thereby generating approximately 34 tons per day. Building construction would occur over approximately 21 months, or 428 work days, thereby generating approximately 0.5 tons per day.

This forecasted solid waste generation is a conservative estimate as it assumes no reductions in solid waste generation would occur due to recycling. In order to help meet the landfill diversion goals, the City adopted the Citywide C&D Waste Recycling Ordinance (Ordinance No. 181,519). This ordinance, which became effective January 1, 2011, requires that all haulers and contractors responsible for handling C&D waste obtain a Private Solid Waste Hauler Permit from the Bureau of Sanitation prior to collecting, hauling, and transporting C&D waste. It requires that all C&D waste generated within City limits be taken to City certified C&D waste processors, where the waste would be recycled to the extent feasible. Moreover, there are 60 million tons of remaining capacity available in Los Angeles County for the disposal of inert waste. Some C&D waste may also be landfilled at the Class III landfill identified above. The Project's estimated C&D waste would be approximately 0.002 percent of the remaining capacity in Los Angeles County. Thus, Project-generated C&D waste would represent a very small percentage of the waste disposal capacity in the region, and, as noted, the aggregate amount estimated in the above table would not all be landfilled in compliance with City's recycling requirements to the extent feasible. Therefore, solid waste impacts from C&D activities would be less than significant.

<u>Operation</u>

The Project's estimated operational solid waste generation is presented in Table III-19, Estimated Project Operational Solid Waste.

Table III-19
Estimated Project Operational Solid Waste

Land Use	Size	Generation Rate[a]	Total Solid Waste Generated (lbs/day)
Project:			
Hotel	156 rooms	2 lbs/room/day	213
Existing Use:			
Multi-family Residential	40 units	4 lbs/unit/day	160
		Project Total:	**213**
		Less Existing Uses Total:	*160*
		Project Net Total:	**53**

Notes: lbs = pounds
[a] L.A. CEQA Thresholds Guide, 2006, page M.3-2.
Source (table): EcoTierra Consulting, February 2019.

All solid waste-generating activities within the City, including the Project, would continue to be subject to the requirements set forth in The California Integrated Waste Management Act of 1989 (AB 939). AB 939 was enacted to reduce, recycle, and reuse solid waste generated in the state to the maximum extent feasible. Specifically, AB 939 required cities and counties to identify an implementation schedule to divert 50 percent of the total waste stream from landfill disposal by 2000. Therefore, it is estimated that the Project would divert 50 percent of its solid waste generated pursuant to the proposed City and County Specific Plans, thereby diverting this waste from landfills. Furthermore, AB 341 requires multi-family residential developments with five units or more to provide for recycling services on site. Nonetheless, it is conservatively assumed that all 213 pounds per day of the Project's solid waste would be disposed of at regional landfills. As discussed previously, the average daily intake of the Sunshine Canyon Landfill is approximately 7,701 tons and the permitted daily intake is 12,100 tons per day. According to the *2015 Annual Report*, the Sunshine Canyon Landfill had approximately 72.6 million tons of remaining capacity.[22] As such, the landfill's permitted daily intake of 12,100 tons per day (tpd) would accommodate the daily operational waste generated by the Project. Therefore, solid waste impacts from operation of the Project would be less than significant.

Natural Gas Existing Infrastructure

Southern California Gas Company ("SCG") provides natural gas service to the City, including the Project Site. The *2018 California Gas Report* presents a comprehensive outlook for natural gas requirements and supplies for California through 2035. SCG

[22] *County of Los Angeles Department of Public Works, Countywide Integrated Management Plan 2015 Annual Report, December 2015, page 31.*

expects its active meter growth to increase by an annual average of 0.84 percent from the period 2018 through 2035; however, SCG expects natural gas demand in its service area will decline at an annual rate of 0.74 percent during this same period. The decline in throughput demand is due to modest economic growth, regulatory-mandated energy efficiency standards and programs, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure ("AMI"). SCG projects ample capacity is available to meet demand in its service area through the demand and forecast period.[23]

The Project's natural gas consumption would represent an extremely small percentage of SCG's total usage supplied to non-residential buildings. Also, as the Project would be infill redevelopment, there is already a natural gas connection point; expansion for distribution infrastructure would not be required and capacity-enhancing alterations to existing facilities would be highly unlikely. SCG is satisfactorily meeting its obligations to its current customers and projects to meet obligations of its future customers. As such, SCG's existing infrastructure and storage supplies are well-prepared for the long-term forecasts. However, in the event SCG cannot provide service from the existing infrastructure, a system analysis would be conducted by SCG to determine the best method to provide service and appropriate actions such as pressure betterments may be initiated to resolve the issue. Thus, any corrective action, albeit unlikely, would be minimal and temporary, and would not result in any adverse environmental impacts. Therefore, impacts would be less than significant.

Electrical Power Existing Infrastructure

LADWP provides electrical service to the City, including the Project Site. In April 2018, LADWP adopted the *2017 Final Power Strategic Long-Term Resource Plan* ("SLTRP"), which provides a 20-year roadmap to guide LADWP in meeting future energy needs by forecasting demand for energy and determine how that demand will be met by executing new projects and replacement projects and programs. LADWP generates power from a variety of different sources that include renewable energy, hydroelectric, natural gas, nuclear energy, and other fuels. LADWP utilizes renewable energy sources and is committed to meeting the requirement of the Renewable Portfolio Standard ("RPS") Enforcement Program to use at least 65 percent of the State's energy from renewables

[23] *California Gas and Electric Utilities, 2018 California Gas Report, website: https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf, accessed: February 2019.*

by 2036.[24] Current installed generation capacity is over 7,531 megawatts of power.[25]

The Project Site is currently served by LADWP for electrical power. LADWP routinely plans capacity additions and changes at existing and new facilities as needed to supply area load. The Project's electrical consumption would be part of the total load growth forecast for the City and has been taken into account in the planned growth of the City's power system. Furthermore, as the Project would be infill redevelopment, there is already an electrical power connection point, and expansion for distribution infrastructure would not be required, nor would capacity-enhancing alterations to existing facilities be required from Project implementation. Therefore, impacts would be less than significant.

Impacts to Project-Serving Public Services

Fire Protection

LAFD considers fire protection services for a project to be adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.507.3.3, the maximum response distance between industrial and commercial land uses and a LAFD fire station that houses an engine company is one mile, and 1.5 miles from a station that houses a truck company. If this distance is exceeded, the project in question would be required to install automatic fire sprinkler systems.

The Project would be served primarily by Fire Station No. 27, located at 1327 North Cole Avenue, approximately 0.7 roadway miles to the southwest from the Project Site.[26] Fire Station No. 27 includes an task force, paramedic rescue ambulance, basic life support rescue ambulance, and urban search and rescue, and as such, is within the two-mile maximum response distance of a station with a truck company.[27] The fire station with the nearest engine company is Fire Station No. 41, located at 1439 N Gardner Street, approximately 1.5 roadway miles to the southeast from the Project Site.[28] Accordingly, the Project is within the maximum response distance of a fire station that houses an engine company.

The adequacy of fire protection is also based upon the required fire flow, equipment access, and LAFD's safety requirements regarding needs and service for the area. The

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[24] *Los Angeles Department of Water and Power, 2017 Final Power Strategic Long-Term Resource Plan, document available at website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-integratedresourceplanning/a-p-irp-documents?_adf.ctrl-state=1ayjwhfhgi_17&_afrLoop=1187926838267902, accessed: February 2019.*

[25] *Los Angeles Department of Water and Power, 2017 Final Power Strategic Long-Term Resource Plan, page 17, adopted April 2018.*

[26] *City of Los Angeles Fire Department, Find Your Station, website: https://www.lafd.org, accessed: February 2019.*

[27] *City of Los Angeles Fire Department, Fire Station Directory, March 2014.*

[28] *Ibid.*

required fire flow necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Pursuant to LAMC Section 57.507.3.1, City-established fire flow requirements vary from 2,000 gpm in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch ("PSI") is to remain in the water system while the required gpm is flowing. LAMC Section 57.507.3.3 identifies a fire flow requirement of of 6,000 to 9,000 gallons per minute (gpm) flowing from 4 to 6 hydrants simultaneously for industrial and commercial land uses such as the proposed Project as well as the maximum response distances to engine and truck companies discussed above. Moreover, as noted above, the Project would include automatic fire sprinkler systems as required by the Fire Code. The adequacy of existing water pressure and availability in the Project area with respect to required fire flow would be confirmed by LAFD during the plan check review process. As part of the normal building permit process, the Project would be required to upgrade water service laterals, meters, and related devices, as applicable, in order to provide required fire flow; however, no new water facilities are anticipated. Moreover, such improvements would be conducted as part of the Project either on-site or off-site within the right-of-way, and as such, the construction activities would be temporary and not result in any significant environmental impacts.

Pursuant to LAMC Section 57.507.3.2, an approved fire hydrant must be located within 300 feet. The nearest fire hydrant to the Project Site is located in the right-of-way along Whitley Avenue, adjacent to the Project Site boundary. Notwithstanding the existing hydrant, if LAFD were to determine that additional fire hydrants are required during its review of the building design and LAFD requirements, such improvements would be completed as part of the Project either on-site or off-site within the right-of-way under the City's B-Permit process. Construction activities to install any new pipes or pumping infrastructure would be temporary and of short duration and would not result in any significant environmental impacts.

Emergency vehicle access to the Project Site would continue to be provided from local roadways (i.e., Whitley Avenue). All improvements proposed would be in compliance with the Fire Code, including any additional access requirements of LAFD. Additionally, emergency access to the Project Site would be maintained at all times during both Project construction and operation.

Therefore, for the reasons stated above, impacts related to adequate proximity to a fire station, fire flow, fire hydrants, and emergency access would be less than significant.

Police Protection

The Project Site is served by the City of Los Angeles Police Department's ("LAPD") Hollywood Community Police Station, which is located at 1358 N. Wilcox Avenue, approximately 0.6 roadway miles to the southeast from the Project Site.[29] The Hollywood Community Police Station is under the jurisdiction of LAPD's West Bureau.[30] The Project Site is located in Reporting District 636.[31]

Construction

Construction sites, if not properly managed, have the potential to attract criminal activity (such as trespassing, theft, and vandalism) and can become a distraction for local law enforcement from more pressing matters that require their attention. However, as required by the City as a regulatory compliance measure, the Project would employ construction safety features including erecting temporary fencing along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to deter trespassing, vandalism, short-cut attractions, potential criminal activity, and other nuisances. Therefore, potential impacts to police protection services during the construction of the Project would be less than significant.

Operation

The Project would result in a change from 40 residential units on the Project Site to 156 hotel rooms on the Project Site. The on-site population would shift from mostly residents to visitors, such as hotel guests, and employees. As required by the City as a regulatory compliance measure, the Project would implement principles of the City's *Crime Prevention through Environmental Design Guidelines*.[32] Specifically, the Project would include adequate and strategically positioned lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited, and, where possible, security controlled to limit public access. The building and layout design of the Project would also include nighttime security lighting and secure parking facilities. Additionally, the continuous visible and non-visible presence of residents at all times of the day would provide a sense of security during evening and early morning hours. As such, the Project's visitors and employees would be able to monitor suspicious activity at the building entry points. These preventative and proactive security measures would

[29] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: February 2019.*

[30] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: February 2019.*

[31] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: February 2019.*

[32] *City of Los Angeles Police Department, Crime Prevention Section, Design Out Crime Guidelines: Crime Prevention through Environmental Design, November 1997.*

decrease the amount of service calls that LAPD would otherwise receive. In light of these features, it is anticipated that any increase in demands upon police protection services would be relatively low, and not necessitate the construction of a new police station, the construction of which may cause significant environmental impacts. Therefore, potential impacts to police protection services during the operation of the Project would be less than significant.

Schools

The Project is in an area that is currently served by the Los Angeles Unified School District ("LAUSD") schools. Typically, new employees associated with hotel uses (including the various guest amenities) would generally include hotel managers, desk clerks, bellhops, valets, housekeeping and janitorial staff, administrative staff, maintenance staff, restaurant staff. These positions, many of which are part-time, are typically filled by persons already residing in the vicinity of or within commuting distance of the workplace. The Project would demolish the existing 40 residential units, and construct a hotel with 156 guest rooms. Therefore, the Project would likely result in a decrease in the local student population. In addition, pursuant to the California Government Code Section 17620, payment of school fees established by the LAUSD would be required for the Project.

The Leroy F. Greene School Facilities Act of 1998 ("SB 50") sets a maximum level of fees a developer may be required to pay to address a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits, and subdivisions. SB 50 is deemed to fully address school facilities impacts, notwithstanding any contrary provisions in CEQA or other State or local law. Therefore, as payment of appropriate school fees to LAUSD is required by law and considered to fully address impacts, impacts would be less than significant.

Parks and Recreation

The Project would not increase the residential population within the Project area and, thus, would not increase demand for public parkland based on the standard minimum parkland-to-population ratio identified by the City. Additionally, the proposed hotel would offer on-site recreational amenities and facilities for guests, including a rooftop pool and gym that would reduce demand for park services by hotel guests. Therefore, impacts to parks and recreational facilities would be less than significant.

Libraries

Typically, new employees associated with hotel uses (including the various guest amenities) would generally include hotel managers, desk clerks, bellhops, valets,

housekeeping and janitorial staff, administrative staff, maintenance staff, restaurant staff. These positions, many of which are part-time, are typically filled by persons already residing in the vicinity of or within commuting distance of the workplace. Further, the current and expected labor force may already be residents within the LAPL service area and not new to the entire system. Therefore, the Project would not result in the need for expanded or newly constructed library facilities and no impact would occur.

Summary

Therefore, as demonstrated above, the Project can be adequately served by all required utilities and public services, the Project meets this condition.

Conclusion of Class 32 Categorical Exemption Conditions Consistency

The Project meets all five conditions enumerated for a Class 32 Categorical Exemption under CEQA.

Exceptions to a Categorical Exemption

[State CEQA Guidelines Section] 15300.2. 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.

Project Analysis

Exception (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.

This exception does not apply to the Project as the Project is seeking Class 32 Categorical Exemption. Nonetheless, the Project would not impact an environmental resource of hazardous or critical concern (see also the discussion for Exception [e]), below). As discussed under Condition (C), above, the Project Site does not contain any habitat capable of sustaining any species identified as endangered, rare, or threatened. Therefore, the exception is not applicable to the Project.

Exception (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.

Cumulative impacts are two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (*State CEQA Guidelines* Section 15355).

An overview of each impact discussion is provided below, and as shown, the Project would not result in any Project-specific significant impacts, and would not have any impacts that are individually limited but cumulatively considerable.

Local Land Use Plans and Zoning

Development of related projects in the area is expected to occur in accordance with adopted plans and regulations. It is also reasonably anticipated that most of the development projects occurring at the same time as the Project would be compatible with the zoning and land use designations of each related project site and its existing surrounding uses. In addition, it is reasonable to assume that the related projects under

consideration in the surrounding area would implement and support local and regional planning goals and policies. Therefore, cumulative land use impacts would be less than significant.

Endangered, Rare, or Threatened Species

The Project Site is located in an urbanized area. However, it is unknown whether or not any of the properties on which the related projects are located contain biological resources, such as sensitive species that may be listed at the federal or State level as endangered, rare, or threatened. Nonetheless, as the Project would not result in a potentially significant impact to listed species or habitat, there is no potential for the Project to contribute to a cumulative impact.

Traffic

With respect to construction traffic, it is unknown whether or not any of the development projects in the area would have overlapping construction schedules with the Project. However, similar to the Project, and pursuant to existing City regulations and policies, the related projects would be required to submit formal construction staging and traffic control plans for review and approval by the City prior to the issuance of construction permits. These plans, identified as a Work Area Traffic Control Plan herein, would identify all traffic control measures, signs, delineators, and work instructions through the duration of construction activities. It is reasonably anticipated that the related projects would comply with this requirement, similar to the Project, and as such, the cumulative construction traffic impact would be less than significant.

Existing traffic, related projects' traffic, Project traffic, and ambient growth factors were added together to estimate future cumulative traffic volumes as of 2018 (Project buildout date). As discussed above, the future traffic volumes of the ambient growth with the Project would not result in significant impacts. Therefore, the cumulative traffic operational impact would be less than significant.

Noise

Development of the Project in combination with other development projects in the area would result in an increase in construction noise, traffic noise, as well as on-site stationary noise sources in an already urbanized area of the City. With respect to construction impacts, it is unknown whether or not any of the development projects in the area would have overlapping construction schedules with the Project.

With respect to cumulative traffic noise impacts, the Project's traffic noise impacts are based on the predicted traffic volumes presented in the Traffic Report. Based on the Project's estimated trip generation, the Project would not double the traffic volumes on

any roadway segment or study intersection in the Project site vicinity. As such, the Project and cumulative scenarios would not have the potential to increase roadway noise levels by 3 dBA, and thus traffic generated cumulative noise impacts would be considered less than significant. The Project would not result in a cumulatively considerable contribution to the impact for the reasons described above, and therefore, impacts would be less than significant.

Air Quality

Because the Basin is currently in non-attainment for ozone, PM_{10}, and $PM_{2.5}$, the Project, in combination with other development projects in the vicinity, could exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the Project contribution, SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed using the same significance criteria as those for project-specific impacts. Furthermore, SCAQMD states that, if an individual development project generates less than significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed above, the mass daily construction and operational emissions generated by the Project would not exceed any of thresholds of significance recommended by SCAQMD. In addition, as discussed above, the Project would not exceed SCAG projections for the City population and is therefore consistent with the AQMP. Also, localized emissions generated by the Project would not exceed SCAQMD's LSTs. Therefore, the Project would not contribute a cumulatively considerable increase in emissions for the pollutants which the Basin is in nonattainment. Cumulative air quality impacts would be less than significant.

Water Quality

With respect to construction impacts, it is unknown whether or not any of the other development projects in the vicinity would have overlapping construction schedules with the Project. However, similar to the Project, any related projects would be required to comply with the City Building Code, NPDES requirements, etc. Assuming compliance with these regulatory requirements, similar to the Project, the cumulative water quality impact during construction would be less than significant.

With respect to operational impacts, development of the Project in combination with other development projects would result in the further infilling in an already developed area. The Project Site and the surrounding area are served by the existing City storm drain system. Runoff from the Project Site and the adjacent land uses is typically directed into the adjacent streets, where it flows to the drainage system. It is likely that most, if not all, of the related projects would also drain to the surrounding street system or otherwise retain stormwater on-site as all projects would comply with existing stormwater/LID requirements, which would ensure impacts are less than significant.

The runoff associated with the related projects would either be directed in non-erosive drainage devices to landscaped areas or directed to an existing storm drain system and would not encounter exposed soils. The related projects would include a drainage system with pipes that would adequately convey surface water runoff into the existing storm drain or the on-site cisterns. Additionally, all of the related projects would be required to implement BMPs and to conform to the existing NPDES water quality program. Therefore, cumulative hydrology and water quality impacts during operation would be less than significant.

Utilities

Water

Implementation of the Project, along with other projects within the service area of LADWP, would generate demand for additional water supplies. In terms of the City's overall water supply condition, the water demand for any project that is consistent with the City's General Plan has been taken into account in the adopted 2015 UWMP. The 2015 UWMP anticipates that the future water supplies would be sufficient to meeting existing and planned growth in the City to the year 2040 (the planning horizon required of 2015 UWMPs) under wet and dry year scenarios. The Project would be consistent with the General Plan and the site's Community Plan land use designation, and therefore, has been taken into account in the 2015 UWMP. It is unknown whether or not other development in the LADWP service area has been taken into account in the 2015 UWMP. Nonetheless, it can be assumed that any related projects that are not included in the 2015 UWMP would be required to identify water supplies prior to project approval. In addition, larger projects with over 500 residential units would have to prepare a Water Supply Assessment (pursuant to SB 610) to be reviewed and certified by LADWP to demonstrate adequate water supply. Therefore, the cumulative impact would be less than significant.

With respect to water treatment facilities, the daily treating capacity of the LAAFP is 600 mgd. Therefore, the LAAFP would have adequate capacity to serve the additional water demanded by the Project (which would consume 0.25 mgd) and, as such, the Project's demand would not be cumulatively considerable.

With respect to water infrastructure, the potential need for the related projects to upgrade water lines to accommodate their water needs is site-specific and there is little, if any, cumulative relationship between the development of the Project and the related projects. As discussed above, the Project would have a less than significant impact on water infrastructure. Any upgrades to the related projects' water infrastructure would be required to be implemented by the applicants for those projects, and would be conducted in accordance with all applicable regulatory requirements. Therefore, the cumulative impact would be less than significant.

Wastewater

Implementation of the Project in combination with other projects within the service area of the HTP would generate additional wastewater that would be treated at HTP. Currently, the HTP has an average daily flow of 275 mgd in dry weather, which can double in wet weather; however, the HTP has capacity to treat a maximum daily flow of 450 mgd and peak wet weather flow of 800 mgd. This equals a typical remaining capacity of 175 mgd of wastewater able to be treated at the HTP. Therefore, the HTP would have adequate capacity to serve the additional wastewater demanded by the Project (0.2 mgd) and, as such, the Project's demand would not be cumulatively considerable.

With respect to wastewater infrastructure in the City, under the rules and regulations established in the City's Sewer Allocation Ordinance (Ordinance No. 166,060), the Bureau of Sanitation assesses the anticipated wastewater flows from development projects at the time of connection, and makes the appropriate decisions on how best to connect to the local sewer lines at the time of construction. The applicants for each of the related projects will be required to submit a Sewer Capacity Availability Request 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 Project and other cumulative development projects. If it is determined that the sewer system in the local area has insufficient capacity to serve a particular development, the developer of that project would be required to replace or build new sewer lines to a point in the sewer system with sufficient capacity to accommodate that project's increased flows. Each project would be evaluated on a case-by-case basis and would be required to consult with the Bureau of Sanitation (for projects within the City) and comply with all applicable City and State water conservation programs and sewer allocation ordinances. Therefore, the cumulative impact would be less than significant.

Solid Waste

Implementation of the Project in combination with other projects within the Southern California region that are serviced by area landfills will increase regional demands on landfill capacities. Construction of the Project and related projects generate C&D waste,

resulting in a cumulative increase in the demand for inert (unclassified) landfill capacity. Given the requirements of the Citywide C&D Debris Recycling Ordinance (Ordinance No. 181,519), which requires all mixed C&D waste generated within City limits be taken to a City-certified C&D waste processor, it is anticipated that future cumulative development within the City would also implement similar measures to divert C&D waste from landfills. Furthermore, as described above, the Azusa Land Reclamation Landfill has sufficient capacity to accommodate the Project, and, as such, the Project's demand would not be cumulatively considerable. Therefore, cumulative impacts from the C&D waste would be less than significant.

Operation of the Project in conjunction with other projects within the Southern California region that are serviced by area landfills would generate municipal solid waste and result in a cumulative increase in the demand for waste disposal capacity at Class III landfills. The countywide demand for landfill capacity is continually evaluated by Los Angeles County through preparation of the County Integrated Waste Management Plan Annual Reports. Each Annual Report assesses future landfill disposal needs over a 15-year planning horizon. As such, the 2016 Annual Report (published September 2017) projects waste generation and available landfill capacity through 2031. Based on the 2016 Annual Report, Los Angeles County has the projected disposal capacity through 2031.[33] The Project's estimated net increase in operational solid waste generation, in conjunction with the related projects, would represent an insignificant portion of the estimated approximately 29.7 million tons that is anticipated to be generated in 2021 (Project build-out year).[34] Moreover, a State-mandated 75 percent landfill diversion rate is required by 2020, which would reduce the amount of solid waste being landfilled for the related projects. Therefore, cumulative impacts from operational solid waste would be less than significant.

Natural Gas

Implementation of the Project, in conjunction with other projects in the vicnity, would increase demands for natural gas. Energy consumption by new buildings in California is regulated by the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of both residential and non-residential buildings and regulate insulation, glazing, lighting, shading, and water- and space-heating systems. Building efficiency standards are enforced through the local building permit process. The City has adopted green building standards consistent with Title 24 as the LA Green Building Code. Similar to the Project,

[33] *Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2016 Annual Report, published September 2017, website: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=6530&hp=yes&type=PDF, accessed: February 2019.*

[34] *Ibid, Appendix E-2 Table 5.*

related projects and future development must also abide by the same statues, regulations, and programs that mandate or encourage energy conservation. SCG is also required to plan for necessary upgrades and expansion to its systems to ensure that adequate service will be provided for other projects. Specifically, SCG regularly updates its infrastructure reports as required by law. In addition, there is no evidence to suggest that SCG will not be able to serve its service areas in the coming years as SCG has determined it can meet projected demand. Therefore, cumulative impacts are less than significant.

Electrical Power

Implementation of the Project, in conjunction with other projects in the vicinity, would increase demands for electrical power. As discussed above, LADWP utilizes renewable energy sources and is committed to meeting the requirement of the RPS Enforcement Program to use at least 65 percent of the State's energy from renewables by 2036. All new development in California is required to be designed and constructed in conformance with State Building Energy Efficiency Standards outlined in Title 24. It is possible that implementation of other development in the LADWP service area could require the removal of older structures that were not designed and constructed to conform with the more recent and stringent energy efficiency standards. Thus, it is possible that with implementation of development in the LADWP service area, the resulting demand for electricity supply could be the same or less than the existing condition. Nonetheless, the 2017 SLTRP considers a 20-year planning horizon to guide LADWP as it executes major new and replacement projects and programs. Through the SLTRP, LADWP undertakes expansion or modification of electrical service infrastructure and distribution systems to serve future growth in the City as required in the normal process of providing electrical service. Any potential cumulative impacts related to electric power service would be addressed through this process. Therefore, cumulative impacts related to electricity supply and infrastructure would be less than significant.

Public Services

Fire Protection

Development of the Project in combination with other projects in the vicinity would cumulatively increase the demand for fire protection services. Over time, LAFD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, LAFD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded fire station

would be funded via existing mechanisms (e.g., property and sales taxes, government funding, and developer fees) to which the Project and cumulative growth would contribute. Moreover, all of the cumulative development would be reviewed by LAFD in order to ensure adequate fire flow capabilities and adequate emergency access. Compliance with LAFD, City Building Code, and Fire Code requirements related to fire safety, access, and fire flow would ensure that cumulative impacts to fire protection would be less than significant.

Police Protection

It is anticipated that the Project in combination with other projects in the area would increase the demand for police protection services. This cumulative increase in demand for police protection services would increase demand for additional LAPD staffing, equipment, and facilities over time. Similar to the Project, other projects served by LAPD would implement safety and security features according to LAPD recommendations. LAPD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, LAPD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded police station would be funded via existing mechanisms (e.g., property and sales taxes, government funding, and developer fees) to which the Project and cumulative growth would contribute. Therefore, the cumulative impact on police protection services would be less than significant.

Schools

As discussed above, payment of developer impact fees in accordance with SB 50 and pursuant to Section 65995 of the California Government Code would ensure that the impacts of the Project on school facilities would be less than significant. Similar to the Project, the related projects would be required to pay school fees to the appropriate school district wherein their site is located. The payment of school fees would fully address any potential impacts to school facilities. Therefore, cumulative impacts would be less than significant.

Parks and Recreation

As discussed above, the Project would result in a less than significant impact on parks and recreational facilities. Development projects that include residential land uses would be required to pay Parks Fees (for projects within the City) or other similar purpose fees such as Quimby fees, as appropriate to the projects' location and proposed uses. The

payment of fees would address potential impacts to park and recreational facilities. Therefore, the cumulative impact would be less than significant.

Libraries

The related projects within the City and with a residential component could generate additional residents who could increase the demand upon library services. However, library funding is now mandated under the City Charter to be funded from property taxes including those assessed against the Project, which would increase with new development. The Project as well as the related projects within the City would be required to pay these fees as applicable. Therefore, the cumulative impact would be less than significant.

Historical Resources

See the analysis under Exception (f), below, for Project-specific impacts to historic resources.

The Project would result in less than significant impacts to historical resources. It is unknown whether or not any of the properties proposed for development in the area of the Project Site contain historical resources. Any related project sites that contain historical resources would be required to comply with existing regulations and/or safeguard measures as appropriate for that project, including required compliance with CEQA's provisions regarding historical resources. As the Project would not result in a significant impact to historical resources, there is no potential for the Project to contribute to a cumulative impact, and thus, the cumulative impact would be less than significant.

Summary

As no cumulatively significant impacts would result from the Project, the exception is not applicable to the Project.

Exception (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.

There are no unusual circumstances with the Project Site or the proposed Project that would create a reasonable possibility of significant effects to the environment. The Project Site is located within a highly urbanized setting, and the site would be redeveloped from a multi-family residential development to a hotel development, which is a typical urban land use appropriate for the area. Moreover, the Lead Agency has not determined an unusual circumstance is applicable to the Project.

In addition, the Project Site is located with a designated High Quality Transit Area ("HQTA") per SCAG's 2016 RTP/SCS.[35] HQTAs are areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours. While HQTAs account for only three percent of total land area in the SCAG region, they are planned and projected to accommodate 46 percent of the region's future household growth and 55 percent of the future employment growth.[36] Development within HQTAs reflects SCAG's preferred scenario for the RTP/SCS as it provides future regional growth that is well coordinated with existing and planned transportation systems; incorporates best practices for increasing transportation choices; reduces dependence on personal automobiles; allows future growth in walkable, mixed-use communities; and further improves air quality.[37] Additionally, as in Condition (a), above, the Project would be consistent with the City's underlying zoning and land use designation.

Moreover, as analyzed in Exception (b), above, the Project would not result in any Project-specific or cumulative traffic, noise, air quality, or water quality impacts. The proposed land uses are consistent and compatible with the Project Site's urban setting and are typical for an infill development located near transit and on a major City thoroughfare. Therefore, as there are no unusual circumstances regarding the proposed Project or Project Site, the exception is not applicable to the Project.

Exception (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.

There are no State-designated scenic highways or highways eligible for scenic designation in the Project Site vicinity.[38] There are also no locally-designated scenic highways in the Project Site vicinity.[39] It should also be noted that as the Project is within a Transit Priority Area, per the City's Zoning Information File No. 2452 and SB 743, and accordingly, any potential aesthetic impacts including but not limited to: (a) adverse

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[35] *Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, adopted April 2016, Exhibit 5.1, High Quality Transit Areas in the SCAG Region for 2040 Plan.*

[36] *Ibid., page 8.*

[37] *Ibid., page 69.*

[38] *California Department of Transportation, California Scenic Highway Mapping System, Los Angeles County, website: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed: January 2018.*

[39] *City of Los Angeles Department of City Planning, Mobility Plan 2035, Citywide General Plan Circulation System, Map A4 – Central, Midcity Subarea, May 28, 2015.*

effects on scenic vistas, (b) damage to scenic resources, (c) degradation of existing visual character, (d) light and/or glare and (e) shade/shadow are deemed less than significant as a matter of law. Therefore, as the Project Site is not located along a State- or City-designated scenic highway, the exception is not applicable to the Project.

Exception (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.

California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities where there is known migration of hazardous waste, and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if a project site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

There are no known hazardous sites associated with the Project Site as according to California Department of Toxic Substances Control's ("DTSC") EnviroStor database.[40] Therefore, construction and operation of the Project would not pose an environmental hazard to surrounding sensitive uses or the environment in regards to siting the Project on a known hazardous waste site or any other type of site appearing on a list compiled pursuant to Section 65962.5 of the Government Code, and a less than significant impact would occur. Therefore, as the Project Site is not located on a hazardous waste site and no hazardous materials occur at the Project Site, no potentially significant hazardous impacts would result. This exception is not applicable to the Project.

Exception (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.

Section 15064.5 of the *State CEQA Guidelines* defines a historical resource as:

1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources;

2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or

3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of

[40] *California Department of Toxic Substances Control, EnviroStor, website: http://www.envirostor.dtsc.ca.gov/public/, accessed: January 2019.*

California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

A significant adverse effect would occur if a project were to adversely affect an historical resource meeting one of the above definitions. 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 Project Site is currently developed with six two-story multi-family residential buildings constructed between 1920 and 1949. Due to the age of the existing buildings, a Historic Resource Assessment was prepared for the Project by Environmental Science Associates (ESA) in February 2019 (this report is available in Appendix C). The following summarizes the findings of the Historic Resource Assessment.

The subject property is situated in Hollywood, between Hollywood Boulevard and Yucca Street and contains six two-story multi-family residential buildings constructed between 1920 and 1949. The four earlier buildings (C, D, E, and F), constructed in 1920, were designed in the Spanish Colonial Revival style, while the two buildings constructed in 1949 (A and B) are of the Modern style. Permits on file for the property indicate the architect of buildings C, D, E, and F was Edwin Thorne and the contractor was Lawrence Burck. Buildings A and B were designed by architect Arthur Hawes and constructed by Philip Brinckerhoff. ESA's architectural historian Christian Taylor, M.H.P. conducted a site survey of the subject property on July 25, 2018. This survey documented the existing conditions of the property and surrounding vicinity. During the survey the subject property was documented with digital photography and recorded in California Department of Parks and Recreation (DPR) forms.

The subject property was evaluated by ESA under the following historical and architectural themes: Multi-Family Residential Development in Hollywood; Courtyard Apartments; Spanish Colonial Revival Architecture; and Minimal Traditional Architecture. ESA also conducted research on the subject property's construction and occupancy history. ESA evaluated the subject property against the criteria for the National Register, California Register, and local listing.

The subject property was surveyed by Chattel Architecture, in a community-wide survey prepared for the Community Redevelopment Agency in February of 2010. The previous survey identified the buildings on the subject property as not significant for purposes of CEQA; however, they merit consideration in the local planning process (6DQ). The 2010 survey also identified the potential Hollywood North MFR (Multi-Family Residential) Historic District (District). However, the buildings on the subject property were not identified as contributors to the District. In 2015, the subject property was surveyed again as part of SurveyLA's documentation of the Hollywood Community Plan Area (CPA). Here

again, none of the buildings located on the subject property were identified in the survey findings as individually eligible or as contributors to a historic district.

ESA's 2019 analysis of the subject property and buildings located within concurs with the previous survey findings. Buildings A and B were constructed in 1949, over forty years after the subdivision was created and more than twenty years after substantial construction began in the area. Therefore, the buildings did not contribute to the settlement patterns of the area because they had already been established by earlier construction. The buildings are common examples of the Courtyard Apartment property type and the Minimal Traditional architectural style and do not reflect the career of Arthur W. Hawes. Buildings C, D, E, and F were constructed in 1920 in the Spanish Colonial Revival style. Although the buildings were constructed at the height of development for the area, there is no significant association between them and the settlement patterns of the area that would allow them to stand out as individually eligible historical resources. As multi-family residential buildings, constructed in 1920 in the Spanish Colonial Revival style, the buildings do share characteristics with the nearby Hollywood North MFR Historic District. However, buildings A and B constructed outside the District's period of significance (1919-1940) have altered the immediate setting of buildings C, D, E, and F, obstructing views of the duplexes so that they are unable to contribute to the visual character of the District. Furthermore, the buildings appear to be the first of a larger development intended for the subject property but never completed. The buildings were constructed on the western half of the lot because the eastern half was occupied by a single-family residence. The residence was relocated to a nearby lot in October of 1920, freeing up the remaining half of the subject property for the construction of additional duplexes. The project was never completed and the eastern half of the lot remained vacant for 30 years until the construction of buildings A and B in 1949. In 1932, permits indicate new porches added to buildings C, D, E, and F, replacing the original cloth awnings. Unpermitted additions include the replacement of original windows with aluminum sliding windows. Buildings C, D, E, and F are altered, unremarkable, and incomplete examples of the Courtyard Apartment property type and the Spanish Colonial Revival architectural style. Finally, none of the buildings appear to be associated with significant personages or possess important data related to our understanding of prehistory or history. Based on the ESA evaluation, none of the buildings were found to be eligible for listing in the National Register, California Register, or LAHCM and therefore they do not qualify as historical resources under CEQA Guidelines Section 15064.5(a)(1) or (2), and do not warrant consideration under CEQA Guidelines Section 15064.5(a)(3).

The Project would not result in direct impacts to historical resources because no historical resources were identified on the subject property. Five listed historical resources were identified in the immediate area of the subject property. Each of these resources would either have a direct view of the new construction or the new construction would be visible

in the background (indirect view), which would alter the existing setting. However, the indirect impact to the setting would be less than significant because the setting has already been altered due to infill construction. Upon Project completion, the nearby historical resources would remain eligible for the National Register, California Register, and/or LAHCM listing. Furthermore, the Project conforms with Standards 9 and 10 and therefore would not materially impair the significance of the adjacent La Leyenda Apartments, or the other historical resources identified in the immediate surroundings. Pursuant to CEQA, the Project would have a less than significant impact on historical resources.

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Appendices

Appendix A Traffic Impact Study and LADOT assessment letter

Appendix B Air Quality Impact Analysis

Appendix C Historic Resource Assessment

Appendix A

Traffic Impact Study and LADOT assessment letter

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1719 N Whitley Avenue
DOT Case No. CEN 16-45235

Date: March 9, 2017

To: Karen Hoo, City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION STUDY ASSESSMENT FOR THE PROPOSED WHITLEY HOTEL DEVELOPMENT LOCATED AT 1719 NORTH WHITLEY AVENUE (DIR-2016-4920-SPR/ENV-2016-4921-EAF)**

The Department of Transportation (DOT) has reviewed the transportation analysis prepared by DC Engineering Group dated February 2017, for the proposed hotel development project located at 1719 North Whitley Avenue. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria[1], the proposed development is not expected to result in any significant traffic impacts at the nine study intersections identified for detailed analysis. The results of the traffic impact analysis, which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachment 1.**

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to replace six multi-family buildings that contain a total of 40 apartment units with a ten story 156-room hotel with an exclusive café only for hotel guests. Parking for the project would provide a total of 122 vehicle parking spaces, 8 short-term and 8 long-term bicycle spaces on-site within in a 3-level subterranean parking structure. Vehicular access would be provided via a full access driveway located on Whitley Avenue. The project is expected to be completed by 2018.

B. Trip Generation

The project is estimated to generate a net increase of 958 daily trips, a net increase of 60 trips in the a.m. peak hour, and a net increase of 66 trips in the p.m. peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. A copy of the trip generation table can be found in **Attachment 2**.

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

C. Freeway Analysis

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

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication And Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project. Per the new Mobility Element, **Whitley Avenue** is designated a Local Street-Standard which would require a 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

As referenced in the Project Description section above, the traffic study indicated that the project would provide a total of 122 vehicle parking spaces, 8 short-term and 8 long-term parking for bicycles. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The proposed site plan is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section 201 N. Figueroa Street, 5th Floor, Room 550 at (213) 482-7024. In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All new driveways should be Case 2 driveways and any security gates should be a minimum 20 feet from the property line. The conceptual site plan for the project is illustrated in **Attachment 3**.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Eduardo Hermoso at (213) 972-8473.

Attachments

J:\Letters\2017\CEN16-45235_1719 N. Whitley Ave ts ltr.doc

c: Chris Robertson, Council District No. 13
Jeannie Shen, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Case Management, DOT
Carl Mills, BOE Development Services
Morteza Delpasand, DC Engineering Group

Table 8
Study Intersections Level Of Service
Future 2018 Condtions

INTERSECTION		PEAK HOUR	EXISTING		FUTURE WITHOUT PROJECT		FUTURE WITH PROJECT		CHANGE IN V/C	SIGNIFICANT IMPACT (Y/N)
			V/C	LOS	V/C	LOS	V/C	LOS		
1	Whitley Av & Franklin Av	AM	0.569	A	0.644	B	0.653	B	0.009	N
		PM	0.433	A	0.549	A	0.560	A	0.011	N
2	Wilcox Av & Franklin Av	AM	0.679	B	0.756	C	0.763	C	0.007	N
		PM	0.495	A	0.565	A	0.571	A	0.006	N
3	Cahuenga Bl & Franklin Av	AM	0.806	D	0.918	E	0.922	E	0.004	N
		PM	0.708	C	0.769	C	0.774	C	0.005	N
4	Las Palmas Av & Hollywood Bl	AM	0.385	A	0.477	A	0.478	A	0.001	N
		PM	0.445	A	0.655	B	0.656	B	0.001	N
5	Cherokee Av & Hollywood Bl	AM	0.448	A	0.555	A	0.555	A	0.000	N
		PM	0.293	A	0.499	A	0.500	A	0.001	N
6	Whitley Av & Hollywood Bl	AM	0.470	A	0.577	A	0.596	A	0.019	N
		PM	0.303	A	0.511	A	0.535	A	0.024	N
7	Wilcox Av & Hollywood Bl	AM	0.719	C	0.831	D	0.840	D	0.009	N
		PM	0.520	A	0.731	C	0.737	C	0.006	N
8	Cahuenga Bl & Hollywood Bl	AM	0.663	B	0.821	D	0.830	D	0.009	N
		PM	0.599	A	0.887	D	0.895	D	0.008	N
9	Highland Av & Franklin Av	AM	0.729	C	0.874	D	0.874	D	0.000	N
		PM	0.877	D	1.117	F	1.119	F	0.002	N

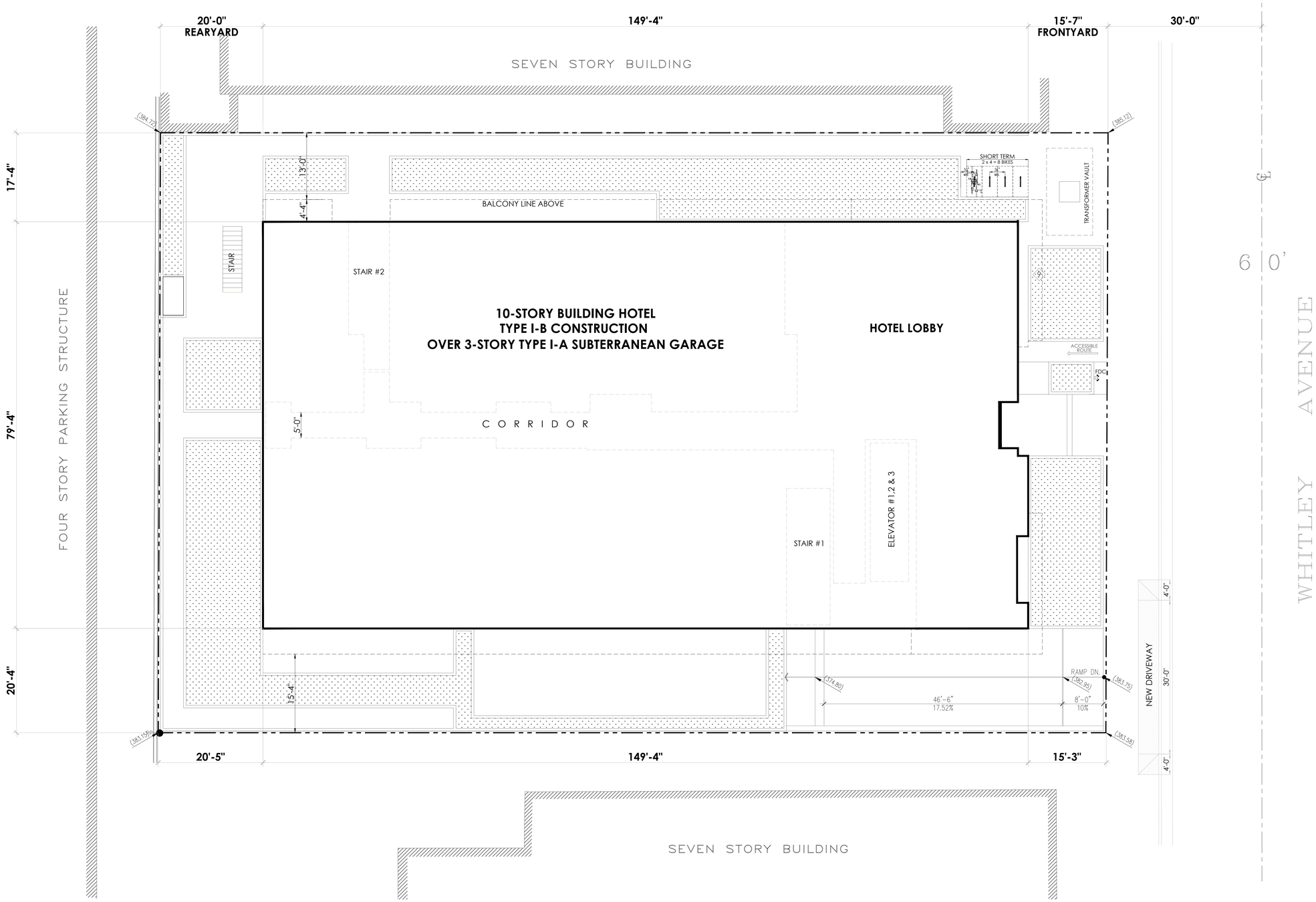
Table 6
PROJECT TRIP GENERATION

Land Use	Time	Rate	In	Out
Hotel (310)	ADT	8.7/Room		
	AM	0.53/Room	59%	41%
	PM	0.60/Room	51%	49%
Apartments (220)	ADT	6.65/Unit		
	AM	0.51/Unit	20%	80%
	PM	0.62/Unit	65%	35%

Land Use	Size	ADT	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed:								
Hotel	156 Rooms	1,275	49	34	83	48	46	94
Transit Credit (5%)		-64	-2	-2	-4	-2	-2	-4
Existing:								
Apartments	40 Units	266	4	16	20	16	9	25
Transit Credit (5%)		-13	0	-1	-1	-1	0	-1
Net Total Trips		**958**	**43**	**17**	**60**	**31**	**35**	**66**

ADT = Average Daily Trips
Rates per ITE Trip Generation Manual 9th Edition.

Attachment 3



SITE PLAN

SCALE: 1/8" = 1'-0"

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Developer:

WHITLEY HOTEL

####

Project Title:

156 ROOM WHITLEY HOTEL

1719 WHITLEY AVE.
LOS ANGELES, CA.

Architect:

DARYOUSH SAFAI
AIA Architect

2932 Wilshire Boulevard, #210
Santa Monica, CA 90403

Tel : (310) 453-3335
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Architect Stamp:

Sheet Content:

SITE PLAN

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TRAFFIC IMPACT STUDY

PROPOSED WHITLEY HOTEL PROJECT

1719 NORTH WHITLEY AVENUE

LOS ANGELES, CALIFORNIA

PREPARED BY
MORTEZA DELPASAND, P.E., T.E.
DC ENGINEERING GROUP
312 East 1st St, SUITE 230
LOS ANGELES, CA 90012

FERUARY 2017

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INTRODUCTION

DC Engineering Group has prepared the following traffic impact study for the Whitley Avenue Hotel Project located in the Hollywood Community Plan area in the City of Los Angeles. The project address is 1719 North Whitley Avenue between Hollywood Boulevard and Yucca Street. Figure 1 illustrates the project location. The analysis of the potential impacts follows the methodology established in the latest version of the City of Los Angeles Department of Transportation (LADOT) Traffic Study Guidelines**.**

PROJECT DESCRIPTION

The proposed project is to construct a ten story, 156 guest-room hotel project. The hotel will include a café that is open only to hotel guests. The project is being constructed on a site that is occupied by a six multi-family buildings that contain a total of 40 apartment units. The project will provide 122 parking spaces in a 3-level subterranean parking structure. The project will also provide 8 short term and 8 long term parking for bicycles. One full service driveway on Whitley Avenue will provide vehicular access to the site. A copy of the project 's site plan is provided in Figure 2.

Complete project build-out is expected by the year 2018.

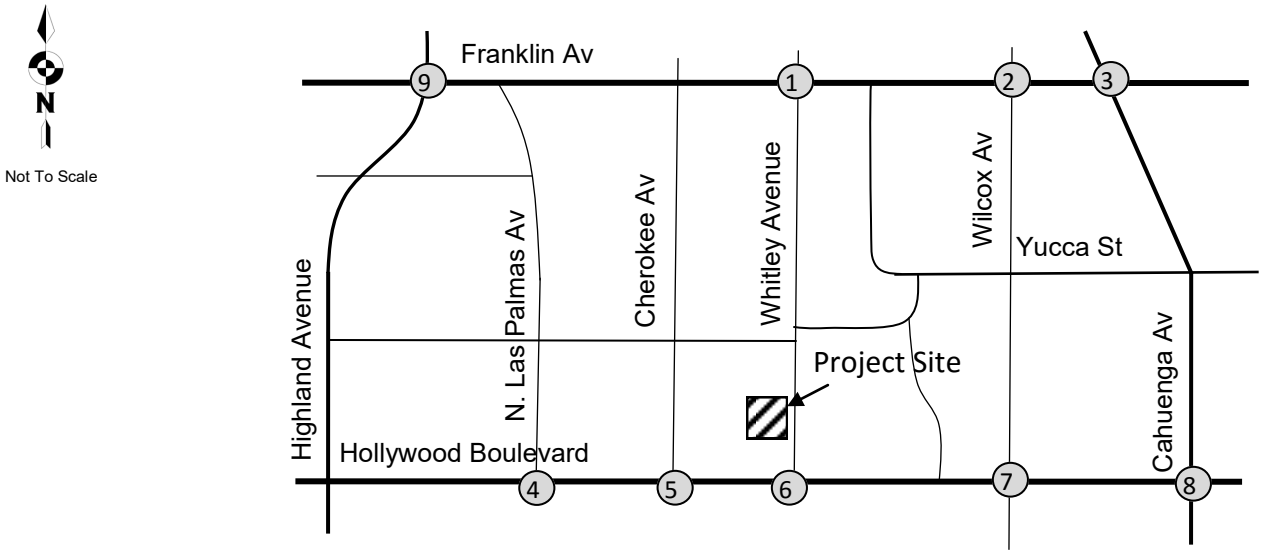
STUDY SCOPE

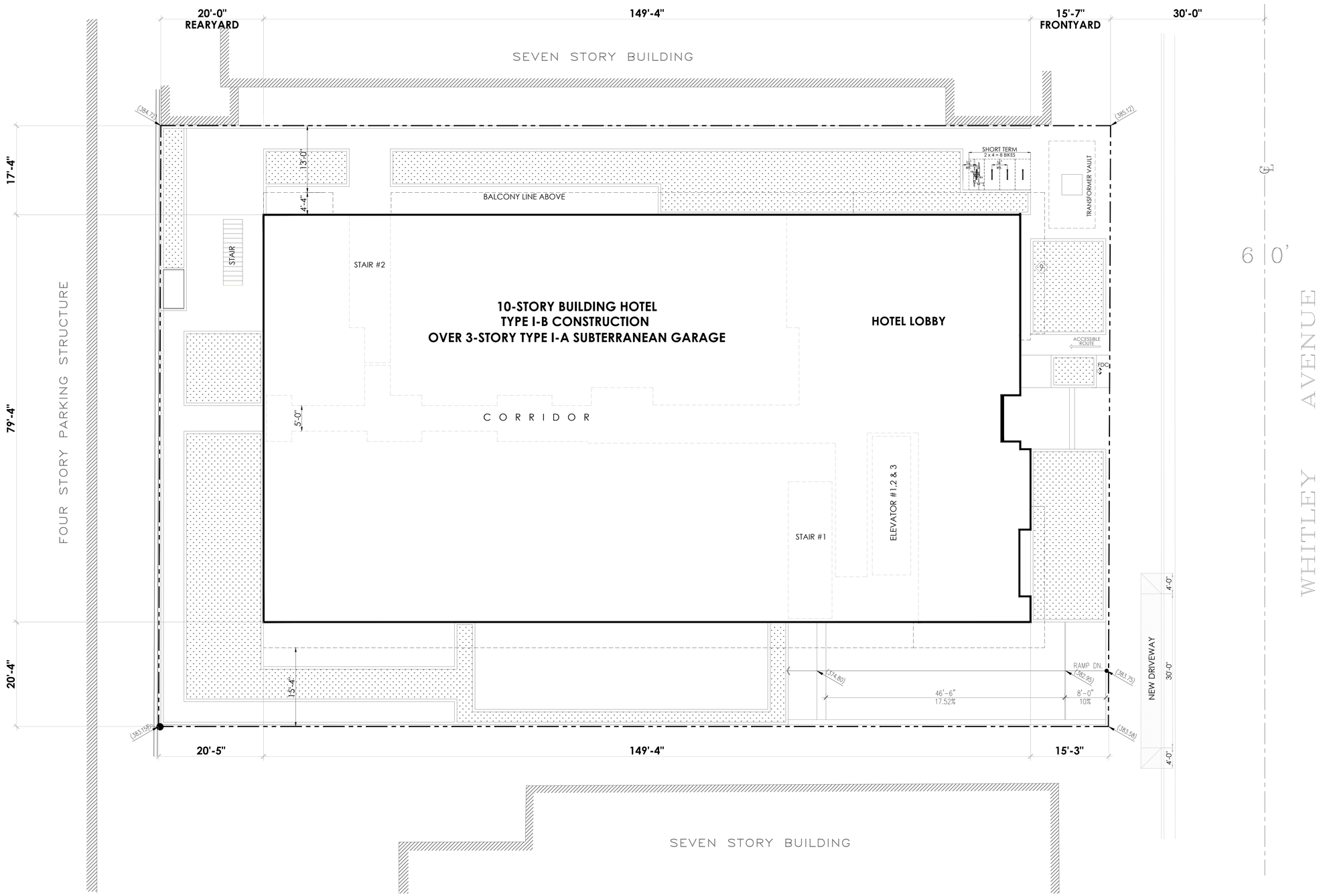
The traffic impact analysis for the proposed project follows LADOT's *Traffic Study Policies and Procedures* (August 2014 Edition). These guidelines establish the methodology, scope and levels of significance to determine the potential impacts of the proposed project on the surrounding transportation system. In accordance with these guidelines, the scope of this study was developed with LADOT staff. A Memorandum of Understanding (MOU) was submitted and approved that determined the study intersections, trip generation factors and study methodology by LADOT. A copy of the MOU can be found in Appendix A.

The purpose of the transportation impact analysis is to evaluate the effect of the new development project on the surrounding transportation system. Per LADOT's Guidelines**,** the Project's analysis will evaluate the following traffic conditions:

> <u>2016 Existing Conditions</u> - The first step in the analysis is to ascertain the existing operational quality of the study intersections. This will serve as the base condition upon which the rest of the analysis will be developed. Analysis of the existing conditions are determined by an assessment of the streets, turning movement volumes, and signal operation.

Figure 1
Study Intersections And Project Location
Whitley Hotel—1719 N. Whitley Avenue





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Turning movement counts are typically taken during peak traffic hours on weekdays when schools are in session. LADOT has determined that the peak morning hours are 7:00 a.m. to 10:00 a.m. and peak evening hours are 3:00 p.m to 6:00 p.m. Apart from the intersection turning movement counts, fieldwork to assess the lane configurations, signal phasing, parking restrictions, etc. was performed in January 2017. The existing lane configurations can be found in Figure 3.

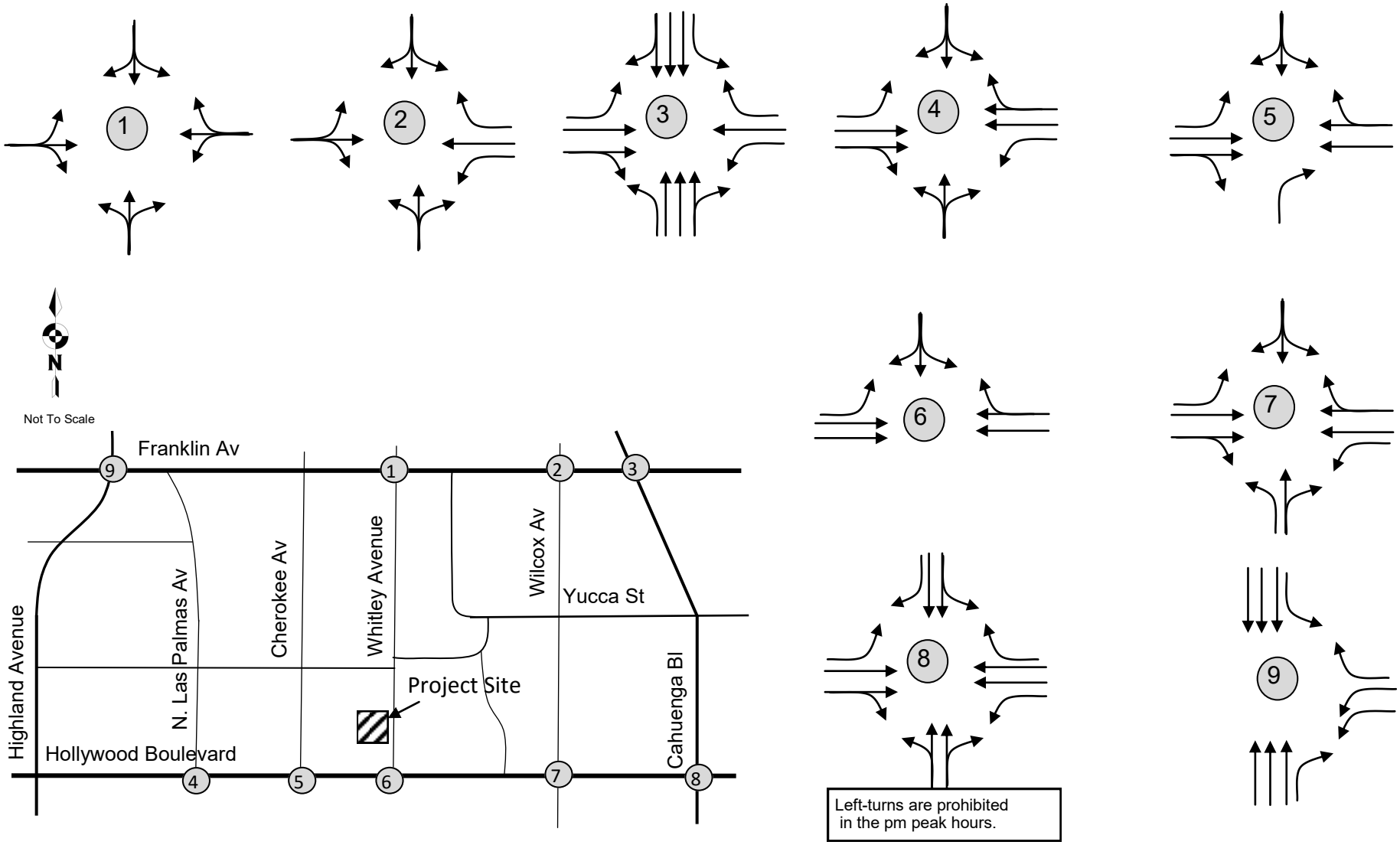
Future (2018) Base Conditions - This analysis applies a growth rate factor to the study intersections to determine the operational condition of the intersections at the time of build-out for the project. The proposed project is expected to be complete in 2018. This future base condition will be used as the basis of calculating the impact of the new development.

Future (2018) With Project - The final analysis determines the operational level of service of the study intersections when the project trips are added to the future base conditions. The resulting change in level of service establishes the level of impact of the project trips.

Per the MOU, as determined in coordination with LADOT staff, the potential impacts of the proposed project are to be studied at the following signalized intersections (see Figure 1):

1. Franklin Avenue and Whitley Avenue
2. Franklin Avenue and Wilcox Avenue
3. Cahuenga Boulevard and Franklin Avenue
4. Las Palmas Avenue and Hollywood Boulevard
5. Cherokee Avenue and Hollywood Boulevard
6. Hollywood Boulevard and Whitley Avenue
7. Hollywood Boulevard and Wilcox Avenue
8. Cahuenga Boulevard and Hollywood Boulevard
9. Franklin Avenue and Highland Avenue

Figure 3
Existing Lane Configurations
Whitley Hotel—1719 N. Whitley Avenue



EXISTING CONDITIONS

In preparation of this study an extensive collection of data was collected to provide an accurate description of the existing conditions in the area. The analysis of the existing conditions includes an evaluation of the land uses, inventory of the surrounding streets, traffic volumes of the study intersections and the operation.

Environmental and Land Use Settings

The proposed project is in the Hollywood Community Plan area in the Central Area Planning Commission. The project site is zoned [Q]R5-2 by the Department of City Planning's Zoning Code. The land use at the location has been classified as High Density Residential. The project is in a Transit Priority Area and the street improvements are subject to the Mobiity Plan 2035, which was adopted on January 20, 2016 by the Los Angeles City Council.

Study Area Streets

Hollywood Boulevard is an east-west street that is classified as an Avenue, extending from the Ventura Boulevard on the west to the Golden State Freeway, Interstate 5, on the east. Within the vicinity of the project, Burbank Boulevard has one lane in each direction, a center two-way left-turn lane, bike lanes and on-street parking with varying parking restrictions. The posted speed limit is 35 miles per hour.

Highland Avenue - is a north-south street that is classified as a Boulevard II, extending from the Golden State Freeway, Interstate 5, on the north to Ventura Boulevard on the south. Within the vicinity of the project, Vineland Avenue has two lanes in each direction, a center two-way left-turn lane, bike lanes and on-street parking with varying parking restrictions. The posted speed limit is 35 miles per hour.

Cahuenga Boulevard is a north-south street that is classified as an Avenue I, extending from Ventura Boulevard on the north to Rosewood Avenue on the south. Within the vicinity of the project, Cahuenga Boulevard has two lanes in each direction and on-street parking with varying parking restrictions. The posted speed limit is 35 miles per hour.

Franklin Avenue is an east-west street that is classified as an Avenue III, extending from the Sierra Bonita Avenue on the west to Hyperion Avenue on the east. Within the vicinity of the project, Franklin Avenue has one lane in each direction and on-street parking with varying parking restrictions. The posted speed limit is 35 miles per hour.

Wilcox Avenue is a north-south street that is classified as an Avenue III, extending from Cahuenga Boulevard on the north to Rosewood Avenue on the south. Within the

vicinity of the project, Wilcox Avenue has one lane in each direction, left turn channelization at the intersections and on-street parking with varying parking restrictions. The posted speed limit is 30 miles per hour.

Las Palmas Avenue is a north-south street that is classified as a Local Street, extending from the Minor Road on the north to 6th Street on the south. Within the vicinity of the project, Las Palmas Avenue has one lane in each direction and on-street parking with varying parking restrictions. The posted speed limit is 30 miles per hour.

Cherokee Avenue - is a north-south street that is classified as a Local Street, extending from Franklin Avenue on the north to Rosewood Avenue on the south. Within the vicinity of the project, Cherokee Avenue has one travel lane in each direction. Parking restrictions vary on both sides of the street. The posted speed limit is 30 miles per hour.

Whitley Avenue - is generally a north-south street that is classified as a Local Street, extending from Whitley Terrace on the north to Hollywood Boulevard on the south. Within the vicinity of the project, Whitley Avenue has one through lane in each direction. Parking restrictions vary on both sides. The posted speed limit is 30 miles per hour.

Study Area Freeways

The **Hollywood Freeway, State Route 101**, runs primarily north-south and provides regional access to the area. The freeway is approximately one and a quarter mile to the east of the project. Access is provided via Hollywood Boulevard and Sunset Boulevard.

Transit Systems

The Metropolitan Transportation Authority (MTA) operates the Metro Red Line and several local bus lines traveling along routes within one or two blocks of the project site. The various transit lines in the area are illustrated in Figure 4 on the following page. A description of each route follows:

- *Metro Red Line* – The Metro Red Line runs between North Hollywood and Downtown Los Angeles. The Red Line has stations at Hollywood Boulevard and Highland Avenue and Hollywood Boulevard and Vine Street near the project site.

- *Metro Rapid Bus 780* - The Metro Red Line (780) travels from Washington Boulevard and Fairfax Avenue to Pasadena along Fairfax Avenue and Hollywood Boulevard.

- *Metro Local 2/302* - Lines 152/353 travels along Vineland Avenue within the vicinity of the project. The route travels from the North Hollywood Red Line Station to Fallbrook and Ventura in Woodland Hills.

- *Metro Local 210* – Route 210 travels from Hollywood/Vine Metro Red Line Station to the South Bay Galleria. This line travels along Vine Street in the vicinity of the project.

- *Metro Local 212* - Line 162 travels along Lankershim Boulevard within the vicinity of the project. The route travels from the West Hills Medical Center to Vineland Avenue and Cantara Street in Sun Valley.

- *Metro Local 312* - Line 224 travels along Lanershim Boulevard within the vicinity of the project. The route travels from the Universal/Studio City to the Olive View Medical Center in North Hollywood.

- *Metro Local 217* - Line 224 travels along Lanershim Boulevard within the vicinity of the project. The route travels from the Universal/Studio City to the Olive View Medical Center in North Hollywood.

- *Metro Local 656* – is a local shuttle that travels from Hollywood to Panorama City by way of Van Nuys. The shuttle operates in the evening after the evening peak hour and travels along Highland Avenue in the vicinity of the project.

Figure 4
Area Transit Lines

EXISTING TRAFFIC VOLUME DATA AND LEVELS OF SERVICE

In this section the existing peak hour volumes at the nine study intersections, the methodology used to determine the traffic signal conditions, and the operating level of service (LOS) of each study intersection is determined.

Existing Traffic Volumes

Manual turning movement counts were conducted for the nine study intersections during a typical weekday, with school in session, during the AM (7:00 to 10:00) and PM (3:00 to 6:00) peak hours in January 2017. The highest existing peak hour volumes for the study intersections are illustrated in Figures 5a and 5b. The detailed count data collected in the field is contained in Appendix B.

Level Of Service Methodology

Per LADOT guidelines, the Critical Movement Analysis (CMA) methodology is used to evaluate the operation of the study intersections. CMA analysis is based on determining the volume-to-capacity (V/C) ratio of the critical traffic volumes at a signalized intersection. The resulting V/C ratio corresponds to a Level Of Service (LOS) value that describes the operational quality of an intersection. Table 1 provides a detailed description of the different LOS values. LOS ranges from “A,” which describes an intersection operating with little delay, to “F” which describes an intersection over capacity and experiencing substantial delays.

Figure 5a
Existing AM Peak Hour Volumes
Whitley Hotel—1719 N. Whitley Avenue

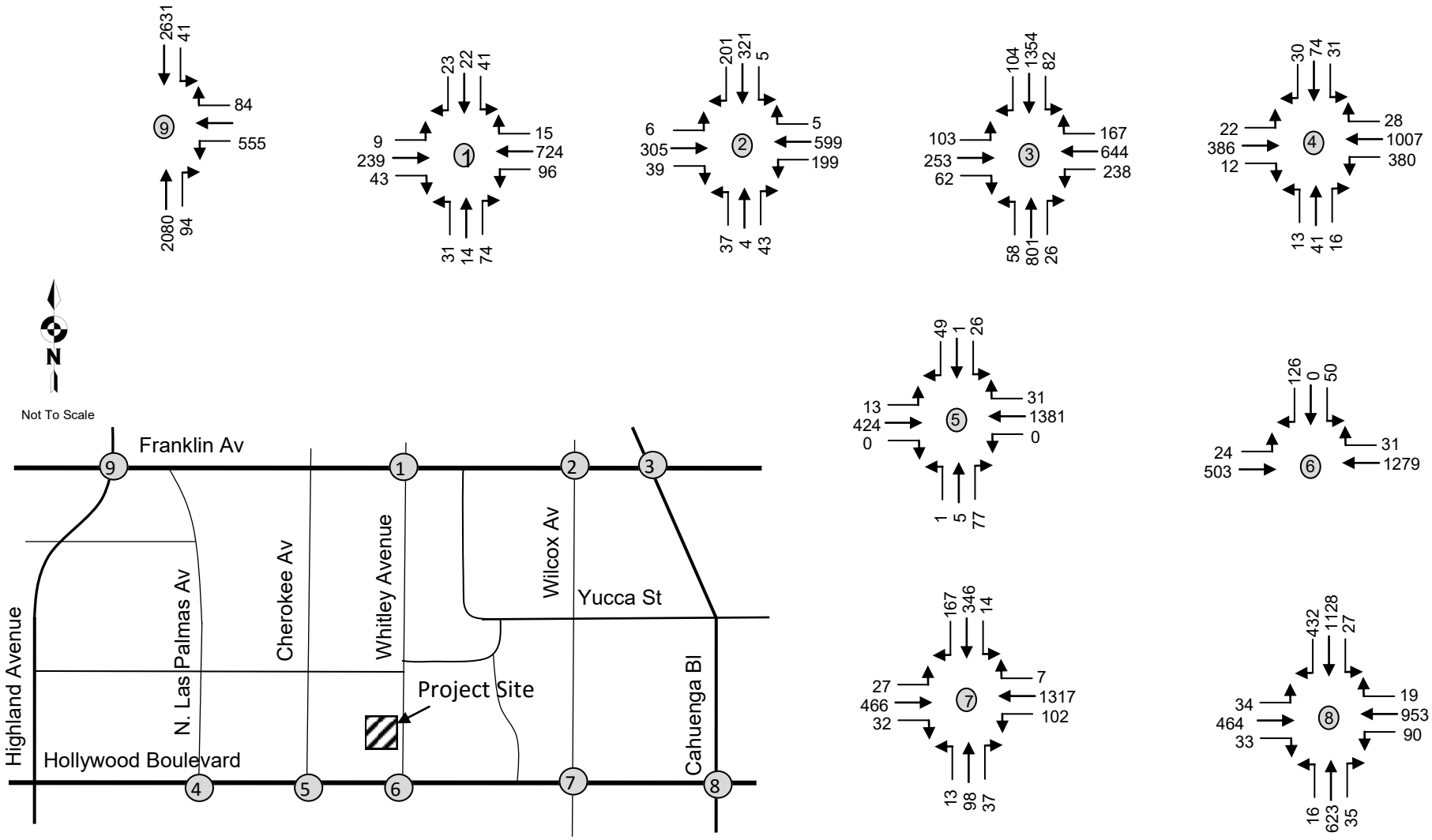


Figure 5b
Existing PM Peak Hour Volumes
Whitley Hotel—1719 N. Whitley Avenue

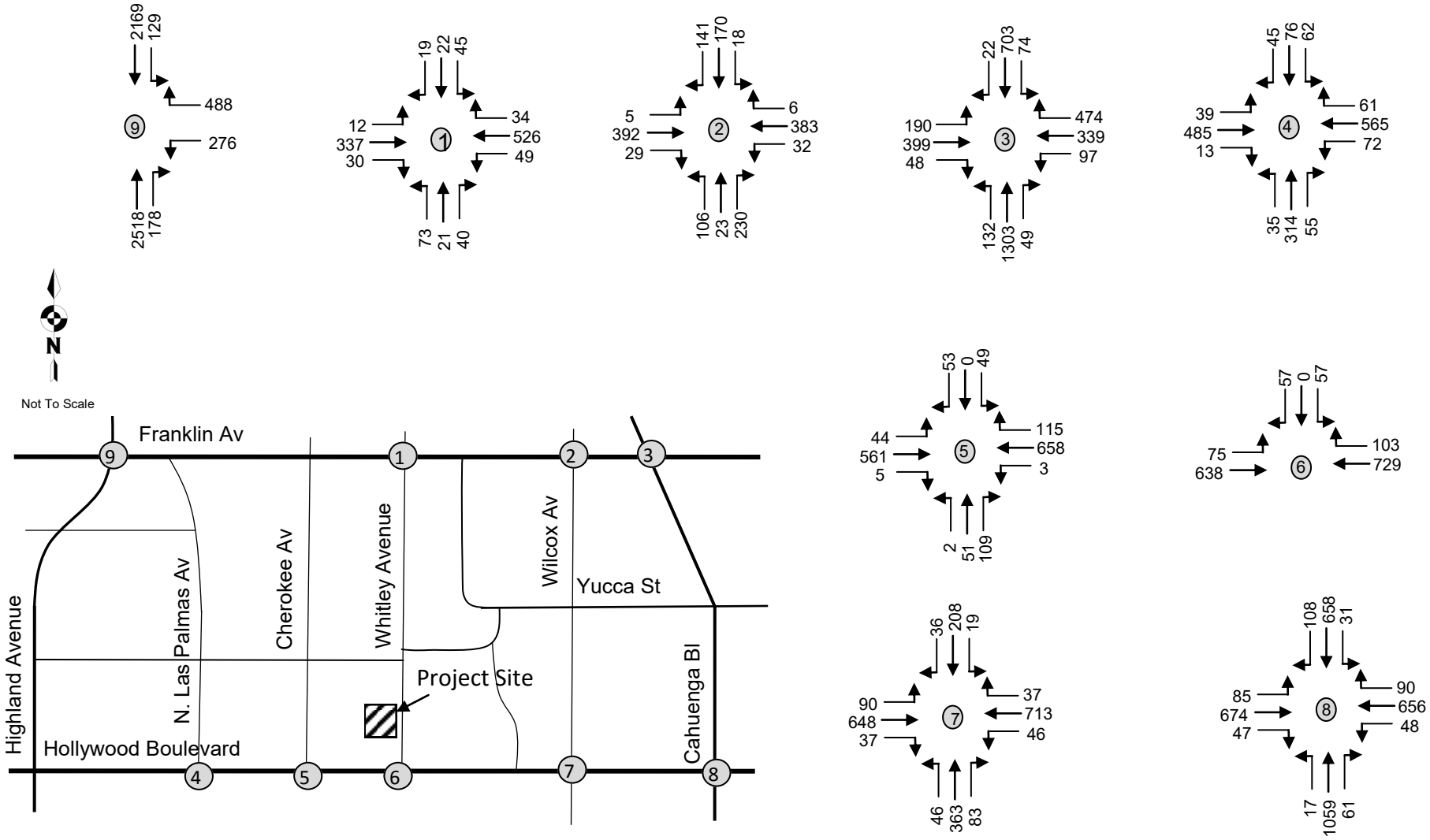


Table 1

LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTION[1]		
Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Significant Impact

LADOT defines a transportation impact on an intersection as "significant" in accordance with Table 2 (below) except as otherwise specified in a TSP, ICO or CMP:

Table 2
Significant Impact Definition

Level of Service	Final V/C Ratio	Project-Related Increase In V/C
C	> 0.701 - 0.800	equal to or greater than 0.040
D	> 0.801 - 0.900	equal to or greater than 0.020
E, F	> 0.901	equal to or greater than 0.010

[1]Source: Transportation Research Board, Interim Materials on Highway Capacity, Transportation Research Circular No. 212, January 1980.

Existing Levels Of Service

Table 3 contains the summary of the V/C ratio and LOS for each of the study intersections in the weekday AM and PM peak hours. Per Table 3, during the peak hours, the following intersection is operating as indicated:

- Cahuenga Bl & Franklin Av (LOS D – AM Peak Hour)
- Highland Av & Franklin Av (LOS F – Both Peak Hours)

The remaining intersection operates at LOS C in the morning and afternoon peak hours.

The worksheets calculating the LOS for the study intersections are contained in Appendix B**.**

Table 3
Study Intersections Existing Level Of Service

Map No.	Study Intersection	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1	Whitley Av & Franklin Av	0.569	A	0.433	A
2	Wilcox Av & Franklin Av	0.679	B	0.495	A
3	Cahuenga Bl & Franklin Av	0.806	D	0.708	C
4	Las Palmas Av & Hollywood Bl	0.385	A	0.445	A
5	Cherokee Av & Hollywood Bl	0.448	A	0.293	A
6	Whitley Av & Hollywood Bl	0.470	A	0.303	A
7	Wilcox Av & Hollywood Bl	0.719	C	0.520	A
8	Cahuenga Bl & Hollywood Bl	0.663	B	0.599	A
9	Highland Av & Franklin Av	0.729	F*	0.877	F*

***To account for "gridlock conditions" it is assumed the intersection is operating at LOS F.

FUTURE TRAFFIC CONDITIONS

The evaluation of the project's impact on the surrounding transportation system in general and the study intersections specifically, requires the analysis to study the estimated future traffic conditions with and without the project. Forecasts of the future traffic at the study intersections is determined by applying a growth factor to the existing traffic volumes.

Ambient Traffic Growth

To account for general growth in regional traffic, a growth rate factor is applied to the existing traffic volumes to the project's build-out year, Year 2018. LADOT has determined that the ambient growth rate factor is 1%.

Related Projects Traffic

In addition to the ambient growth factor, trips generated by other development projects nearby the proposed project are added to the study intersections to complete the future without project base conditions.

LADOT and the City of Los Angeles Department of City Planning provided a list of proposed or otherwise approved projects within a one and a half mile radius of the project site. Eighty-three projects that met the criteria were found within the one and a half mile radius after researching the current status of each project. A description of each project and the associated trip generation is provided in Table 4. The related project locations are indicated in Figure 6.

The ambient traffic growth and the trips assigned to the study intersections from the related projects are included in the "Future Peak Hour Volumes Without Project" Figures 7a and 7b.

Table 4
Related Projects
Whitley Hotel Project

No.	Project Description	Address	Daily	AM Peak Hour			PM Peak Hour		
			Trips	In	Out	Total	In	Out	Total
1	Temple Israel of Hollywood (Temple expansion)	7300 W Hollywood Bl	294	48	32	80	9	20	29
2	Mixed-Use (248 Apartments & 14.7 KSF Retail)	12610 N. Highland Av	1805	22	90	112	96	54	150
3	Highland Av Indigo Hotel Project (100 Rm Hotel)	1841 N. Highland Av	694	29	19	48	26	24	50
4	Millennium Hotel Mixed-Use Project (461 Apartments, 254 Hotel Rooms, 264.303 KSF Reta 100 KSF Ratial, 25 KSF fast food, 80 KSF Health Club)	1740 N Vine St	9922	321	253	574	486	438	924
5	Paseo Plaza Mixed Use (437 Apartments, 377.9 KSF Retail)	5661 Santa Monica Bl	6734	91	160	251	336	297	633
6	Paramount Studios (1273.6 Office, 64.2 KSF Retail, 3257.3 KSF Other)	5555 W. Melrose Av	9830	712	213	925	297	736	1033
7	Apartments (76 Units)	1411 N. Highland Av	823	23	43	66	45	26	71
8	Apartments (118 Units)	1824 N. Highland Av	667	10	41	51	40	22	62
9	Boulevard 6200 (507 Apartments, 60 KSF Retail/Restaurant)	6200 Hollywood Bl	4694	68	171	239	222	182	403
10	Sunset Bronson Studios (535396 SF Office/Studio)	5800 W. Sunset Bl	2690	356	48	404	64	314	378
11	Kingston Argyle Hotel (225 Hotel Rooms)	1800 Argyle Av	1360	22	37	59	60	18	78
12	Seward Office Project (130000 SF Office)	956 N. Seward St	1240	165	21	186	29	151	180
13	Hollywood/Cahuenga Hotel Restaurant (80 Hotel Rooms, 15290 SF Restaurant)	6381 W. Hollywood Bl	1020	-19	11	-8	62	4	66
14	Television Center (114725 SF Office, 38072 SF studio, 40927 SF Other)	6300 W. Romaine St	N/A	0	0	0	20	17	37
15	Hollywood Center Studio Office (104.155 KSF Office, 1.97 KSF Storage)	6601 W. Romaine St	808	88	4	92	12	39	51
16	Hudson Building (10402 SF Restaurant, 4074 SF Office)	6523 W. Hollywood Bl	547	-16	-11	-27	32	4	36
17	The Lexington (786 Apartments, 4 KSF Restaurant, 5.5 KSF Coffee Shop, 12.7 KSF Retail)	6677 Santa Monica Bl	1420	123	166	289	153	108	261
18	Hanover Gower Mixed-Use (151 Apartments, 6.2 KSF Retail)	6100 Hollywood Bl	1397	21	72	93	76	45	121
19	Yucca St Condos (85 Condominiums, 13890 SF Retail)	6230 Yucca St	473	5	27	32	26	12	38
20	Mixed-Use (68 Apartments & 51.674 KSF Retail)	5245 Santa Monica Bl	857	3	29	32	45	28	73
21	Office (240 KSF Office)	999 Seward St	2337	297	39	336	58	252	310
22	Archstone Hollywood Mixed-Use (348 Apartments, 45 KSF Office, 8.1 KSF Restaurant)	6911 Santa Monica Bl	2272	1	111	112	133	54	187
23	High Line West (278 Apartments, 12.5 KSF Retail)	5550 Hollywood Bl	1267	-3	43	40	47	17	64
24	Restaurant/Club (11.4 KSF Restaurant, 6.1 KSF Special Events, 9.4 KSF Bar, 3 KSF Office	6608 Holywood Bl	1292	13	2	15	129	66	195
25	Dream Hollywood Hotel (85 Room Hotel, 12.84 KSF Restaurant/Club)	6417 Selma Av	2069	0	0	0	94	72	166
26	Selma & Vine Office (121609 SF Office, 2613 Sf Commercial)	1601 Vine St	1239	155	27	182	39	145	184
27	Hollywood Production Center (21 Apartments, 36 Condos)	1149 Gower St	735	6	23	29	23	12	35
28	Yeshivath Torath Emeth Academy (120 pre-K expansion, 60 child nursery)	7002 W. Clinton St	155	20	18	38	11	12	23
29	Target Retail (163862 SF Target, 30887 SF shopping center)	5520 Sunset Bl	4903	52	21	79	211	211	422
30	Pantages Theater Office (214 KSF Office)	6225 Hollywood Bl	1918	243	33	276	43	211	254
31	Mixed-Use (88.75 KSF Office, 12 KSF Retail)	936 La Brea Av	911	24	5	29	14	37	51
32	Hotel (118 Room Hotel)	1133 Vine St	457	19	13	32	18	15	33
33	Columbia Square (200 Apartments, 422.5 KSF Office, 23.5 High Turnover Restaurant, 2 KSF Fast Food, 16.5 KSF Retail, 15 KSF Health Club)	6121 Sunset Bl	6327	477	211	688	254	428	682
34	Mixed-Use (29 Condos, 195 Apartments, 985 SF Retail)	1718 Las Palmas Av	1333	21	84	105	81	43	124
35	Mixed-Use (44 Apartments, 2.9 KSF Restaurant)	7120 Sunset Bl	397	0	14	14	25	4	29
36	Restaurant & Deli (4700 SF Restaurant, 1000 SF Deli, 9750 Banquet Hall)	5500 Hollywood Bl	441	6	6	12	22	15	37
37	Office/Retail (169.5 KSF Office, 24.2 KSF Retail)	1546 Argyle Av	532	163	12	175	10	130	140
38	Sunset & Wilcox (200 Room Hotel)	1541 Wilcox Av	2403	88	67	155	95	86	183

No.	Project Description	Address	Daily	AM Peak Hour			PM Peak Hour		
			Trips	In	Out	Total	In	Out	Total
39	Hyatt Hotel & Retail (167 Room Hotel, 10.5 KSF Retail, 1.634 KSF Theater, 9.355 KSF Ret	6611 Hollywood Bl	81	23	20	43	-8	14	6
40	Sunset Mixed-Use (200 Apartments, 32125 Sf Office, 4700 SF Retail)	6230 Sunset Bl	1473	52	80	132	71	50	121
41	Mixed-Use (274 SF Office, 26 KSF Retail)	5901 Sunset Bl	3839	350	61	411	122	339	461
42	Palladium (731 Apartments/Condos or 558 Apartments/Condos, 250 room hotel, retail/rest.	6201 W. Sunset Bl	4913	128	228	356	234	168	403
43	Hollywood Hotel (80 Rooms)	5600 W. Hollywood Bl	604	22	16	38	22	22	44
44	904-9320 N La Brea (169 Apartments, 40 KSF Retail)	904 N. La Brea Av	2072	25	68	93	83	103	186
45	Residential (84 Apartments)	707 N. Cole	398	6	25	31	24	12	36
46	1921 Wilcox Hotel (150 Rooms, 3.5 KSF Retail)	1921 N. Wilcox	1233	34	26	60	52	40	91
47	Formosa Avenue - The Lot (Office/Media Support)	1041 N. Formosa	4450	389	49	438	113	332	445
48	La Brea Av Mixed-Use (8 Apartments, 8833 SF Retail)	1201 N. La Brea	445	8	8	16	14	15	29
49	Santa Monica Movietown	7302 Santa Monica	1617	41	122	163	155	94	249
50	Apartments (89 Units)	1717 N. Bronson	436	6	27	33	26	14	40
51	Cahuenga Blvd Hotel (69 Rooms, 700 SF Bar, 1500 SF Office)	1525 N. Cahuenga Bl	469	10	12	22	20	14	34
52	Mixed-Use (85 Apartments, 4 KSF Restaurant, 4 KSF Retail)	901 N. Vine St	-32	4	26	30	-5	1	-4
53	Apartments (88 Units)	525 Wilton	449	6	28	34	27	14	41
54	Academy Square (233665 SF Office, 250 Apartments, 33000 SF Retail, 7000 SF Rest.)	6322 W. De Longpre Av	6218	330	164	494	152	220	372
55	Mixed-Use (72 Apartments, 17.83 KSF Retail)	1233 N. Highland Av	714	11	27	38	38	28	66
56	Mixed-Use (410 Apartments, 5 KSF Retail, 5 KSF Restaurant)	7107 W. Hollywood Bl	2637	49	157	206	167	86	253
57	Mixed-Use (375 Apartments, 2.8 KSF Creative Office)	1310 N. Cole	224	24	6	30	7	23	30
58	Mixed-Use (161 Apartments, 6 KSF Retail)	5750 W. Hollywood Bl	1180	22	66	88	68	38	106
59	Tao Restaurant (20624 SF Restaurant, 6000 SF Retail)	6421 W. Selma	1574	11	7	18	101	20	121
60	Tommie Hotel (175 Rooms, 600 SF Retail, 5043 SF Restaurant)	1400 N. Cahuenga Bl	118	15	2	17	3	13	16
61	Mixed-Use (104 Apartments, 13.5 KSF Retail)	1868 N. Western Av	363	-5	18	13	20	7	27
62	Melrose Crossing (40 Apartments, 7565 SF Retail)	7000 W. Melrose Av	334	4	17	21	20	12	32
63	Apartments (75 Units)	5460 W. Fountain Av	424	7	26	33	23	17	40
64	Mixed-Use (260 Room Hotel, 191 Apartments, 6980 SF Retail)	6220 W. Yucca	3182	114	119	233	144	105	249
65	Ivar Garden Hotel (275 Rooms, 1900 SF Retail)	6409 W. Sunset Bl	1285	51	26	77	53	60	113
66	Sun West (240 Apartments, 34.5 KSF Grocery, 5 KSF Retail)	5525 W. Sunset Bl	3411	80	124	204	203	142	345
67	Mixed-Use (61 Apartments, 13374 SF Retail)	1657 N. Western Av	702	10	29	39	37	25	62
68	McCadden Campus (100 Senior Housing, 92 Youth Housing, 17.04 KSF Office, 29.65 KSF Youth and Senior Center)	1118 N. McCadden	1346	49	31	80	53	56	109
69	Mixed-Use (140 Room Hotel, 3.5 KSF Retail)	1717 N Wilcox	1244	54	35	89	49	43	92
70	Restaurant Expansion (10270 SF Restaurant)	1615 N. Cahuenga Bl	294	2	1	3	17	7	24
71	Selma Hotel (200 Rooms)	6516 W. Selma	1634	63	43	106	54	66	120
72	Apartments (71 Units)	1749 N. Las Palmas	426	5	21	26	25	15	40
73	Crossroads Hollywood (Mixed-Use)	6701 W. Sunset Bl	14833	381	498	879	733	548	1281
74	Santa Monica Mixed-Use (231 Apartments, 5000 SF Restaurant, 10000 SF Retail)	6901 W. Santa Moncia Bl	1010	0	78	78	86	19	105
75	De Longpre Apartments (185 Units)	5632 W. De Longpre	800	-30	25	-5	50	19	69
76	Mixed-Use (270 Apartments, 10 KSF Restaurant, 2.5 KSF Pharmacy)	6200 W. Sunset Bl	1778	26	97	123	100	35	135
77	Romaine Office/Retail (53536 SF Office, 3555 SF Retail)	7007 W. Romaine	567	63	7	71	17	58	75
78	Mixed-Use (45 Live/Work, 3760 SF Retail)	4914 W. Melrose Av	460	7	20	27	25	17	42
79	Mixed-Use (299 Apartments, 36688 SF Office, 13279 SF Retail/Restaurant)	5939 Sunset Bl	3731	152	191	343	182	152	334
80	Apartments (22 Units)	1125 Detroit	146	2	9	11	9	5	14
81	Mixed-Use (166 Apartments, 9300 SF Retail)	7143 Santa Monica Bl	1501	22	72	94	83	54	137

No.	Project Description	Address	Daily	AM Peak Hour			PM Peak Hour		
			Trips	In	Out	Total	In	Out	Total
82	Condos (5 Units)	1123 Formosa	29	0	2	2	2	1	3
83	Apartments (11 Units)	1016 Martel	73	2	4	6	9	5	14
	TOTALS		**152948**	**6279**	**4873**	**11159**	**6923**	**7477**	**14401**

Figure 6
Related Project Locations
Whitley Hotel Project

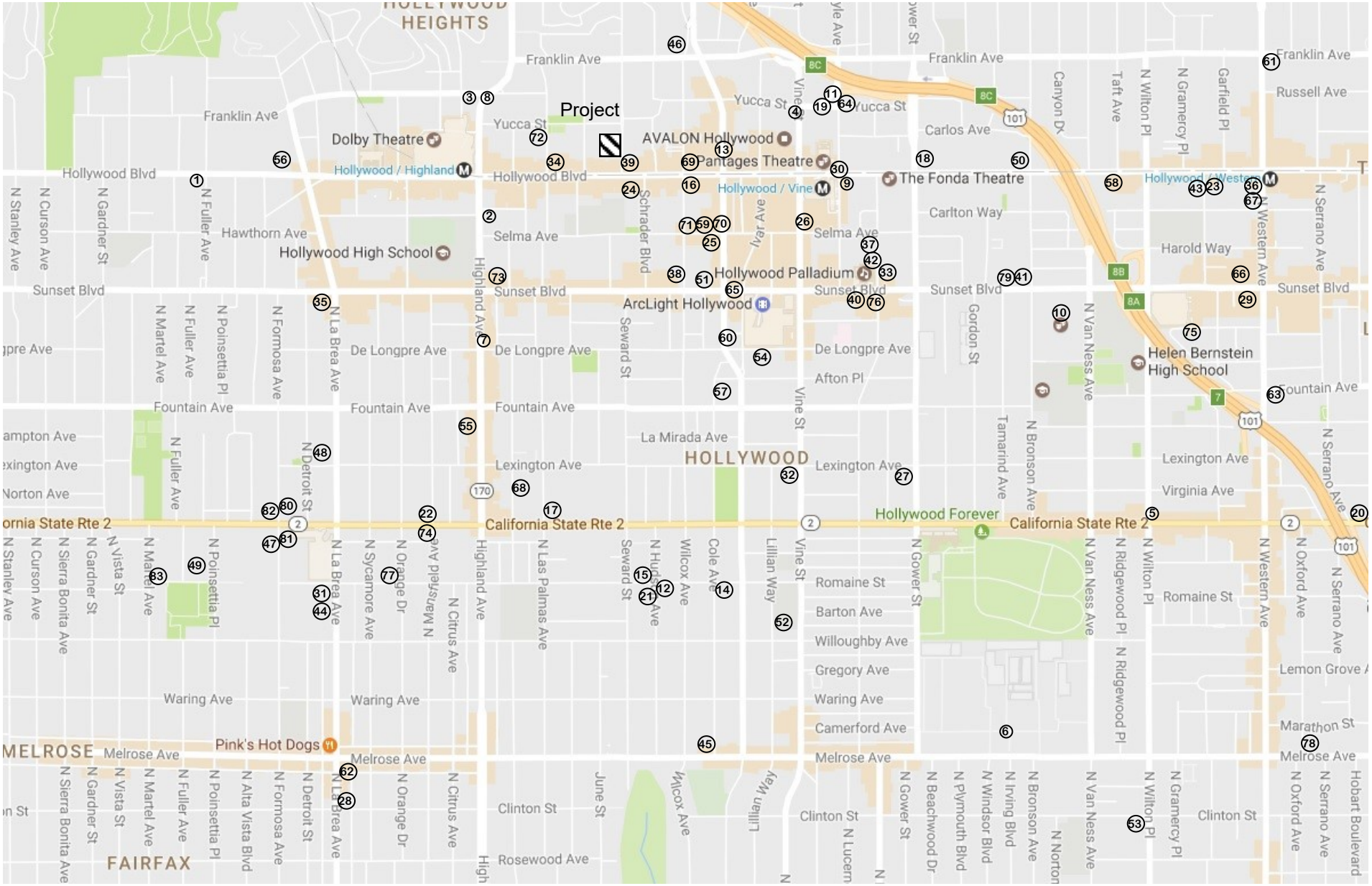


Figure 7a
Future Without Project AM Peak Hour Volumes
Whitley Hotel—1719 N. Whitley Avenue

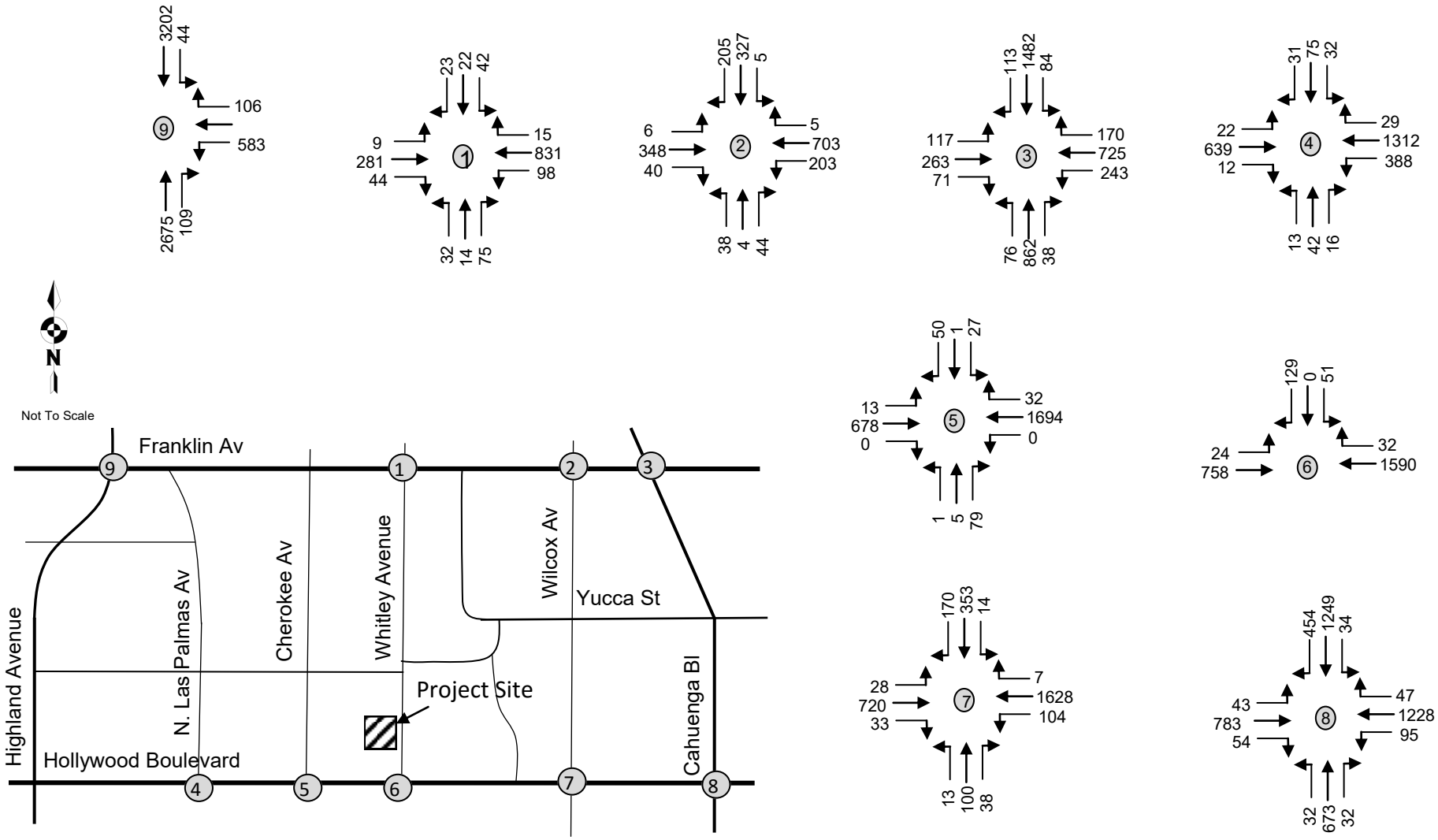
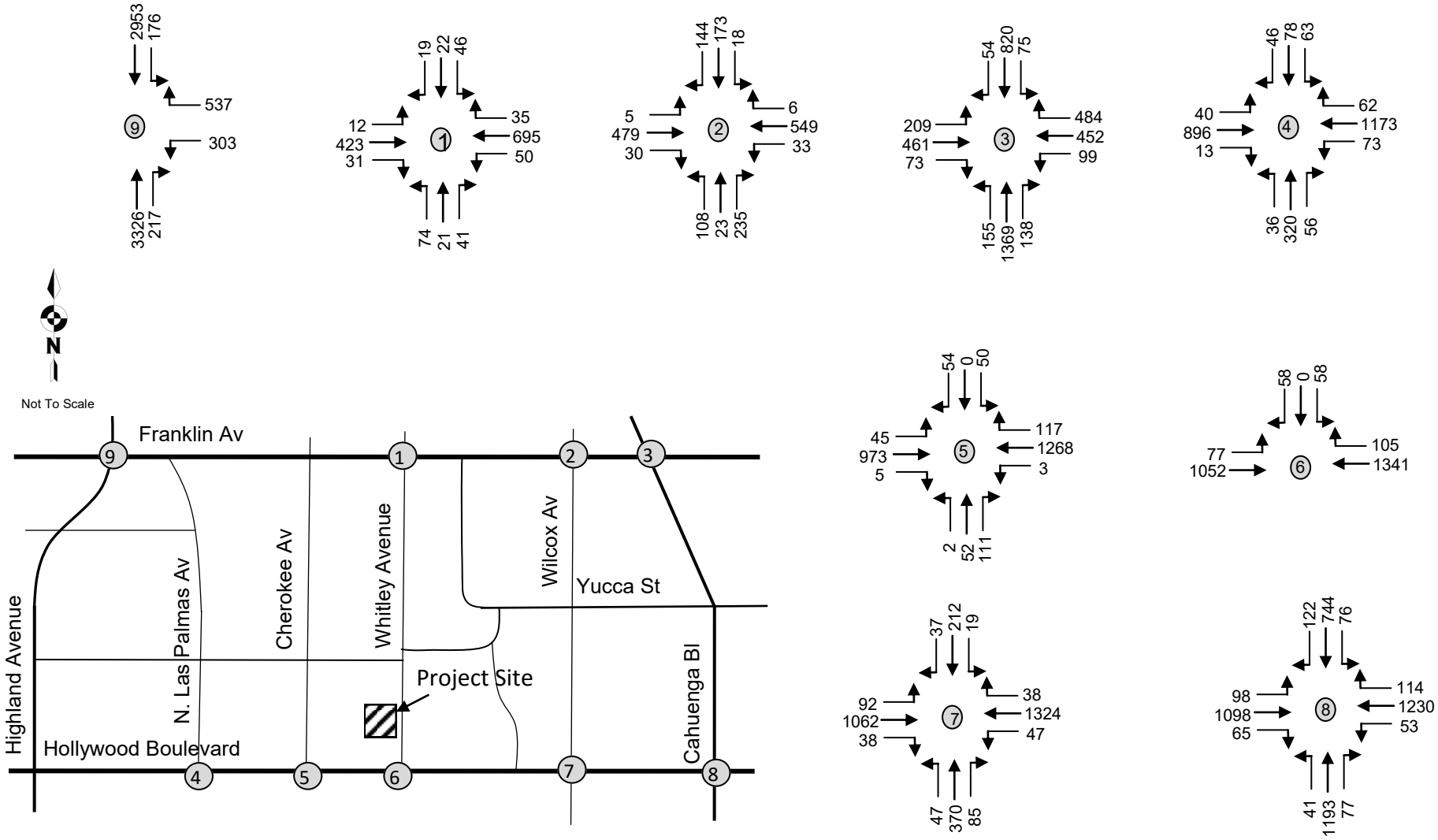


Figure 7b
Future Without Project PM Peak Hour Volumes
Whitley Hotel—1719 N. Whitley Avenue



STUDY INTERSECTIONS LEVELS OF SERVICE

Future Without Project Intersection Levels Of Service

The Future Without Project traffic conditions are listed in Table 5. The results indicate that four of the study intersections are operating with acceptable levels of service. The following intersection is operating at LOS D or greater:

- Cahuenga Bl & Franklin Av (LOS E – AM Peak Hour)
- Wilcox Av & Hollywood Bl (LOS D – AM Peak Hour)
- Cahuenga Bl & Hollywood Bl (LOS D – Both Peak Hours)
- Highland Av & Franklin Av (LOS F – Both Peak Hours)

The LOS worksheet calculations are contained in Appendix C.

Table 5
Study Intersections
Future Without Project Level Of Service

Map No.	Study Intersection	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1	Whitley Av & Franklin Av	0.644	B	0.549	A
2	Wilcox Av & Franklin Av	0.756	C	0.565	A
3	Cahuenga Bl & Franklin Av	0.918	E	0.769	C
4	Las Palmas Av & Hollywood Bl	0.477	A	0.655	B
5	Cherokee Av & Hollywood Bl	0.555	A	0.499	A
6	Whitley Av & Hollywood Bl	0.577	A	0.511	A
7	Wilcox Av & Hollywood Bl	0.831	D	0.731	C
8	Cahuenga Bl & Hollywood Bl	0.821	D	0.887	D
9	Highland Av & Franklin Av	0.874	F*	1.117	F

*To account for "gridlock conditions" it is assumed the intersection is operating at LOS F.

PROPOSED PROJECT TRIP GENERATION

Trip Generation

The determination of the impact that the proposed development has on the street and freeway network is based primarily on the estimated number of trips to be generated by the project. The project's trips are the contribution to the forecasted future operation of the study intersections. The change in operation with the addition of the project trips results in the level of significance of the impact of the new project.

Trip generation estimates are based on the type of land use and the unit of measure that relates to the appropriate trip generation factor. For example, an apartment trip rate is usually per room, a school is per student, and a restaurant is per 1,000 square-feet. Typically, the trip generation for three time periods is calculated. The trips are calculated for a typical day (24 hours), the AM peak hour, and the PM peak hour. As discussed before, the LOS calculations are based on using the highest peak hour count between 7:00 to 10:00 AM and 3:00 to 6:00 PM.

Except in rare cases, most trip generation numbers are calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, *9th Edition*. Using statistical data gathered in the field across the United States for numerous land use categories, trip rate factors are derived to be used to estimate trip generation.

Project Trip Generation

The proposed project is a 156 guest room hotel. Land Use Code 310, from the *Trip Generation Manual 9th Edition,* was used to determine the project trips. LADOT guidelines allow the use a 5% transit credit to the trip generation table[2]. The total also reflects the existing trip credit of the existing apartment units to be removed.

Table 6 indicates that the proposed project is expected to generate 60 trips in the AM peak hour and 66 trips in the PM peak hour.

[2] Page 10, "Transit Credit". *LADOT's Traffic Study Policy and Procedures,* August 2014.

Table 6
PROJECT TRIP GENERATION

Land Use	Time	Rate	In	Out
Hotel (310)	ADT	8.7/Room		
	AM	0.53/Room	59%	41%
	PM	0.60/Room	51%	49%
Apartments (220)	ADT	6.65/Unit		
	AM	0.51/Unit	20%	80%
	PM	0.62/Unit	65%	35%

Land Use	Size	ADT	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed:								
Hotel	156 Rooms	1,275	49	34	83	48	46	94
Transit Credit (5%)		-64	-2	-2	-4	-2	-2	-4
Existing:								
Apartments	40 Units	266	4	16	20	16	9	25
Transit Credit (5%)		-13	0	-1	-1	-1	0	-1
Net Total Trips		**958**	**43**	**17**	**60**	**31**	**35**	**66**

ADT = Average Daily Trips
Rates per ITE Trip Generation Manual 9th Edition.

Project Trip Distribution

The proposed project trips that enter and leave the site were distributed throughout the study area street system based on the locations of residential, commercial, and employment centers, as well as, likely routes of travel.

Project Trip Assignment To Study Intersections

In conjunction with LADOT staff, the following directional trip patterns were applied: Approximately 35% of the trips were assigned to and from the north, 15% of the trips were assigned to and from the south, 35% of the trips were assigned to and from the East, and 15% of the trips were assigned to and from the west. The percentage distribution of the project trips at the project's study intersections can be found in Figure 8. The project's calculated trip values are illustrated in Figure 9.

Figure 8
Project Trip Distribution
Whitley Hotel—1719 N. Whitley Avenue

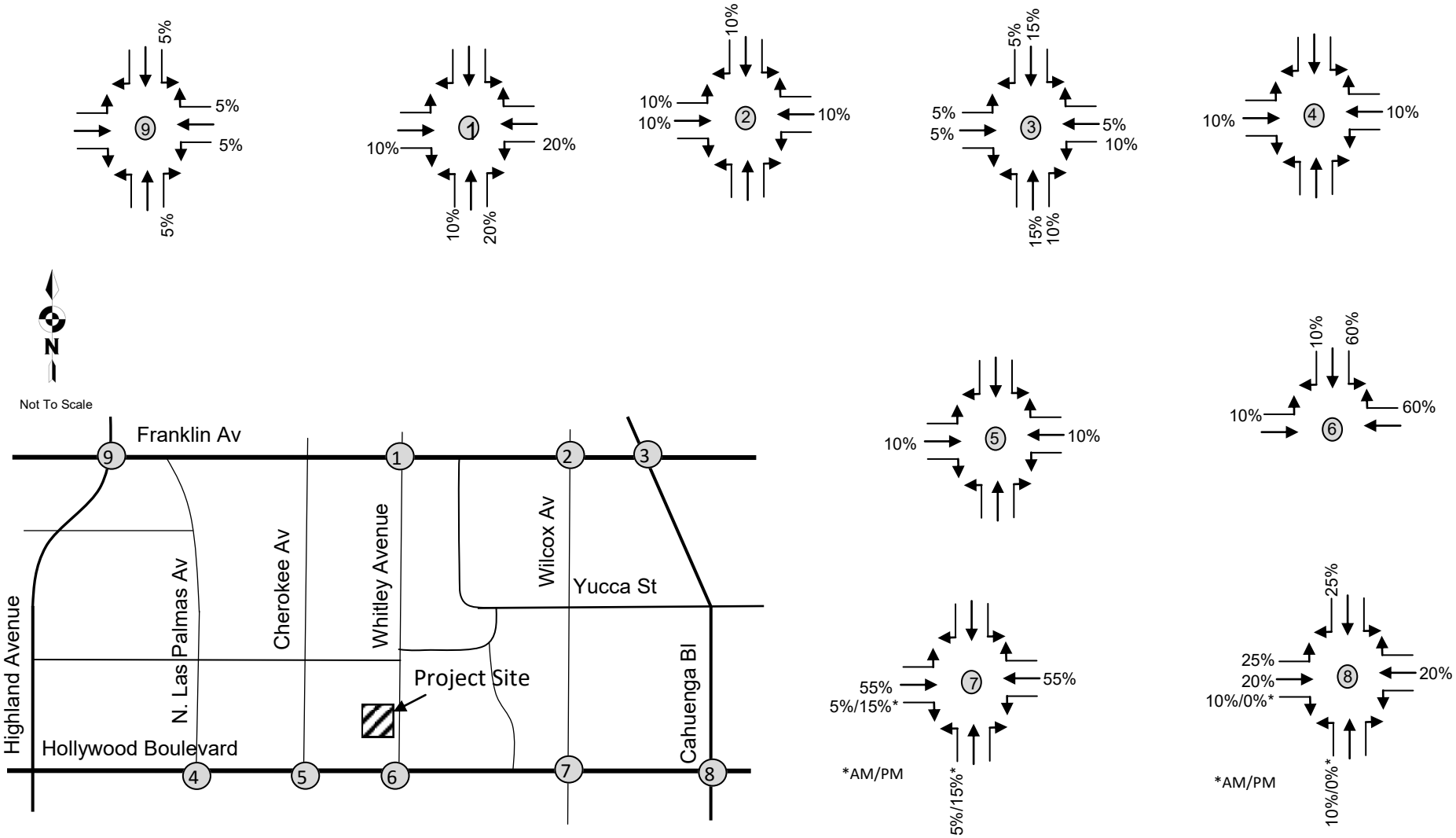
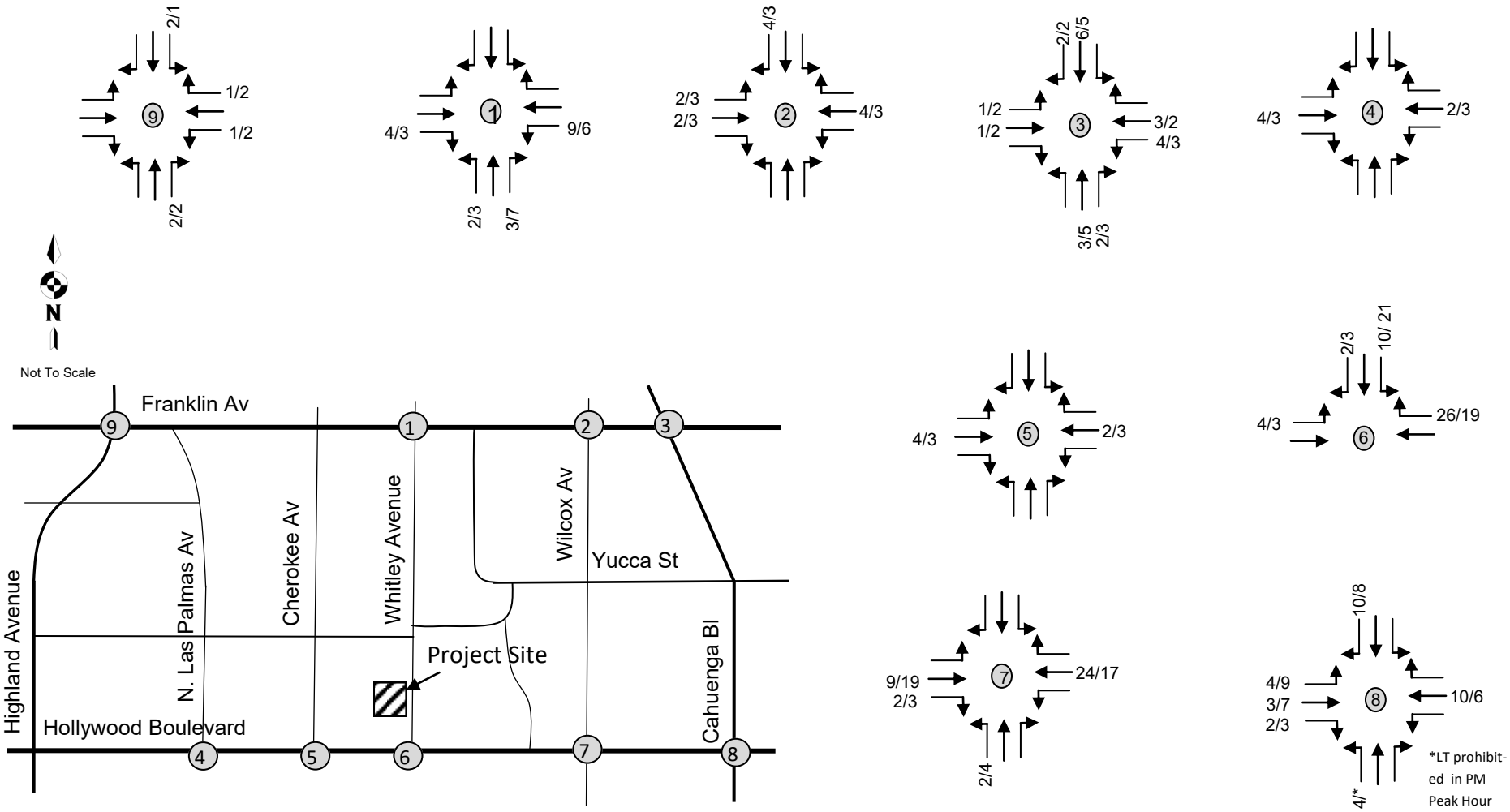


Figure 9
Project Trips
Whitley Hotel—1719 N. Whitley Avenue
AM/PM



PROJECT IMPACT ANALYSIS

Future With Project Traffic Volumes

To assess the project's potential impact on the study intersections, the project's trips (see Figure 9) are added to the Future Without Project scenario. The Future Without Project trips were displayed previously in Figures 7a and 7b. The result of the combined trips is the Future With Project scenario. The Future With Project volumes at the study intersections can be found in Figures 10a and 10b.

STUDY INTERSECTION FUTURE OPERATIONAL ANALYSIS

Future With Project Intersection LOS

Each of the study intersections were analyzed after the addition of the project trips and the results are expressed in Table 7.

Potential impacts at the study intersections were calculated by comparing the LOS and V/C ratios for the Future Without Project and Future With Project scenarios.

As shown in Table 7, the following intersection is expected to operate at LOS D or greater during AM and/or PM peak hours:

- Cahuenga Bl & Franklin Av (LOS E – AM Peak Hour)
- Wilcox Av & Hollywood Bl (LOS D – AM Peak Hour)
- Cahuenga Bl & Hollywood Bl (LOS D – Both Peak Hours)
- Highland Av & Franklin Av (LOS F – Both Peak Hours)

The remaining intersection will operate at LOS C.

Based on LADOT's threshold of significance (See Table 2), the proposed development project trips will **not result in any significant impacts at the two study intersections.**

Mitigation measures will not be required for any of the study intersections.

Table 7
Study Intersections
Future With Project Level Of Service

Map No.	Study Intersection	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1	Whitley Av & Franklin Av	0.653	B	0.560	A
2	Wilcox Av & Franklin Av	0.763	C	0.571	A
3	Cahuenga Bl & Franklin Av	0.922	E	0.774	C
4	Las Palmas Av & Hollywood Bl	0.478	A	0.656	B
5	Cherokee Av & Hollywood Bl	0.555	A	0.500	A
6	Whitley Av & Hollywood Bl	0.596	A	0.535	A
7	Wilcox Av & Hollywood Bl	0.840	D	0.737	C
8	Cahuenga Bl & Hollywood Bl	0.830	D	0.895	D
9	Highland Av & Franklin Av	0.874	F*	1.119	F

***To account for "gridlock conditions" it is assumed the intersection is operating at LOS F.

Summary

Based on LADOT's threshold of significance (See Table 2), the proposed development project trips will **not result in any significant impacts at the nine study intersections.**

Table 8 displays the results of the analysis under the Existing, Future Without Project, and Future With Project conditions and the resulting change in the v/c ratios.

Mitigation measures will not be required for any of the study intersections.

Figure 10a
Future With Project AM Peak Hour Volumes
Whitley Hotel—1719 N. Whitley Avenue

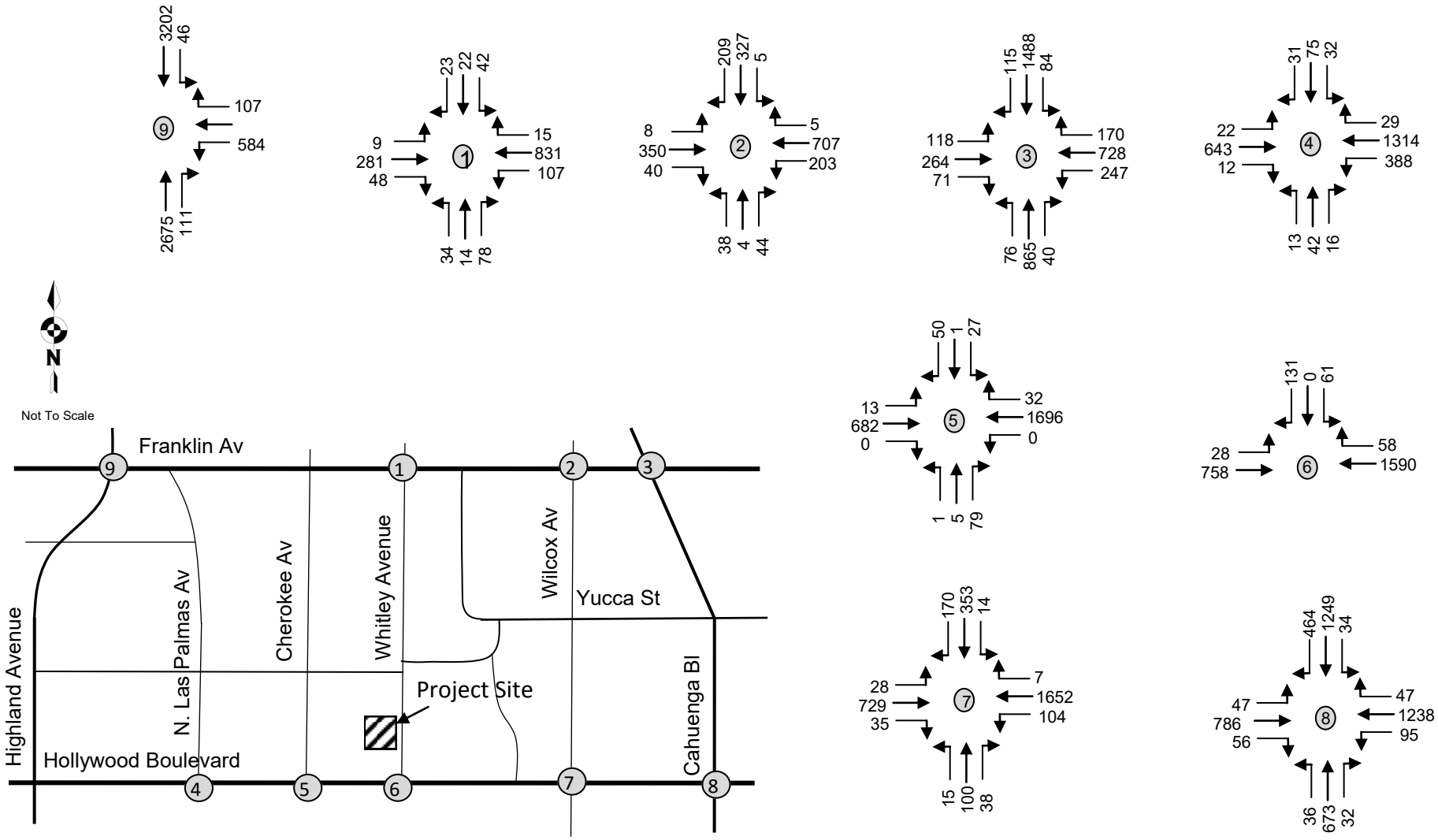


Figure 10b
Future With Project PM Peak Hour Volumes
Whitley Hotel—1719 N. Whitley Avenue

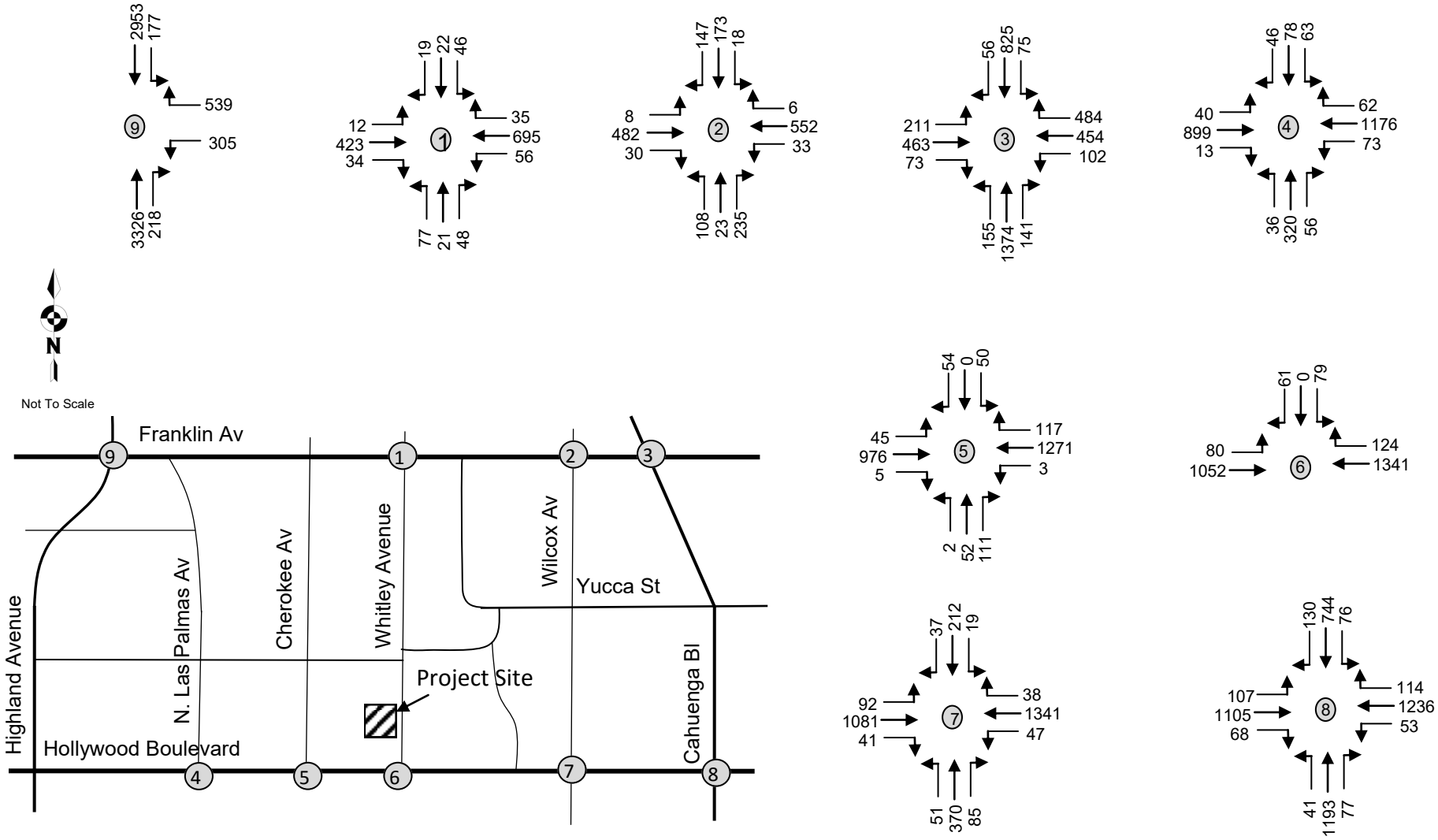


Table 8
Study Intersections Level Of Service
Future 2018 Condtions

INTERSECTION		PEAK HOUR	EXISTING		FUTURE WITHOUT PROJECT		FUTURE WITH PROJECT		CHANGE IN V/C	SIGNIFICANT IMPACT (Y/N)
			V/C	LOS	V/C	LOS	V/C	LOS		
1	Whitley Av & Franklin Av	AM	0.569	A	0.644	B	0.653	B	0.009	N
		PM	0.433	A	0.549	A	0.560	A	0.011	N
2	Wilcox Av & Franklin Av	AM	0.679	B	0.756	C	0.763	C	0.007	N
		PM	0.495	A	0.565	A	0.571	A	0.006	N
3	Cahuenga Bl & Franklin Av	AM	0.806	D	0.918	E	0.922	E	0.004	N
		PM	0.708	C	0.769	C	0.774	C	0.005	N
4	Las Palmas Av & Hollywood Bl	AM	0.385	A	0.477	A	0.478	A	0.001	N
		PM	0.445	A	0.655	B	0.656	B	0.001	N
5	Cherokee Av & Hollywood Bl	AM	0.448	A	0.555	A	0.555	A	0.000	N
		PM	0.293	A	0.499	A	0.500	A	0.001	N
6	Whitley Av & Hollywood Bl	AM	0.470	A	0.577	A	0.596	A	0.019	N
		PM	0.303	A	0.511	A	0.535	A	0.024	N
7	Wilcox Av & Hollywood Bl	AM	0.719	C	0.831	D	0.840	D	0.009	N
		PM	0.520	A	0.731	C	0.737	C	0.006	N
8	Cahuenga Bl & Hollywood Bl	AM	0.663	B	0.821	D	0.830	D	0.009	N
		PM	0.599	A	0.887	D	0.895	D	0.008	N
9	Highland Av & Franklin Av	AM	0.729	C	0.874	D	0.874	D	0.000	N
		PM	0.877	D	1.117	F	1.119	F	0.002	N

SUPPLEMENTAL FUTURE PLUS PROJECT ANALYSIS

As a result of a civil court ruling[3], a supplemental analysis is required by LADOT to evaluate the potential traffic impacts of the project trips added to the existing intersection volumes. Future traffic growth and related development trips are not considered in this analysis. The calculations for this scenario are included in the study intersection LOS worksheets in Appendix C. The results can be found in Table 9 below. The results of the analysis, as displayed in Table 9, indicate that there would not be any significant impacts.

Table 9
Supplemental Level Of Service Analysis
Existing Plus Project Conditions

Intersection	Peak Hour	Existing Conditions		Existing + Project Conditions		Change In V/C	Significant (Y/N)
		V/C	LOS	V/C	LOS		
1. Whitley Av & Franklin Av	AM	0.569	A	0.579	A	0.010	N
	PM	0.433	A	0.444	A	0.011	N
2. Wilcox Av & Franklin Av	AM	0.679	B	0.686	B	0.007	N
	PM	0.495	A	0.501	A	0.006	N
3. Cahuenga Bl & Franklin Av	AM	0.806	D	0.811	D	0.005	N
	PM	0.708	C	0.711	C	0.003	N
4. Las Palmas Av & Hollywood Bl	AM	0.385	A	0.386	A	0.001	N
	PM	0.445	A	0.447	A	0.002	N
5. Cherokee Av & Hollywood Bl	AM	0.448	A	0.449	A	0.001	N
	PM	0.293	A	0.293	A	0.000	N
6. Whitley Av & Hollywood Bl	AM	0.470	A	0.489	A	0.019	N
	PM	0.303	A	0.328	A	0.025	N
7. Wilcox Av & Hollywood Bl	AM	0.719	C	0.729	C	0.010	N
	PM	0.520	A	0.526	A	0.006	N
8. Cahuenga Bl & Hollywood Bl	AM	0.663	B	0.672	B	0.009	N
	PM	0.599	A	0.607	B	0.008	N
9. Highland Av & Franklin Av	AM	0.729	F	0.730	F	0.001	N
	PM	0.877	F	0.878	F	0.001	N

[3] *Sunnyvale West Neighborhood Association v. City of Sunnyvale ("Sunnyvale West"),* 190 Cal. App 4th 1351 (2010).

CONGESTION MANAGEMENT PROGRAM (CMP) ANALYSIS

The Los Angeles Metropolitan Transportation Authority (MTA) administers the CMP throughout Los Angeles County. An analysis of the potential impact on CMP monitored regional facilities is a requirement of the traffic impact analysis. The analysis was conducted per the *2010 Los Angeles County Congestion Management Program* (Metro, 2010)(CMP) Guidelines. The CMP is a program mandated by the State of California that serves as the monitoring and analytical basis of transportation funding decisions in the County made through the Regional Transportation Improvement (RTIP) and State Transportation Improvement Program (STIP) processes.

CMP SIGNIFICANT IMPACT THRESHOLD

Chapter 5 of the CMP guidelines establishes thresholds for impacts. A CMP analysis of a freeway mainline segment is required if 150 or more trips per hour will be added in either direction as a direct result of a project's proposed development. Additionally, If the trips from the new development result in 50 or more peak hour trips being added to a CMP Arterial Monitoring Station, a CMP analysis of the intersection is required.

The proposed project's trips, as shown in Table 4, are fewer than 150 in either peak hour. As a result, the threshold of significance for a freeway mainline analysis is not met.

In addition, the trip generation illustrates that the project will generate less than 50 trips in any one direction in each peak hour. As indicated in the project trip distribution in Figure 8, the number of trips passing through these intersections would be substantially below the threshold above. Therefore, no further analysis is required for these arterial monitoring stations.

SITE ACCESS, PARKING AND INTERNAL CIRCULATION

As indicated in the project description, the project is proposing vehicular access via a single, two-way driveway on Whitley Avenue. Unrestricted access for vehicles entering and exiting the project is proposed for this driveway.

The project will provide 122 parking spaces in a 3-level subterranean parking structure. The project will also provide 8 short term and 8 long term parking for bicycles. The parking supply is subject to the Los Angeles Municipal Code (LAMC) requirements as enforced by Building and Safety Zoning.

On-site circulation to all parking spaces is provided as required by the (LAMC).

CONCLUSIONS

This report examined the potential traffic impacts of the Whitley Avenue Hotel Project on the surrounding transportation network. A summary of the report's conclusions are as follows:

- A detailed analysis of nine study intersections found one is operating at LOS F and that the rest are currently operating at LOS D or better in both the morning and afternoon peak hours.

- The proposed project is to construct a ten story, 156 guest-room hotel project. The hotel will include a café that is open only to hotel guests. The proposed project will generate 60 AM peak hour trips and 66 PM peak hour trips. These totals reflect a 5% discount for access to transit and existing use credit.

- In the Existing Plus Project supplemental analysis, none of the study intersections would experience a significant impact.

- The study found that in the future base traffic scenario (without project), the operation of the study intersections attained moderately higher levels of service. It was further found that in the analysis of the Future With Project scenario, using LADOT's level of significance criteria, **none of the study intersections are significantly impacted by the project trips.**

- An analysis of the project trips using the CMP guidelines for thresholds of significance found that the project did not require further CMP analysis.

- The project proposes to provide adequate parking and internal circulation.

APPENDIX

APPENDIX A

TRAFFIC STUDY MOU

TRAFFIC STUDY - MEMORANDUM OF UNDERSTANDING (MOU)

This MOU acknowledges that the traffic study for the following project will be prepared in accordance with the latest version of LADOT's Traffic Study Policies and Procedures:

Project Name: Whitley Hotel Project

Project Address: 1719 N. Whitley Avenue, Los Angeles CA 90028

Project Description: 156 Guest Room Hotel

Geographic Distribution: N 35 % S 15 % E 35 % W 15 %

Attach graphic illustrating project trip distribution percentages at the studied intersections

Trip Generation Rate(s): ITE 9th Edition / Other _____

Attach trip generation table with a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc.

	in	out	total
AM Trips	43	17	60
PM Trips	31	35	66

Project Buildout Year: 2018 Ambient or CMP Growth Rate: 1.0 % Per Yr.

Related Projects: (to be researched by the consultant and approved by LADOT)

Subject to Freeway Impact Analysis in addition to CMP Analysis: ___YES X NO

(freeway analysis screening filter should be included in this MOU; selecting "yes" implies that at least one criteria was satisfied)

Is this project on the High Injury Network? X Yes ____ No

Study Intersections

(Subject to LADOT revision after initial impact analysis)

1. Franklin Av & Whitley Av	6. Hollywood Bl & Whitley Av
2. Franklin Av & Wilcox Av	7. Hollywood Bl & Wilcox Av
3. Cahuenga Bl & Franklin Av	8. Cahuenga Bl & Hollywood Bl
4. Las Palmas Av & Hollywood Bl	9. Franklin Av & Highland Av
5. Cherokee Av & Hollywood Bl	10.

Trip Credits: (Exact amount of credit subject to approval by LADOT)

	Yes	No
Transit Usage	X	
Transportation Demand Management		X
Existing Active Land Use	X	
Previous Land Use		X
Internal Trip		X
Pass-By Trip		X

Consultant		Developer
Name	DC Engineering Group	Whitley Apartments LLC
Address	312 E. 1st St, Suite 200, LA 90012	
Phone No.	213-628-3023 Cell: 310-795-0477	
E-Mail	mdelpasand@dcengineeringgroup.com	

Approved by: _____ Consultant's Representative Date

_____ LADOT Representative 12-28-16 Date

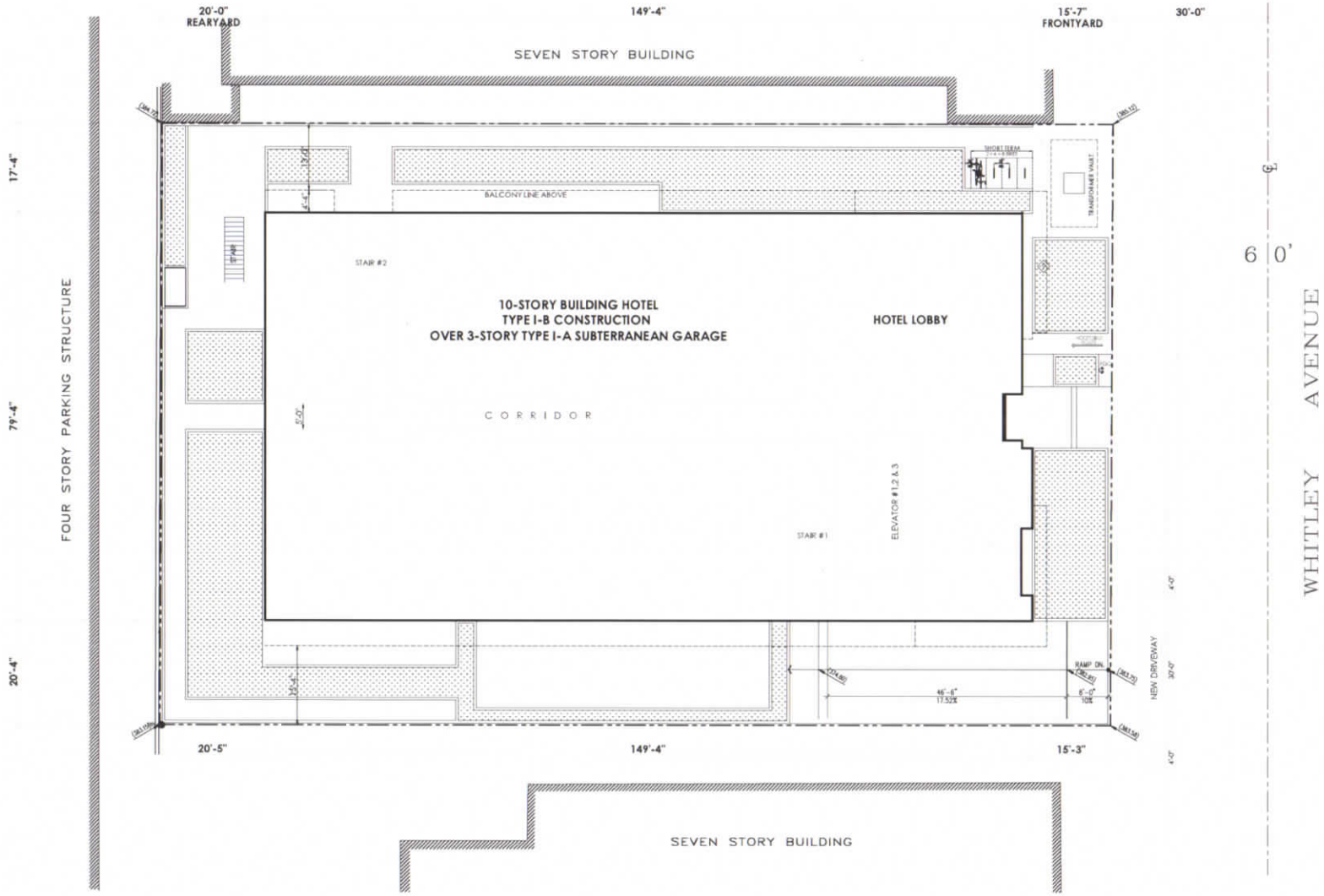
PROJECT TRIP GENERATION

Land Use	Time	Rate	In	Out
Hotel (310)	ADT	8.7/Room		
	AM	0.53/Room	59%	41%
	PM	0.60/Room	51%	49%
Apartments (220)	ADT	6.65/Unit		
	AM	0.51/Unit	20%	80%
	PM	0.62/Unit	65%	35%

Land Use	Size	ADT	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed:								
Hotel	156 Rooms	1,275	49	34	83	48	46	94
Transit Credit (5%)		-64	-2	-2	-4	-2	-2	-4
Existing:								
Apartments	40 Units	266	4	16	20	16	9	25
Transit Credit (5%)		-13	0	-1	-1	-1	0	-1
Net Total Trips		**958**	**43**	**17**	**60**	**31**	**35**	**66**

ADT = Average Daily Trips
Rates per ITE Trip Generation Manual 9th Edition.

Whitley Hotel
Study Intersections And Trip Distribution
1719 N. Whitley Avenue



SITE PLAN

SCALE: 1/8" = 1'-0"

Sheet Issue & Revision Log

IF 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 OR WHEN A CONTRACTOR THOROUGHLY KNOWLEDGEABLE WITH THE BUILDING CODES AND METHODS OF CONSTRUCTION INCLUD-ING NOTIFICATION OF AVAILABLE WRITTEN INSTRUCTIONS FOLLOWING 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:

WHITLEY HOTEL

####

Project Title:

156 ROOM WHITLEY HOTEL

1719 WHILEY AVE.
LOS ANGELES, CA.

Architect:

DARYOUSH SAFAI AIA Architect

2932 Wilshire Boulevard, #210
Santa Monica, CA 90405

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Email: dsm@safaiarchitects.com
www.architect.com

Architect Stamp:

Sheet Content:

SITE PLAN

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

AS-02

Of 0 Sheets

11/14/2014 4:02:42 PM

Freeway Impact Screening Analysis – State Freeway and Off-Ramps

Freeway Segment	Direction	Number of Lanes	Capacity	Volume	V/C Ratio	Project Traffic	Percent of Capacity	Meets Screening?
US 101 between Gower St/Argyle Av & Hollywood Bl	N/B	4	8,000	6,387	0.80	15	0.2%	NO
	S/B	4	8,000	5,275	0.66	11	0.1%	NO
US 101 between Hollywood Bl & Sunset Bl	N/B	4	8,000	5,956	0.74	15	0.2%	NO
	S/B	4	8,000	7,129	0.89	11	0.1%	NO
Freeway Off-Ramp	Peak Hour	Number of Lanes	Capacity	Volume	V/C Ratio	Project Traffic	Percent of Capacity	Meets Screening?
US 101 Southbound Off-Ramp at Vine St	AM	2	1700	1,562	0.92	2	0.1%	NO
	PM	2	1700	1,131	0.67	1	0.1%	NO
US 101 Northbound Off-Ramp at Gower St/Beachwood Dr	AM	2	1700	366	0.22	4	0.2%	NO
	PM	2	1700	227	0.13	5	0.3%	NO
US 101 Southbound Off-Ramp at Gower St	AM	1	850	785	0.92	2	0.2%	NO
	PM	1	850	559	0.66	2	0.2%	NO
US 101 Northbound Off-Ramp at Hollywood Bl	AM	1	850	513	0.60	4	0.5%	NO
	PM	1	850	351	0.41	3	0.4%	NO
US 101 Southbound Off-Ramp at Hollywood Bl	AM	1	850	645	0.76	4	0.5%	NO
	PM	1	850	587	0.69	2	0.2%	NO

APPENDIX B

MANUAL COUNTS

Turning Movement Count Report AM

Location ID: 1
North/South: Whitley Ave
East/West: Franklyn Ave

Date: 01/24/17
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
6:00	3	0	2	0	50	2	6	5	1	5	20	1	95
6:15	2	2	5	0	74	4	4	1	4	2	13	1	112
6:30	3	1	3	1	88	8	8	1	3	5	14	0	135
6:45	4	0	3	2	95	6	9	1	5	4	32	2	163
7:00	7	3	6	0	119	3	8	3	4	6	38	1	198
7:15	4	4	3	1	150	12	13	1	1	3	36	1	229
7:30	7	4	12	0	185	16	12	0	14	5	47	2	304
7:45	3	6	7	3	181	25	17	1	10	3	60	1	317
8:00	5	5	11	3	182	26	25	5	9	17	59	3	350
8:15	4	4	10	4	194	24	10	2	6	15	61	0	334
8:30	6	7	13	2	155	21	12	1	11	5	55	1	289
8:45	8	6	7	6	193	25	27	6	5	6	64	5	358

Total Volume:	56	42	82	22	1666	172	151	27	73	76	499	18	2884
Approach %	31%	23%	46%	1%	90%	9%	60%	11%	29%	13%	84%	3%	

Peak Hr Begin:	8:00												
PHV	23	22	41	15	724	96	74	14	31	43	239	9	1331
PHF	0.827			0.932			0.763			0.921			0.929

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 1
North/South: Whitley Ave
East/West: Franklyn Ave

Date: 01/24/17
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	1	5	4	9	116	13	18	2	7	7	92	2	276
15:15	3	8	8	7	142	7	13	4	13	6	107	4	322
15:30	5	4	7	7	128	11	12	4	10	6	94	4	292
15:45	6	0	6	7	132	13	11	2	13	8	96	4	298
16:00	5	5	10	9	133	12	7	0	9	10	86	3	289
16:15	4	6	15	6	132	12	11	6	14	9	71	2	288
16:30	3	5	12	10	135	12	12	9	21	5	90	4	318
16:45	7	6	8	9	126	13	10	6	29	6	90	3	313
17:00	5	5	8	8	106	11	12	4	26	4	80	4	273
17:15	3	5	9	10	91	11	14	5	18	3	107	3	279
17:30	1	6	9	6	102	5	18	10	21	18	125	1	322
17:45	1	9	6	2	84	11	13	9	19	17	119	4	294

Total Volume:	44	64	102	90	1427	131	151	61	200	99	1157	38	3564
Approach %	21%	30%	49%	5%	87%	8%	37%	15%	49%	8%	89%	3%	

Peak Hr Begin:	16:00												
PHV	19	22	45	34	526	49	40	21	73	30	337	12	1208
PHF	0.860			0.970			0.744			0.957			0.950

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
6:00	4	0	0	0	2	0	0	0
6:15	0	0	0	1	0	0	0	0
6:30	2	0	4	0	0	0	0	0
6:45	2	0	1	0	5	0	1	0
7:00	3	0	0	0	3	0	0	0
7:15	2	0	1	0	5	1	1	0
7:30	2	0	3	0	2	0	0	0
7:45	4	0	2	0	5	0	1	0
8:00	2	0	3	0	4	0	1	0
8:15	1	0	3	0	4	1	0	0
8:30	3	0	1	0	6	0	0	0
8:45	3	0	0	0	4	0	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	3	0	4	0	5	0	2	0
15:15	5	0	9	0	15	0	0	0
15:30	7	0	5	0	8	0	4	0
15:45	4	0	3	0	6	0	1	0
16:00	8	0	8	0	12	0	0	0
16:15	5	0	6	0	6	0	1	0
16:30	8	0	7	0	5	0	2	0
16:45	3	0	7	0	11	0	0	0
17:00	8	0	2	0	12	0	2	0
17:15	5	0	2	2	5	0	4	0
17:30	7	0	5	1	7	0	1	0
17:45	2	0	8	0	8	0	0	1

Turning Movement Count Report AM

Location ID: 2
North/South: Whitley Ave
East/West: Wilcox Ave

Date: 01/24/17
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
6:00	11	10	1	0	39	6	8	0	1	2	27	0	105
6:15	17	14	1	1	61	13	5	1	1	0	28	0	142
6:30	19	23	0	0	82	13	7	0	1	0	32	0	177
6:45	21	39	1	1	83	31	6	1	2	7	39	0	231
7:00	33	55	2	1	91	18	12	2	3	10	46	2	275
7:15	31	69	2	1	130	28	9	1	6	4	52	1	334
7:30	38	73	4	1	166	31	16	2	3	8	77	0	419
7:45	55	78	1	1	150	54	26	2	5	11	68	4	455
8:00	56	83	0	1	144	39	18	3	15	16	73	2	450
8:15	54	76	3	2	161	47	29	1	6	5	72	2	458
8:30	41	82	2	1	134	55	37	0	6	6	78	1	443
8:45	50	80	0	1	160	58	29	0	10	12	82	1	483

Total Volume:	426	682	17	11	1401	393	202	13	59	81	674	13	3972
Approach %	38%	61%	2%	1%	78%	22%	74%	5%	22%	11%	88%	2%	

Peak Hr Begin:	8:00												
PHV	201	321	5	5	599	199	113	4	37	39	305	6	1834
PHF	0.948			0.917			0.895			0.921			0.949

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 2
North/South: Whitley Ave
East/West: Wilcox Ave

Date: 01/24/17
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	35	44	6	2	102	19	51	5	15	8	103	1	391
15:15	29	48	2	2	105	9	53	4	17	3	107	1	380
15:30	26	49	2	1	106	14	41	6	20	8	120	2	395
15:45	20	41	4	5	119	13	43	6	9	3	101	0	364
16:00	30	33	4	3	109	10	51	5	20	7	103	1	376
16:15	37	44	5	2	101	7	54	3	26	5	96	1	381
16:30	35	57	7	0	91	6	60	7	29	9	103	1	405
16:45	39	36	2	1	82	9	65	8	31	8	90	2	373
17:00	21	42	4	1	77	8	67	2	30	9	90	2	353
17:15	13	30	5	1	61	8	80	10	33	7	132	2	382
17:30	12	27	9	0	84	8	57	8	21	5	141	1	373
17:45	15	36	8	2	59	9	90	2	15	8	135	1	380

Total Volume:	312	487	58	20	1096	120	712	66	266	80	1321	15	4553
Approach %	36%	57%	7%	2%	89%	10%	68%	6%	25%	6%	93%	1%	

Peak Hr Begin:	16:00												
PHV	141	170	18	6	383	32	230	23	106	29	392	5	1535
PHF	0.831			0.863			0.863			0.942			0.948

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
6:00	3	0	1	0	3	0	2	0
6:15	2	0	1	0	1	0	0	0
6:30	0	0	1	0	3	0	0	0
6:45	1	0	0	0	2	0	2	0
7:00	10	0	3	0	2	0	0	0
7:15	2	0	0	0	5	1	0	0
7:30	4	0	2	0	3	0	0	0
7:45	2	0	6	0	7	0	2	0
8:00	2	0	1	0	9	0	3	0
8:15	3	0	1	0	4	0	3	0
8:30	4	0	2	0	12	0	1	0
8:45	4	0	0	0	11	0	8	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	11	0	6	0	16	1	1	0
15:15	5	0	2	0	10	0	3	0
15:30	10	0	5	0	5	0	6	1
15:45	4	0	0	1	3	0	2	0
16:00	8	0	2	1	8	0	4	0
16:15	12	0	1	0	8	0	0	0
16:30	13	0	4	0	9	0	10	0
16:45	4	0	3	0	13	0	9	0
17:00	10	0	2	0	15	0	2	0
17:15	4	0	3	0	10	1	2	0
17:30	7	0	3	0	15	0	6	0
17:45	2	0	2	0	3	0	1	0

Turning Movement Count Report AM

Location ID: 3
North/South: Whitley Ave
East/West: Highland Ave

Date: 01/24/17
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
6:00	0	605	8	12	0	43	12	184	0	0	0	0	864
6:15	0	714	11	15	0	58	11	224	0	0	0	0	1033
6:30	0	770	6	19	0	77	15	336	0	0	0	0	1223
6:45	0	744	12	20	0	94	18	336	0	0	0	0	1224
7:00	0	740	17	13	0	108	13	431	0	0	0	0	1322
7:15	0	695	10	22	0	143	30	468	0	0	0	0	1368
7:30	0	636	7	24	0	166	32	564	0	0	0	0	1429
7:45	0	560	7	25	0	138	19	617	0	0	0	0	1366
8:00	0	477	12	30	0	173	30	574	0	0	0	0	1296
8:15	0	492	24	22	0	162	31	654	0	0	0	0	1385
8:30	0	516	11	20	0	149	30	648	0	0	0	0	1374
8:45	0	505	26	29	0	153	31	666	0	0	0	0	1410

Total Volume:	0	7454	151	251	0	1464	272	5702	0	0	0	0	15294
Approach %	0%	98%	2%	15%	0%	85%	5%	95%	0%	0%	0%	0%	

Peak Hr Begin:	7:00												
PHV	0	2631	41	84	0	555	94	2080	0	0	0	0	5485
PHF	0.882			0.841			0.855			0.000			0.960

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 3
North/South: Whitley Ave
East/West: Highland Ave

Date: 01/24/17
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	494	25	43	0	105	47	613	0	0	0	0	1327
15:15	0	532	30	72	0	84	73	587	0	0	0	0	1378
15:30	0	542	30	78	0	79	54	626	0	0	0	0	1409
15:45	0	453	27	82	0	91	51	614	0	0	0	0	1318
16:00	0	517	20	95	0	88	52	606	0	0	0	0	1378
16:15	0	545	38	93	0	79	40	640	0	0	0	0	1435
16:30	0	539	22	114	0	78	52	631	0	0	0	0	1436
16:45	0	538	42	150	0	61	38	596	0	0	0	0	1425
17:00	0	547	27	131	0	58	48	651	0	0	0	0	1462
17:15	0	550	54	108	0	53	45	592	0	0	0	0	1402
17:30	0	516	112	116	0	54	46	534	0	0	0	0	1378
17:45	0	504	108	117	0	50	26	572	0	0	0	0	1377
Total Volume:	0	6277	535	1199	0	880	572	7262	0	0	0	0	16725
Approach %	0%	92%	8%	58%	0%	42%	7%	93%	0%	0%	0%	0%	

Peak Hr Begin:	16:15												
PHV	0	2169	129	488	0	276	178	2518	0	0	0	0	5758
PHF	0.985			0.905			0.964			0.000			0.985

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
6:00	0	0	2	0	0	0	0	0
6:15	0	0	3	1	0	0	0	0
6:30	3	0	4	0	0	0	0	0
6:45	1	0	1	1	0	0	0	0
7:00	2	0	9	0	0	0	0	0
7:15	9	0	10	2	0	0	0	0
7:30	9	1	4	0	0	0	0	0
7:45	5	0	5	1	0	0	0	0
8:00	8	0	9	0	0	0	0	0
8:15	11	0	6	0	0	0	0	0
8:30	8	0	8	0	0	0	0	0
8:45	4	0	12	0	0	0	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	9	0	5	0	0	0	0	0
15:15	11	0	12	0	0	0	0	0
15:30	16	0	15	0	0	0	0	0
15:45	15	0	9	1	0	0	0	0
16:00	9	0	12	1	0	0	0	0
16:15	7	0	15	0	0	0	0	0
16:30	14	0	14	1	0	0	0	0
16:45	12	0	13	0	0	0	0	0
17:00	4	0	11	1	0	0	0	0
17:15	19	0	18	0	0	0	0	0
17:30	12	0	8	1	0	0	0	0
17:45	9	0	9	1	0	0	0	0

Turning Movement Count Report AM

Location ID: 4
North/South: Whitley Ave
East/West: Cahuenga Blvd

Date: 01/24/17
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
6:00	4	82	3	10	43	12	2	42	1	0	15	21	235
6:15	8	142	9	7	63	21	3	49	5	4	18	13	342
6:30	5	187	13	8	89	26	2	57	4	5	14	19	429
6:45	11	248	10	7	98	38	2	63	4	4	24	19	528
7:00	19	246	24	18	101	63	2	69	10	7	45	13	617
7:15	17	269	23	20	124	78	5	88	12	11	41	14	702
7:30	17	296	28	28	176	72	5	108	8	8	53	29	828
7:45	21	334	23	24	154	79	3	138	16	10	53	31	886
8:00	19	356	26	33	156	67	5	143	13	14	50	28	910
8:15	23	327	16	34	178	49	9	212	11	13	66	24	962
8:30	22	337	17	44	149	61	2	217	22	18	70	27	986
8:45	40	334	23	56	161	61	10	229	12	17	67	24	1034

Total Volume:	206	3158	215	289	1492	627	50	1415	118	111	516	262	8459
Approach %	6%	88%	6%	12%	62%	26%	3%	89%	7%	12%	58%	29%	

Peak Hr Begin:	8:00												
PHV	104	1354	82	167	644	238	26	801	58	62	253	103	3892
PHF	0.960			0.943			0.881			0.909			0.941

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 4
North/South: Whitley Ave
East/West: Cahuenga Blvd

Date: 01/24/17
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	6	146	13	115	98	32	15	317	22	10	99	47	920
15:15	3	170	19	127	84	21	9	330	27	15	102	53	960
15:30	4	189	17	103	94	29	13	341	27	13	104	47	981
15:45	7	164	21	125	85	28	14	311	42	10	90	47	944
16:00	8	180	17	119	76	19	13	321	36	10	103	43	945
16:15	4	189	15	149	77	16	7	290	29	18	98	45	937
16:30	5	133	15	137	78	14	6	242	13	8	112	47	810
16:45	5	171	14	127	72	19	7	235	17	14	110	35	826
17:00	5	171	22	142	67	13	6	242	14	16	114	40	852
17:15	3	205	42	111	60	14	3	186	13	14	149	38	838
17:30	3	243	36	79	67	25	10	184	11	11	151	42	862
17:45	4	195	23	78	61	19	10	307	13	13	168	44	935

Total Volume:	57	2156	254	1412	919	249	113	3306	264	152	1400	528	10810
Approach %	2%	87%	10%	55%	36%	10%	3%	90%	7%	7%	67%	25%	

Peak Hr Begin:	15:15												
PHV	22	703	74	474	339	97	49	1303	132	48	399	190	3830
PHF	0.951			0.956			0.974			0.937			0.976

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
6:00	3	0	1	0	1	0	3	0
6:15	1	0	2	0	2	0	3	0
6:30	0	0	0	0	3	0	4	0
6:45	1	0	0	0	6	0	2	0
7:00	6	0	1	0	3	0	3	0
7:15	6	0	3	0	6	1	4	1
7:30	5	0	2	0	8	0	6	0
7:45	6	0	2	0	7	0	6	0
8:00	5	0	3	0	5	0	7	0
8:15	6	0	2	0	4	0	6	0
8:30	6	0	2	0	12	0	7	0
8:45	5	0	1	0	3	0	4	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	15	0	8	0	6	0	3	0
15:15	3	0	11	0	20	0	5	0
15:30	6	0	5	0	5	1	3	0
15:45	4	0	6	0	5	0	10	0
16:00	6	0	9	0	5	1	7	0
16:15	8	0	8	0	5	1	6	0
16:30	11	0	7	0	13	0	6	0
16:45	4	0	8	0	8	1	5	0
17:00	6	0	9	0	14	0	12	0
17:15	7	0	11	0	13	0	6	0
17:30	7	0	12	0	14	0	7	0
17:45	4	0	9	0	12	0	9	0

Turning Movement Count Report AM

Location ID: 5
North/South: Las Palmas Ave
East/West: Hollywood Blvd

Date: 01/24/17
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
6:00	6	2	1	4	62	2	1	0	0	2	27	2	109
6:15	4	3	2	3	109	6	0	1	0	1	34	3	166
6:30	7	5	3	11	112	15	3	2	2	1	41	2	204
6:45	12	6	2	8	141	19	2	0	0	0	50	2	242
7:00	9	4	6	9	158	30	1	3	1	0	59	0	280
7:15	9	10	5	3	221	46	9	0	1	2	58	0	364
7:30	7	5	3	4	234	76	9	2	2	2	85	1	430
7:45	9	20	13	5	299	86	5	9	2	4	98	4	554
8:00	6	23	7	5	264	86	6	8	5	5	100	4	519
8:15	6	14	9	10	216	67	3	5	4	2	97	10	443
8:30	9	17	2	8	228	141	2	19	2	1	91	4	524
8:45	17	23	9	13	218	80	9	38	5	1	68	4	485

Total Volume:	101	132	62	83	2262	654	50	87	24	21	808	36	4320
Approach %	34%	45%	21%	3%	75%	22%	31%	54%	15%	2%	93%	4%	

Peak Hr Begin:	7:45												
PHV	30	74	31	28	1007	380	16	41	13	12	386	22	2040
PHF	0.804			0.907			0.761			0.963			0.921

Turning Movement Count Report PM

Location ID: 5
North/South: Las Palmas Ave
East/West: Hollywood Blvd

Date: 01/24/17
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	12	20	13	15	158	21	6	26	1	3	140	8	423
15:15	8	26	11	8	161	17	16	46	7	3	110	5	418
15:30	14	25	24	9	138	13	15	61	4	8	115	9	435
15:45	4	27	18	13	139	16	14	60	10	5	121	10	437
16:00	8	17	17	8	156	23	10	61	8	2	122	6	438
16:15	8	16	17	17	160	20	12	66	4	6	132	7	465
16:30	14	16	11	12	140	14	16	75	7	1	129	10	445
16:45	10	17	14	20	145	23	12	91	11	4	109	8	464
17:00	13	27	20	12	120	15	15	82	13	2	115	14	448
17:15	7	18	17	17	114	10	19	82	7	5	117	12	425
17:30	4	19	16	8	114	13	14	70	16	8	133	12	427
17:45	5	39	14	11	101	13	19	82	12	4	136	8	444

Total Volume:	107	267	192	150	1646	198	168	802	100	51	1479	109	5269
Approach %	19%	47%	34%	8%	83%	10%	16%	75%	9%	3%	90%	7%	

Peak Hr Begin:	16:15												
PHV	45	76	62	61	565	72	55	314	35	13	485	39	1822
PHF	0.763			0.886			0.886			0.926			0.980

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
6:00	5	0	0	0	2	1	0	0
6:15	5	0	1	0	8	1	2	0
6:30	6	0	0	0	7	0	4	0
6:45	16	1	2	0	8	0	1	0
7:00	15	0	5	0	12	0	1	0
7:15	12	0	4	0	12	0	3	0
7:30	20	0	4	1	11	1	0	0
7:45	27	1	10	0	14	1	3	0
8:00	14	2	5	0	25	1	4	0
8:15	27	0	2	0	18	2	2	0
8:30	39	1	7	0	22	0	4	0
8:45	49	0	6	0	26	1	3	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	5	0	0	0	2	1	0	0
15:15	5	0	1	0	8	1	2	0
15:30	6	0	0	0	7	0	4	0
15:45	16	1	2	0	8	0	1	0
16:00	15	0	5	0	12	0	1	0
16:15	12	0	4	0	12	0	3	0
16:30	20	0	4	1	11	1	0	0
16:45	27	1	10	0	14	1	3	0
17:00	14	2	5	0	25	1	4	0
17:15	27	0	2	0	18	2	2	0
17:30	39	1	7	0	22	0	4	0
17:45	49	0	6	0	26	1	3	0

Turning Movement Count Report AM

Location ID: 6
North/South: Cherokee Ave
East/West: Hollywood Blvd

Date: 01/24/17
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
6:00	3	0	0	1	66	3	1	1	0	1	28	1	105
6:15	8	1	0	6	107	0	1	1	0	1	35	1	161
6:30	7	1	3	7	133	1	1	0	0	1	39	4	197
6:45	5	3	5	2	156	0	2	0	0	0	44	3	220
7:00	8	0	10	5	192	1	3	3	0	1	68	3	294
7:15	10	0	6	1	257	1	5	0	0	0	58	4	342
7:30	12	0	5	4	296	0	9	0	0	0	94	1	421
7:45	10	0	5	3	390	0	11	1	1	0	119	5	545
8:00	12	0	5	10	339	0	17	3	0	0	107	1	494
8:15	13	0	10	11	274	0	38	0	0	0	106	2	454
8:30	14	1	6	7	378	0	11	1	0	0	92	5	515
8:45	9	0	3	8	303	1	8	2	1	2	80	2	419

Total Volume:	111	6	58	65	2891	7	107	12	2	6	870	32	4167
Approach %	63%	3%	33%	2%	98%	0%	88%	10%	2%	1%	96%	4%	

Peak Hr Begin:	7:45												
PHV	49	1	26	31	1381	0	77	5	1	0	424	13	2008
PHF	0.826			0.898			0.546			0.881			0.921

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 6
North/South: Cherokee Ave
East/West: Hollywood Blvd

Date: 01/24/17
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	13	0	9	9	177	0	13	5	0	5	146	7	384
15:15	14	1	8	14	173	0	20	6	0	1	136	6	379
15:30	7	1	15	13	164	1	32	8	1	2	142	7	393
15:45	17	0	11	20	156	0	26	4	0	0	144	8	386
16:00	17	0	7	26	176	0	26	7	0	1	131	5	396
16:15	20	0	17	20	165	0	23	11	1	1	155	16	429
16:30	10	0	15	20	161	0	33	11	0	2	143	7	402
16:45	16	0	10	42	172	2	22	15	0	1	123	10	413
17:00	7	0	7	33	160	1	31	14	1	1	140	11	406
17:15	2	0	10	16	133	0	30	8	2	1	140	21	363
17:30	7	0	10	20	130	0	39	32	1	0	148	6	393
17:45	10	0	11	10	114	0	28	23	2	4	148	9	359

Total Volume:	140	2	130	243	1881	4	323	144	8	19	1696	113	4703
Approach %	51%	1%	48%	11%	88%	0%	68%	30%	2%	1%	93%	6%	

Peak Hr Begin:	16:15												
PHV	53	0	49	115	658	3	109	51	2	5	561	44	1650
PHF	0.689			0.898			0.880			0.887			0.962

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
6:00	3	0	0	0	3	0	0	0
6:15	5	0	0	0	8	1	0	0
6:30	3	0	0	0	2	0	1	0
6:45	8	0	0	0	10	0	0	0
7:00	10	0	0	0	10	0	1	0
7:15	4	0	1	0	8	0	2	0
7:30	20	0	0	0	9	0	4	0
7:45	33	1	0	0	8	0	9	0
8:00	12	2	4	0	16	0	13	0
8:15	29	0	3	0	14	0	3	0
8:30	39	0	4	0	14	0	1	0
8:45	26	0	0	0	12	0	5	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	118	0	6	0	63	0	15	0
15:15	140	0	10	0	40	0	30	0
15:30	116	0	7	0	7	0	15	0
15:45	139	0	6	0	58	0	22	0
16:00	145	0	7	0	97	0	17	0
16:15	140	2	10	0	106	0	24	0
16:30	119	1	19	0	123	0	15	0
16:45	131	1	10	0	108	1	7	0
17:00	128	1	6	0	85	0	6	0
17:15	123	1	11	1	131	0	15	0
17:30	136	0	10	0	94	0	18	0
17:45	131	0	9	0	90	1	25	0

Turning Movement Count Report AM

Location ID: 7
North/South: Whitley Ave
East/West: Hollywood Blvd

Date: 01/24/17
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
6:00	2	0	2	0	70	0	0	0	0	0	29	1	104
6:15	6	0	0	3	112	0	0	0	0	0	36	1	158
6:30	12	0	0	1	126	0	0	0	0	0	47	1	187
6:45	6	0	2	7	157	0	0	0	0	0	50	0	222
7:00	18	0	9	2	186	0	0	0	0	0	80	3	298
7:15	15	0	5	3	242	0	0	0	0	0	61	6	332
7:30	26	0	5	2	272	0	0	0	0	0	98	8	411
7:45	35	0	16	4	358	0	0	0	0	0	134	5	552
8:00	32	0	11	10	322	0	0	0	0	0	125	8	508
8:15	36	0	13	6	256	0	0	0	0	0	141	5	457
8:30	23	0	10	11	343	0	0	0	0	0	103	6	496
8:45	17	0	14	10	296	0	0	0	0	0	85	8	430

Total Volume:	228	0	87	59	2740	0	0	0	0	0	989	52	4155
Approach %	72%	0%	28%	2%	98%	0%	0%	0%	0%	0%	95%	5%	

Peak Hr Begin:	7:45												
PHV	126	0	50	31	1279	0	0	0	0	0	503	24	2013
PHF	0.863			0.905			0.000			0.902			0.912

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 7
North/South: Whitley Ave
East/West: Hollywood Blvd

Date: 01/24/17
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	14	0	10	19	164	0	0	0	0	0	159	11	377
15:15	19	0	17	14	166	0	0	0	0	0	150	12	378
15:30	12	0	15	17	152	1	0	0	0	0	166	16	379
15:45	13	0	13	19	165	0	0	0	0	0	167	15	392
16:00	14	0	19	21	183	0	0	0	0	0	151	18	406
16:15	14	0	12	22	186	0	0	0	0	0	180	16	430
16:30	16	0	14	28	158	0	0	0	0	0	167	25	408
16:45	13	0	12	32	202	0	0	0	0	0	140	16	415
17:00	12	0	19	33	158	0	0	0	0	0	150	11	383
17:15	14	0	11	24	139	0	0	0	0	0	155	23	366
17:30	12	0	23	17	138	0	0	0	0	0	179	24	393
17:45	15	0	27	13	111	0	0	0	0	0	173	27	366

Total Volume:	168	0	192	259	1922	1	0	0	0	0	1937	214	4693
Approach %	47%	0%	53%	12%	88%	0%	0%	0%	0%	0%	90%	10%	

Peak Hr Begin:	16:00												
PHV	57	0	57	103	729	0	0	0	0	0	638	75	1659
PHF	0.864			0.889			0.000			0.909			0.965

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
6:00	1	0	0	0	0	0	3	0
6:15	1	0	3	0	0	0	9	0
6:30	2	0	1	0	0	0	1	0
6:45	1	0	7	0	0	0	13	1
7:00	5	0	2	0	0	0	11	0
7:15	0	0	3	0	0	0	2	0
7:30	4	0	2	0	0	0	17	0
7:45	3	0	4	0	0	0	21	2
8:00	6	0	10	0	0	0	19	2
8:15	7	0	6	0	0	0	24	0
8:30	5	0	11	0	0	0	30	1
8:45	8	0	10	0	0	0	37	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	17	0	19	0	0	0	139	0
15:15	53	0	14	0	0	0	121	0
15:30	42	0	17	1	0	0	120	0
15:45	28	0	19	0	0	0	133	0
16:00	25	0	21	0	0	0	111	1
16:15	27	1	22	0	0	0	128	0
16:30	23	0	28	0	0	0	130	2
16:45	22	0	32	0	0	0	113	0
17:00	31	0	33	0	0	0	134	1
17:15	12	1	24	0	0	0	117	0
17:30	21	0	17	0	0	0	114	0
17:45	7	0	13	0	0	0	92	1

Turning Movement Count Report AM

Location ID: 8
North/South: Wilcox Ave
East/West: Hollywood Blvd

Date: 01/24/17
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
6:00	6	14	0	1	61	3	1	3	2	0	27	4	122
6:15	10	11	0	2	104	11	2	6	1	2	41	1	191
6:30	20	19	2	2	116	3	7	1	2	1	44	1	218
6:45	28	38	1	2	146	5	10	6	1	2	56	6	301
7:00	27	49	7	3	170	9	10	3	5	6	75	4	368
7:15	29	66	2	1	224	16	6	10	3	6	65	4	432
7:30	32	76	2	0	254	25	3	16	2	7	93	1	511
7:45	35	76	2	4	373	23	5	24	4	4	111	5	666
8:00	39	87	6	3	316	30	11	17	0	6	136	5	656
8:15	39	97	4	0	262	33	8	24	5	8	114	12	606
8:30	54	86	2	0	366	16	13	33	4	14	105	5	698
8:45	32	82	4	4	324	23	9	34	7	15	84	6	624

Total Volume:	351	701	32	22	2716	197	85	177	36	71	951	54	5393
Approach %	32%	65%	3%	1%	93%	7%	29%	59%	12%	7%	88%	5%	

Peak Hr Begin:	7:45												
PHV	167	346	14	7	1317	102	37	98	13	32	466	27	2626
PHF	0.928			0.891			0.740			0.893			0.941

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 8
North/South: Wilcox Ave
East/West: Hollywood Blvd

Date: 01/24/17
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	10	46	2	10	187	12	19	63	6	12	173	19	559
15:15	8	50	5	7	187	19	27	65	7	11	158	10	554
15:30	5	66	6	9	171	15	28	70	8	15	180	20	593
15:45	10	55	4	6	178	17	15	55	8	9	167	15	539
16:00	9	39	3	13	190	6	14	64	9	9	165	16	537
16:15	14	53	4	7	169	8	18	100	10	10	163	18	574
16:30	10	47	7	6	183	12	15	103	9	9	176	27	604
16:45	5	45	3	15	198	12	24	74	10	13	143	22	564
17:00	7	63	5	9	163	14	26	86	17	5	166	23	584
17:15	11	38	7	12	130	9	26	90	13	15	171	32	554
17:30	8	49	2	15	126	14	25	88	13	21	157	36	554
17:45	11	52	0	10	106	15	34	82	17	22	163	40	552
Total Volume:	108	603	48	119	1988	153	271	940	127	151	1982	278	6768
Approach %	14%	79%	6%	5%	88%	7%	20%	70%	9%	6%	82%	12%	

Peak Hr Begin:	16:15												
PHV	36	208	19	37	713	46	83	363	46	37	648	90	2326
PHF	0.877			0.884			0.953			0.914			0.963

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
6:00	4	0	0	0	3	0	0	0
6:15	6	0	1	0	7	1	1	0
6:30	3	0	0	0	3	0	2	0
6:45	5	0	1	0	11	1	1	0
7:00	10	0	3	0	22	0	2	0
7:15	13	0	3	0	10	0	1	0
7:30	18	0	5	0	27	3	4	0
7:45	28	4	4	0	21	0	9	1
8:00	18	1	6	0	19	0	4	0
8:15	35	0	9	0	24	2	7	0
8:30	28	0	4	0	20	1	8	0
8:45	29	0	9	0	23	0	3	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	107	2	27	1	125	1	27	2
15:15	95	0	2	0	136	1	20	1
15:30	87	0	12	0	122	0	14	1
15:45	95	0	10	1	109	0	35	0
16:00	66	0	10	0	108	0	15	0
16:15	105	0	16	0	73	0	26	0
16:30	96	0	28	1	107	1	19	0
16:45	95	0	12	0	129	1	8	0
17:00	91	0	13	0	112	2	18	0
17:15	87	0	13	0	116	0	13	0
17:30	82	1	18	0	97	0	20	0
17:45	59	0	16	0	129	1	12	0

Turning Movement Count Report AM

Location ID: 9
North/South: Cahuenga Blvd
East/West: Hollywood Blvd

Date: 01/24/17
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
6:00	7	77	3	5	58	8	2	20	0	2	28	2	212
6:15	21	122	3	4	100	3	3	40	2	4	34	3	339
6:30	22	156	8	2	90	6	6	48	2	4	45	5	394
6:45	41	228	3	5	113	7	2	38	1	5	56	6	505
7:00	60	254	8	4	117	2	7	85	3	8	78	6	632
7:15	74	291	4	3	163	8	6	80	3	2	68	3	705
7:30	81	266	6	4	207	13	7	92	4	2	90	10	782
7:45	114	299	5	3	263	23	8	113	3	8	116	5	960
8:00	104	286	5	3	243	28	13	122	7	7	137	4	959
8:15	79	260	8	6	231	23	4	170	3	13	112	12	921
8:30	135	283	9	7	216	16	10	218	3	5	99	13	1014
8:45	112	269	4	18	213	18	13	208	7	8	71	13	954

Total Volume:	850	2791	66	64	2014	155	81	1234	38	68	934	82	8377
Approach %	23%	75%	2%	3%	90%	7%	6%	91%	3%	6%	86%	8%	

Peak Hr Begin:	7:45												
PHV	432	1128	27	19	953	90	35	623	16	33	464	34	3854
PHF	0.929			0.919			0.729			0.897			0.950

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 9
North/South: Cahuenga Blvd
East/West: Hollywood Blvd

Date: 01/24/17
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	25	168	4	25	176	10	18	247	6	7	150	24	860
15:15	20	147	12	15	190	11	11	253	3	17	164	27	870
15:30	27	182	12	21	149	15	16	247	5	14	181	25	894
15:45	33	176	5	17	146	12	13	269	7	3	173	13	867
16:00	28	153	2	37	171	10	21	290	2	13	156	20	903
16:15	45	186	2	22	161	10	16	213	3	9	171	12	850
16:30	28	136	1	16	167	5	25	193	2	9	166	19	767
16:45	32	166	2	11	172	14	34	169	7	9	134	21	771
17:00	21	170	1	14	140	9	31	129	1	13	169	8	706
17:15	27	194	2	8	125	19	22	138	4	6	179	19	743
17:30	26	239	6	8	120	7	22	103	2	10	180	8	731
17:45	23	188	2	15	97	19	10	192	3	15	147	21	732

Total Volume:	335	2105	51	209	1814	141	239	2443	45	125	1970	217	9694
Approach %	13%	85%	2%	10%	84%	7%	9%	90%	2%	5%	85%	9%	

Peak Hr Begin:	15:15												
PHV	108	658	31	90	656	48	61	1059	17	47	674	85	3534
PHF	0.902			0.911			0.908			0.916			0.978

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
6:00	6	0	3	0	4	0	1	0
6:15	6	1	5	0	10	0	3	0
6:30	6	0	11	0	5	1	0	0
6:45	7	0	5	0	10	0	6	0
7:00	12	1	4	1	22	0	4	0
7:15	11	0	4	0	14	0	5	1
7:30	9	1	4	0	29	2	15	2
7:45	20	3	7	0	29	0	11	0
8:00	23	0	8	0	28	0	9	0
8:15	32	0	7	0	31	2	10	0
8:30	31	2	7	0	25	1	15	0
8:45	32	0	11	0	22	1	10	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	89	1	27	0	105	1	24	0
15:15	93	2	43	0	120	1	28	1
15:30	81	1	21	0	115	1	30	0
15:45	88	0	22	0	109	4	34	0
16:00	86	1	22	0	127	0	26	1
16:15	100	1	27	0	86	0	20	0
16:30	83	0	25	0	104	0	23	0
16:45	81	0	16	0	105	2	24	0
17:00	84	2	24	0	120	1	48	0
17:15	84	0	24	0	117	0	24	0
17:30	71	2	30	0	110	3	29	1
17:45	69	0	16	0	119	1	32	1

APPENDIX C

LEVEL OF SERVICE CALCULATIONS

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Whitley Av	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	
1	East-West Street:	Franklin Av	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Whitley Hotel

No. of Phases				2				2				2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2			
Override Capacity				0				0				0				0				0			

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	0	31	2	33	33	0	32	0	32	2	34	0	34	0	34	0	34
	Left-Through		0							0				0				0	
	Through	14	0	**119**	0	14	**124**	0	14	0	**121**	0	14	0	**126**	0	14	0	**126**
	Through-Right		0							0				0				0	
	Right	74	0	0	3	77	0	0	75	0	0	3	78	0	0	0	78	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	41	0	**41**	0	41	**41**	0	42	0	**42**	0	42	0	**42**	0	42	0	**42**
	Left-Through		0							0				0				0	
	Through	22	0	86	0	22	86	0	22	0	87	0	22	0	87	0	22	0	87
	Through-Right		0							0				0				0	
	Right	23	0	0	0	23	0	0	23	0	0	0	23	0	0	0	23	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	9	0	**9**	0	9	**9**	0	9	0	**9**	0	9	0	**9**	0	9	0	**9**
	Left-Through		0							0				0				0	
	Through	239	0	291	0	239	295	37	281	0	334	0	281	0	338	0	281	0	338
	Through-Right		0							0				0				0	
	Right	43	0	0	4	47	0	0	44	0	0	4	48	0	0	0	48	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	96	0	96	9	105	105	0	98	0	98	9	107	0	107	0	107	0	107
	Left-Through		0							0				0				0	
	Through	724	0	**835**	0	724	**844**	92	831	0	**944**	0	831	0	**953**	0	831	0	**953**
	Through-Right		0							0				0				0	
	Right	15	0	0	0	15	0	0	15	0	0	0	15	0	0	0	15	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		160	*North-South:*		165	*North-South:*			163	*North-South:*			168	*North-South:*			168
		East-West:		844	*East-West:*		853	*East-West:*			953	*East-West:*			962	*East-West:*			962
		SUM:		1004	*SUM:*		1018	*SUM:*			1116	*SUM:*			1130	*SUM:*			1130
VOLUME/CAPACITY *(V/C)* RATIO:				0.669			0.679				0.744				0.753				0.753
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.569**			**0.579**				**0.644**				**0.653**				**0.653**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Whitley Av	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	
1	East-West Street:	Franklin Av	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Whitley Hotel

No. of Phases				2				2				2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2			
Override Capacity				0				0				0				0				0			

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	0	73	3	76	76	0	74	0	74	3	77	0	77	0	77	0	77
	Left-Through		0							0				0				0	
	Through	21	0	**134**	0	21	**144**	0	21	0	**136**	0	21	0	**146**	0	21	0	**146**
	Through-Right		0							0				0				0	
	Right	40	0	0	7	47	0	0	41	0	0	7	48	0	0	0	48	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	45	0	**45**	0	45	**45**	0	46	0	**46**	0	46	0	**46**	0	46	0	**46**
	Left-Through		0							0				0				0	
	Through	22	0	86	0	22	86	0	22	0	87	0	22	0	87	0	22	0	87
	Through-Right		0							0				0				0	
	Right	19	0	0	0	19	0	0	19	0	0	0	19	0	0	0	19	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	12	0	**12**	0	12	**12**	0	12	0	**12**	0	12	0	**12**	0	12	0	**12**
	Left-Through		0							0				0				0	
	Through	337	0	379	0	337	382	79	423	0	466	0	423	0	469	0	423	0	469
	Through-Right		0							0				0				0	
	Right	30	0	0	3	33	0	0	31	0	0	3	34	0	0	0	34	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	49	0	49	6	55	55	0	50	0	50	6	56	0	56	0	56	0	56
	Left-Through		0							0				0				0	
	Through	526	0	**609**	0	526	**615**	158	695	0	**780**	0	695	0	**786**	0	695	0	**786**
	Through-Right		0							0				0				0	
	Right	34	0	0	0	34	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	179		*North-South:*	189		*North-South:*	182			*North-South:*	192			*North-South:*	192	
			East-West:	621		*East-West:*	627		*East-West:*	792			*East-West:*	798			*East-West:*	798	
			SUM:	800		*SUM:*	816		*SUM:*	974			*SUM:*	990			*SUM:*	990	
VOLUME/CAPACITY *(V/C)* RATIO:				0.533			0.544				0.649				0.660				0.660
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.433**			**0.444**				**0.549**				**0.560**				**0.560**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	Δ*v/c* after mitigation:	0.011
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilcox Av	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	
2	East-West Street:	Franklin Av	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Whitley Hotel

No. of Phases				2				2				2				2				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	0	**37**	0	37	**37**	0	38	0	**38**	0	38	0	**38**	0	38	0	**38**
	Left-Through		0							0				0				0	
	Through	4	0	84	0	4	84	0	4	0	86	0	4	0	86	0	4	0	86
	Through-Right		0							0				0				0	
	Right	43	0	0	0	43	0	0	44	0	0	0	44	0	0	0	44	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		0							0				0				0	
	Through	321	0	**527**	0	321	**531**	0	327	0	**537**	0	327	0	**541**	0	327	0	**541**
	Through-Right		0							0				0				0	
	Right	201	0	0	4	205	0	0	205	0	0	4	209	0	0	0	209	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	6	0	**6**	2	8	**8**	0	6	0	**6**	2	8	0	**8**	0	8	0	**8**
	Left-Through		0							0				0				0	
	Through	305	0	350	2	307	354	37	348	0	394	2	350	0	398	0	350	0	398
	Through-Right		0							0				0				0	
	Right	39	0	0	0	39	0	0	40	0	0	0	40	0	0	0	40	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	199	1	199	0	199	199	0	203	1	203	0	203	1	203	0	203	1	203
	Left-Through		0							0				0				0	
	Through	599	1	**599**	4	603	**603**	92	703	1	**703**	4	707	1	**707**	0	707	1	**707**
	Through-Right		0							0				0				0	
	Right	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	564		*North-South:*	568		*North-South:*	575			*North-South:*	579			*North-South:*	579	
			East-West:	605		*East-West:*	611		*East-West:*	709			*East-West:*	715			*East-West:*	715	
			SUM:	1169		*SUM:*	1179		*SUM:*	1284			*SUM:*	1294			*SUM:*	1294	
VOLUME/CAPACITY *(V/C)* RATIO:				0.779			0.786				0.856				0.863				0.863
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.679**			**0.686**				**0.756**				**0.763**				**0.763**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	Δ*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilcox Av	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	
2	East-West Street:	Franklin Av	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Whitley Hotel

No. of Phases				2				2				2				2				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	0	**106**	0	106	**106**	0	108	0	**108**	0	108	0	**108**	0	108	0	**108**
	Left-Through		0							0				0				0	
	Through	23	0	359	0	23	359	0	23	0	366	0	23	0	366	0	23	0	366
	Through-Right		0							0				0				0	
	Right	230	0	0	0	230	0	0	235	0	0	0	235	0	0	0	235	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	18	0	18	0	18	18	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		0							0				0				0	
	Through	170	0	**329**	0	170	**332**	0	173	0	**335**	0	173	0	**338**	0	173	0	**338**
	Through-Right		0							0				0				0	
	Right	141	0	0	3	144	0	0	144	0	0	3	147	0	0	0	147	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	5	0	5	3	8	8	0	5	0	**5**	3	8	0	**8**	0	8	0	**8**
	Left-Through		0							0				0				0	
	Through	392	0	**426**	3	395	**432**	79	479	0	514	3	482	0	520	0	482	0	520
	Through-Right		0							0				0				0	
	Right	29	0	0	0	29	0	0	30	0	0	0	30	0	0	0	30	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	32	1	**32**	0	32	**32**	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0							0				0				0	
	Through	383	1	383	3	386	386	158	549	1	**549**	3	552	1	**552**	0	552	1	**552**
	Through-Right		0							0				0				0	
	Right	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	435		*North-South:*	438		*North-South:*	443			*North-South:*	446			*North-South:*	446	
			East-West:	458		*East-West:*	464		*East-West:*	554			*East-West:*	560			*East-West:*	560	
			SUM:	893		*SUM:*	902		*SUM:*	997			*SUM:*	1006			*SUM:*	1006	
VOLUME/CAPACITY *(V/C)* RATIO:				0.595			0.601				0.665				0.671				0.671
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.495**			**0.501**				**0.565**				**0.571**				**0.571**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Bl	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	
3	East-West Street:	Franklin Av	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Whitley

No. of Phases				3				3				3				3				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	1	**58**	0	58	**58**	17	76	1	**76**	0	76	1	**76**	0	76	1	**76**
	Left-Through		0							0				0				0	
	Through	801	2	276	3	804	277	45	862	2	300	3	865	2	302	0	865	2	302
	Through-Right		1							1				1				1	
	Right	26	0	26	2	28	28	11	38	0	38	2	40	0	40	0	40	0	40
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	82	1	82	0	82	82	0	84	1	84	0	84	1	84	0	84	1	84
	Left-Through		0							0				0				0	
	Through	1354	2	**486**	6	1360	**489**	101	1482	2	**532**	6	1488	2	**534**	0	1488	2	**534**
	Through-Right		1							1				1				1	
	Right	104	0	104	2	106	106	7	113	0	113	2	115	0	115	0	115	0	115
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	103	1	**103**	1	104	**104**	12	117	1	**117**	1	118	1	**118**	0	118	1	**118**
	Left-Through		0							0				0				0	
	Through	253	1	158	1	254	158	5	263	1	167	1	264	1	168	0	264	1	168
	Through-Right		1							1				1				1	
	Right	62	0	62	0	62	62	8	71	0	71	0	71	0	71	0	71	0	71
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	238	1	238	4	242	242	0	243	1	243	4	247	1	247	0	247	1	247
	Left-Through		0							0				0				0	
	Through	644	1	**644**	3	647	**647**	68	725	1	**725**	3	728	1	**728**	0	728	1	**728**
	Through-Right		0							0				0				0	
	Right	167	1	126	0	167	126	0	170	1	128	0	170	1	128	0	170	1	128
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		544	*North-South:*		547	*North-South:*			608	*North-South:*			610	*North-South:*			610
		East-West:		747	*East-West:*		751	*East-West:*			842	*East-West:*			846	*East-West:*			846
		SUM:		1291	*SUM:*		1298	*SUM:*			1450	*SUM:*			1456	*SUM:*			1456
VOLUME/CAPACITY *(V/C)* RATIO:				0.906			0.911				1.018				1.022				1.022
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.806**			**0.811**				**0.918**				**0.922**				**0.922**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Bl	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	
3	East-West Street:	Franklin Av	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Whitley

No. of Phases				3				3				3				3				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	132	1	132	0	132	132	20	155	1	155	0	155	1	155	0	155	1	155
	Left-Through		0							0				0				0	
	Through	1303	2	**451**	5	1308	**453**	40	1369	2	**502**	5	1374	2	**505**	0	1374	2	**505**
	Through-Right		1							1				1				1	
	Right	49	0	49	3	52	52	88	138	0	138	3	141	0	141	0	141	0	141
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	74	1	**74**	0	74	**74**	0	75	1	**75**	0	75	1	**75**	0	75	1	**75**
	Left-Through		0							0				0				0	
	Through	703	2	242	5	708	244	103	820	2	291	5	825	2	294	0	825	2	294
	Through-Right		1							1				1				1	
	Right	22	0	22	2	24	24	32	54	0	54	2	56	0	56	0	56	0	56
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	190	1	**190**	2	192	**192**	15	209	1	**209**	2	211	1	**211**	0	211	1	**211**
	Left-Through		0							0				0				0	
	Through	399	1	224	2	401	225	54	461	1	267	2	463	1	268	0	463	1	268
	Through-Right		1							1				1				1	
	Right	48	0	48	0	48	48	24	73	0	73	0	73	0	73	0	73	0	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	97	1	97	3	100	100	0	99	1	99	3	102	1	102	0	102	1	102
	Left-Through		0							0				0				0	
	Through	339	1	339	2	341	341	106	452	1	**452**	2	454	1	**454**	0	454	1	**454**
	Through-Right		0							0				0				0	
	Right	474	1	**437**	0	474	**437**	0	484	1	447	0	484	1	447	0	484	1	447
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	527		*North-South:*	577			*North-South:*	580			*North-South:*	580	
			East-West:	627		*East-West:*	629		*East-West:*	661			*East-West:*	665			*East-West:*	665	
			SUM:	1152		*SUM:*	1156		*SUM:*	1238			*SUM:*	1245			*SUM:*	1245	
VOLUME/CAPACITY *(V/C)* RATIO:				0.808			0.811				0.869				0.874				0.874
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.708**			**0.711**				**0.769**				**0.774**				**0.774**
LEVEL OF SERVICE (LOS):				**C**			**C**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Las Palmas Av	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	
4	East-West Street:	Hollywood Bl	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Whitley Hotel

No. of Phases				2				2				2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2			
Override Capacity				0				0				0				0				0			

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	0	**13**	0	13	**13**	0	13	0	**13**	0	13	0	**13**	0	13	0	**13**
	Left-Through		0							0				0				0	
	Through	41	0	70	0	41	70	0	42	0	71	0	42	0	71	0	42	0	71
	Through-Right		0							0				0				0	
	Right	16	0	0	0	16	0	0	16	0	0	0	16	0	0	0	16	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	31	0	31	0	31	31	0	32	0	32	0	32	0	32	0	32	0	32
	Left-Through		0							0				0				0	
	Through	74	0	**135**	0	74	**135**	0	75	0	**138**	0	75	0	**138**	0	75	0	**138**
	Through-Right		0							0				0				0	
	Right	30	0	0	0	30	0	0	31	0	0	0	31	0	0	0	31	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	22	1	22	0	22	22	0	22	1	22	0	22	1	22	0	22	1	22
	Left-Through		0							0				0				0	
	Through	386	1	**199**	4	390	**201**	245	639	1	**326**	4	643	1	**328**	0	643	1	**328**
	Through-Right		1							1				1				1	
	Right	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	380	1	**380**	0	380	**380**	0	388	1	**388**	0	388	1	**388**	0	388	1	**388**
	Left-Through		0							0				0				0	
	Through	1007	1	518	2	1009	519	285	1312	1	671	2	1314	1	672	0	1314	1	672
	Through-Right		1							1				1				1	
	Right	28	0	28	0	28	28	0	29	0	29	0	29	0	29	0	29	0	29
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		148	*North-South:*		148	*North-South:*			151	*North-South:*			151	*North-South:*			151
		East-West:		579	*East-West:*		581	*East-West:*			714	*East-West:*			716	*East-West:*			716
		SUM:		727	*SUM:*		729	*SUM:*			865	*SUM:*			867	*SUM:*			867
VOLUME/CAPACITY *(V/C)* RATIO:				0.485			0.486				0.577				0.578				0.578
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.385**			**0.386**				**0.477**				**0.478**				**0.478**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Highland Av	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	
4	East-West Street:	Franklin Av	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Whitley Hotel

No. of Phases				2				2				2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2			
Override Capacity				0				0				0				0				0			

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	35	0	35	0	35	35	0	36	0	36	0	36	0	36	0	36	0	36
	Left-Through		0							0				0				0	
	Through	314	0	**404**	0	314	**404**	0	320	0	**412**	0	320	0	**412**	0	320	0	**412**
	Through-Right		0							0				0				0	
	Right	55	0	0	0	55	0	0	56	0	0	0	56	0	0	0	56	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	62	0	**62**	0	62	**62**	0	63	0	**63**	0	63	0	**63**	0	63	0	**63**
	Left-Through		0							0				0				0	
	Through	76	0	183	0	76	183	0	78	0	187	0	78	0	187	0	78	0	187
	Through-Right		0							0				0				0	
	Right	45	0	0	0	45	0	0	46	0	0	0	46	0	0	0	46	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	39	1	**39**	0	39	**39**	0	40	1	**40**	0	40	1	**40**	0	40	1	**40**
	Left-Through		0							0				0				0	
	Through	485	1	249	3	488	251	401	896	1	455	3	899	1	456	0	899	1	456
	Through-Right		1							1				1				1	
	Right	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	72	1	72	0	72	72	0	73	1	73	0	73	1	73	0	73	1	73
	Left-Through		0							0				0				0	
	Through	565	1	**313**	3	568	**315**	597	1173	1	**618**	3	1176	1	**619**	0	1176	1	**619**
	Through-Right		1							1				1				1	
	Right	61	0	61	0	61	61	0	62	0	62	0	62	0	62	0	62	0	62
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		466	*North-South:*		466	*North-South:*			475	*North-South:*			475	*North-South:*			475
		East-West:		352	*East-West:*		354	*East-West:*			658	*East-West:*			659	*East-West:*			659
		SUM:		818	*SUM:*		820	*SUM:*			1133	*SUM:*			1134	*SUM:*			1134
VOLUME/CAPACITY *(V/C)* RATIO:				0.545			0.547				0.755				0.756				0.756
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.445**			**0.447**				**0.655**				**0.656**				**0.656**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Cherokee Av	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	
5	East-West Street:	Hollywood Bl	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Whitley Hotel

No. of Phases				2				2				2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2			
Override Capacity				0				0				0				0				0			

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through		0							0				0				0	
	Through	5	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0
	Through-Right		0							0				0				0	
	Right	77	1	**77**	0	77	**77**	0	79	1	**79**	0	79	1	**79**	0	79	1	**79**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	26	0	**26**	0	26	**26**	0	27	0	**27**	0	27	0	**27**	0	27	0	**27**
	Left-Through		0							0				0				0	
	Through	1	0	76	0	1	76	0	1	0	78	0	1	0	78	0	1	0	78
	Through-Right		0							0				0				0	
	Right	49	0	0	0	49	0	0	50	0	0	0	50	0	0	0	50	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	13	1	**13**	0	13	**13**	0	13	1	**13**	0	13	1	**13**	0	13	1	**13**
	Left-Through		0							0				0				0	
	Through	424	1	212	4	428	214	245	678	1	339	4	682	1	341	0	682	1	341
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1381	1	**706**	2	1383	**707**	285	1694	1	**863**	2	1696	1	**864**	0	1696	1	**864**
	Through-Right		1							1				1				1	
	Right	31	0	31	0	31	31	0	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		103	*North-South:*		103	*North-South:*			106	*North-South:*			106	*North-South:*			106
		East-West:		719	*East-West:*		720	*East-West:*			876	*East-West:*			877	*East-West:*			877
		SUM:		822	*SUM:*		823	*SUM:*			982	*SUM:*			983	*SUM:*			983
VOLUME/CAPACITY *(V/C)* RATIO:				0.548			0.549				0.655				0.655				0.655
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.448**			**0.449**				**0.555**				**0.555**				**0.555**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Cherokee Av	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	
5	East-West Street:	Hollywood Bl	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Whitley Hotel

No. of Phases				2				2				2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0
	Left-Through		0							0				0				0	
	Through	51	0	0	0	51	0	0	52	0	0	0	52	0	0	0	52	0	0
	Through-Right		0							0				0				0	
	Right	109	1	**109**	0	109	**109**	0	111	1	**111**	0	111	1	**111**	0	111	1	**111**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	49	0	**49**	0	49	**49**	0	50	0	**50**	0	50	0	**50**	0	50	0	**50**
	Left-Through		0							0				0				0	
	Through	0	0	102	0	0	102	0	0	0	104	0	0	0	104	0	0	0	104
	Through-Right		0							0				0				0	
	Right	53	0	0	0	53	0	0	54	0	0	0	54	0	0	0	54	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	44	1	**44**	0	44	**44**	0	45	1	**45**	0	45	1	**45**	0	45	1	**45**
	Left-Through		0							0				0				0	
	Through	561	1	283	3	564	285	401	973	1	489	3	976	1	491	0	976	1	491
	Through-Right		1							1				1				1	
	Right	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
	Left-Through		0							0				0				0	
	Through	658	1	**387**	3	661	**388**	597	1268	1	**693**	3	1271	1	**694**	0	1271	1	**694**
	Through-Right		1							1				1				1	
	Right	115	0	115	0	115	115	0	117	0	117	0	117	0	117	0	117	0	117
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		158	*North-South:*		158	*North-South:*			161	*North-South:*			161	*North-South:*			161
		East-West:		431	*East-West:*		432	*East-West:*			738	*East-West:*			739	*East-West:*			739
		SUM:		589	*SUM:*		590	*SUM:*			899	*SUM:*			900	*SUM:*			900
VOLUME/CAPACITY *(V/C)* RATIO:				0.393			0.393				0.599				0.600				0.600
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.293			0.293				0.499				0.500				0.500
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	$\Delta v/c$ after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Whitley Av	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	
6	East-West Street:	Hollywood Bl	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Whitley Hotel

No. of Phases				2				2				2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2			
Override Capacity				0				0				0				0				0			

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	50	0	50	10	60	60	0	51	0	51	10	61	0	61	0	61	0	61
	Left-Through		0							0				0				0	
	Through	0	0	**176**	0	0	**188**	0	0	0	**180**	0	0	0	**192**	0	0	0	**192**
	Through-Right		0							0				0				0	
	Right	126	0	0	2	128	0	0	129	0	0	2	131	0	0	0	131	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	24	1	**24**	4	28	**28**	0	24	1	**24**	4	28	1	**28**	0	28	1	**28**
	Left-Through		0							0				0				0	
	Through	503	2	252	0	503	252	245	758	2	379	0	758	2	379	0	758	2	379
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1279	1	**655**	0	1279	**668**	285	1590	1	**811**	0	1590	1	**824**	0	1590	1	**824**
	Through-Right		1							1				1				1	
	Right	31	0	31	26	57	57	0	32	0	32	26	58	0	58	0	58	0	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	176		*North-South:*	188			*North-South:*	180			*North-South:*	192			*North-South:*	192
			East-West:	679		*East-West:*	696			*East-West:*	835			*East-West:*	852			*East-West:*	852
			SUM:	855		*SUM:*	884			*SUM:*	1015			*SUM:*	1044			*SUM:*	1044
VOLUME/CAPACITY *(V/C)* RATIO:				0.570			0.589				0.677				0.696				0.696
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.470**			**0.489**				**0.577**				**0.596**				**0.596**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.019	Δ*v/c* after mitigation:	0.019
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Whitley Av	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	
6	East-West Street:	Hollywood Bl	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Whitley Hotel

No. of Phases				2				2				2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2			
Override Capacity				0				0				0				0				0			

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	57	0	57	21	78	78	0	58	0	58	21	79	0	79	0	79	0	79
	Left-Through		0							0				0				0	
	Through	0	0	**114**	0	0	**138**	0	0	0	**116**	0	0	0	**140**	0	0	0	**140**
	Through-Right		0							0				0				0	
	Right	57	0	0	3	60	0	0	58	0	0	3	61	0	0	0	61	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	75	1	**75**	3	78	**78**	0	77	1	**77**	3	80	1	**80**	0	80	1	**80**
	Left-Through		0							0				0				0	
	Through	638	2	319	0	638	319	401	1052	2	526	0	1052	2	526	0	1052	2	526
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	729	1	**416**	0	729	**426**	597	1341	1	**723**	0	1341	1	**733**	0	1341	1	**733**
	Through-Right		1							1				1				1	
	Right	103	0	103	19	122	122	0	105	0	105	19	124	0	124	0	124	0	124
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		114	*North-South:*		138	*North-South:*			116	*North-South:*			140	*North-South:*			140
		East-West:		491	*East-West:*		504	*East-West:*			800	*East-West:*			813	*East-West:*			813
		SUM:		605	*SUM:*		642	*SUM:*			916	*SUM:*			953	*SUM:*			953
VOLUME/CAPACITY *(V/C)* RATIO:				0.403			0.428				0.611				0.635				0.635
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.303**			**0.328**				**0.511**				**0.535**				**0.535**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.024	Δ*v/c* after mitigation:	0.024
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilcox Av	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	
7	East-West Street:	Hollywood Bl	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Whitley Hotel

No. of Phases				2				2				2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2			
Override Capacity				0				0				0				0				0			

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	1	**13**	2	15	**15**	0	13	1	**13**	2	15	1	**15**	0	15	1	**15**
	Left-Through		0							0				0				0	
	Through	98	0	135	0	98	135	0	100	0	138	0	100	0	138	0	100	0	138
	Through-Right		1							1				1				1	
	Right	37	0	0	0	37	0	0	38	0	0	0	38	0	0	0	38	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	14	0	14	0	14	14	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		0							0				0				0	
	Through	346	0	**527**	0	346	**527**	0	353	0	**537**	0	353	0	**537**	0	353	0	**537**
	Through-Right		0							0				0				0	
	Right	167	0	0	0	167	0	0	170	0	0	0	170	0	0	0	170	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	27	1	**27**	0	27	**27**	0	28	1	**28**	0	28	1	**28**	0	28	1	**28**
	Left-Through		0							0				0				0	
	Through	466	1	249	9	475	255	245	720	1	377	9	729	1	382	0	729	1	382
	Through-Right		1							1				1				1	
	Right	32	0	32	2	34	34	0	33	0	33	2	35	0	35	0	35	0	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	102	1	102	0	102	102	0	104	1	104	0	104	1	104	0	104	1	104
	Left-Through		0							0				0				0	
	Through	1317	1	**662**	24	1341	**674**	285	1628	1	**818**	24	1652	1	**830**	0	1652	1	**830**
	Through-Right		1							1				1				1	
	Right	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		540	*North-South:*		542	*North-South:*			550	*North-South:*			552	*North-South:*			552
		East-West:		689	*East-West:*		701	*East-West:*			846	*East-West:*			858	*East-West:*			858
		SUM:		1229	*SUM:*		1243	*SUM:*			1396	*SUM:*			1410	*SUM:*			1410
VOLUME/CAPACITY *(V/C)* RATIO:				0.819			0.829				0.931				0.940				0.940
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.719**			**0.729**				**0.831**				**0.840**				**0.840**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilcox Av	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	
7	East-West Street:	Hollywood Bl	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Whitley Hotel

No. of Phases				2				2				2				2				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	46	4	50	50	0	47	1	47	4	51	1	51	0	51	1	51
	Left-Through		0							0				0				0	
	Through	363	0	**446**	0	363	**446**	0	370	0	**455**	0	370	0	**455**	0	370	0	**455**
	Through-Right		1							1				1				1	
	Right	83	0	0	0	83	0	0	85	0	0	0	85	0	0	0	85	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	19	0	**19**	0	19	**19**	0	19	0	**19**	0	19	0	**19**	0	19	0	**19**
	Left-Through		0							0				0				0	
	Through	208	0	263	0	208	263	0	212	0	268	0	212	0	268	0	212	0	268
	Through-Right		0							0				0				0	
	Right	36	0	0	0	36	0	0	37	0	0	0	37	0	0	0	37	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	90	1	**90**	0	90	**90**	0	92	1	**92**	0	92	1	**92**	0	92	1	**92**
	Left-Through		0							0				0				0	
	Through	648	1	343	19	667	354	401	1062	1	550	19	1081	1	561	0	1081	1	561
	Through-Right		1							1				1				1	
	Right	37	0	37	3	40	40	0	38	0	38	3	41	0	41	0	41	0	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	46	1	46	0	46	46	0	47	1	47	0	47	1	47	0	47	1	47
	Left-Through		0							0				0				0	
	Through	713	1	**375**	17	730	**384**	597	1324	1	**681**	17	1341	1	**690**	0	1341	1	**690**
	Through-Right		1							1				1				1	
	Right	37	0	37	0	37	37	0	38	0	38	0	38	0	38	0	38	0	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		465	*North-South:*		465	*North-South:*			474	*North-South:*			474	*North-South:*			474
		East-West:		465	*East-West:*		474	*East-West:*			773	*East-West:*			782	*East-West:*			782
		SUM:		930	*SUM:*		939	*SUM:*			1247	*SUM:*			1256	*SUM:*			1256
VOLUME/CAPACITY *(V/C)* RATIO:				0.620			0.626				0.831				0.837				0.837
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.520**			**0.526**				**0.731**				**0.737**				**0.737**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Bl	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	
8	East-West Street:	Hollywood Bl	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Whitley Hotel

No. of Phases				2				2				2				2				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	0	**16**	4	20	**20**	16	32	0	**32**	4	36	0	**36**	0	36	0	**36**
	Left-Through		1							1				1				1	
	Through	623	0	377	0	623	389	37	673	0	449	0	673	0	461	0	673	0	461
	Through-Right		1							1				1				1	
	Right	35	0	377	0	35	389	-4	32	0	449	0	32	0	461	0	32	0	461
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	27	0	27	0	27	27	6	34	0	34	0	34	0	34	0	34	0	34
	Left-Through		1							1				1				1	
	Through	1128	1	**618**	0	1128	**618**	98	1249	1	**693**	0	1249	1	**693**	0	1249	1	**693**
	Through-Right		0							0				0				0	
	Right	432	1	415	10	442	423	13	454	1	433	10	464	1	441	0	464	1	441
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	34	1	**34**	4	38	**38**	8	43	1	**43**	4	47	1	**47**	0	47	1	**47**
	Left-Through		0							0				0				0	
	Through	464	1	249	3	467	251	310	783	1	419	3	786	1	421	0	786	1	421
	Through-Right		1							1				1				1	
	Right	33	0	33	2	35	35	20	54	0	54	2	56	0	56	0	56	0	56
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	90	1	90	0	90	90	3	95	1	95	0	95	1	95	0	95	1	95
	Left-Through		0							0				0				0	
	Through	953	2	**477**	10	963	**482**	256	1228	2	**614**	10	1238	2	**619**	0	1238	2	**619**
	Through-Right		0							0				0				0	
	Right	19	1	19	0	19	19	28	47	1	47	0	47	1	47	0	47	1	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		634	*North-South:*		638	*North-South:*			725	*North-South:*			729	*North-South:*			729
		East-West:		511	*East-West:*		520	*East-West:*			657	*East-West:*			666	*East-West:*			666
		SUM:		1145	*SUM:*		1158	*SUM:*			1382	*SUM:*			1395	*SUM:*			1395
VOLUME/CAPACITY *(V/C)* RATIO:				0.763			0.772				0.921				0.930				0.930
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.663**			**0.672**				**0.821**				**0.830**				**0.830**
LEVEL OF SERVICE (LOS):				**B**			**B**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Bl	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	
8	East-West Street:	Hollywood Bl	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Whitley Hotel

No. of Phases				2				2				2				2				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	0	0	0	17	0	24	41	0	0	0	41	0	0	0	41	0	0
	Left-Through		0							0				0				0	
	Through	1059	1	**560**	0	1059	**560**	113	1193	1	**635**	0	1193	1	**635**	0	1193	1	**635**
	Through-Right		1							1				1				1	
	Right	61	0	61	0	61	61	15	77	0	77	0	77	0	77	0	77	0	77
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	31	0	**31**	0	31	**31**	44	76	0	**76**	0	76	0	**76**	0	76	0	**76**
	Left-Through		1							1				1				1	
	Through	658	1	422	0	658	422	73	744	1	600	0	744	1	600	0	744	1	600
	Through-Right		0							0				0				0	
	Right	108	1	66	8	116	69	12	122	1	73	8	130	1	77	0	130	1	77
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	85	1	**85**	9	94	**94**	11	98	1	**98**	9	107	1	**107**	0	107	1	**107**
	Left-Through		0							0				0				0	
	Through	674	1	361	7	681	366	410	1098	1	582	7	1105	1	587	0	1105	1	587
	Through-Right		1							1				1				1	
	Right	47	0	47	3	50	50	17	65	0	65	3	68	0	68	0	68	0	68
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	48	1	48	0	48	48	4	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0							0				0				0	
	Through	656	1	**373**	6	662	**376**	561	1230	1	**672**	6	1236	1	**675**	0	1236	1	**675**
	Through-Right		1							1				1				1	
	Right	90	0	90	0	90	90	22	114	0	114	0	114	0	114	0	114	0	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		591	*North-South:*		591	*North-South:*			711	*North-South:*			711	*North-South:*			711
		East-West:		458	*East-West:*		470	*East-West:*			770	*East-West:*			782	*East-West:*			782
		SUM:		1049	*SUM:*		1061	*SUM:*			1481	*SUM:*			1493	*SUM:*			1493
VOLUME/CAPACITY *(V/C)* RATIO:				0.699			0.707				0.987				0.995				0.995
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.599**			**0.607**				**0.887**				**0.895**				**0.895**
LEVEL OF SERVICE (LOS):				**A**			**B**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.008**	**Δ*v/c* after mitigation:**	**0.008**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Highland Av	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	
9	East-West Street:	Franklin Av	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Whitley Hotel

No. of Phases				3				3				3				3				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0			
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2			2
Override Capacity				0				0				0				0				0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	2080	3	693	0	2080	693	553	2675	3	892	0	2675	3	892	0	2675	3	892
	Through-Right		0							0				0				0	
	Right	94	1	0	2	96	0	13	109	1	0	2	111	1	0	0	111	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	41	1	41	2	43	43	2	44	1	44	2	46	1	46	0	46	1	46
	Left-Through		0							0				0				0	
	Through	2631	3	**877**	0	2631	**877**	518	3202	3	**1067**	0	3202	3	**1067**	0	3202	3	**1067**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	555	2	**305**	1	556	**306**	17	583	2	**321**	1	584	2	**321**	0	584	2	**321**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	84	1	64	1	85	64	20	106	1	84	1	107	1	84	0	107	1	84
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	877		*North-South:*	877		*North-South:*	1067			*North-South:*	1067			*North-South:*	1067	
			East-West:	305		*East-West:*	306		*East-West:*	321			*East-West:*	321			*East-West:*	321	
			SUM:	1182		*SUM:*	1183		*SUM:*	1388			*SUM:*	1388			*SUM:*	1388	
VOLUME/CAPACITY *(V/C)* RATIO:				0.829			0.830				0.974				0.974				0.974
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.729**			**0.730**				**0.874**				**0.874**				**0.874**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Highland Av	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	
9	East-West Street:	Franklin Av	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Whitley Hotel

No. of Phases				3				3				3				3				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	2518	3	**839**	0	2518	**839**	757	3326	3	**1109**	0	3326	3	**1109**	0	3326	3	**1109**
	Through-Right		0							0				0				0	
	Right	178	1	26	2	180	27	35	217	1	50	2	219	1	51	0	219	1	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	129	1	**129**	1	130	**130**	44	176	1	**176**	1	177	1	**177**	0	177	1	**177**
	Left-Through		0							0				0				0	
	Through	2169	3	723	0	2169	723	740	2953	3	984	0	2953	3	984	0	2953	3	984
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	276	2	152	2	278	153	21	303	2	167	2	305	2	168	0	305	2	168
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	488	1	**424**	2	490	**425**	39	537	1	**449**	2	539	1	**451**	0	539	1	**451**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		968	*North-South:*		969	*North-South:*			1285	*North-South:*			1286	*North-South:*			1286
		East-West:		424	*East-West:*		425	*East-West:*			449	*East-West:*			451	*East-West:*			451
		SUM:		1392	*SUM:*		1394	*SUM:*			1734	*SUM:*			1737	*SUM:*			1737
VOLUME/CAPACITY *(V/C)* RATIO:				0.977			0.978				1.217				1.219				1.219
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.877**			**0.878**				**1.117**				**1.119**				**1.119**
LEVEL OF SERVICE (LOS):				**D**			**D**				**F**				**F**				**F**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Appendix B

Air Quality Impact Analysis

WHITLEY HOTEL PROJECT AIR QUALITY IMPACT ANALYSIS

City of Los Angeles

January 31, 2019

ganddini

Traffic Engineering ● Transportation Planning ● Parking ● Noise & Vibration
Air Quality ● Global Climate Change ● Health Risk Assessment

WHITLEY HOTEL PROJECT
AIR QUALITY IMPACT ANALYSIS

City of Los Angeles

January 31, 2019

prepared by

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18-0134

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EXECUTIVE SUMMARY

The purpose of this air quality impact analysis is to provide an assessment of the impacts resulting from development of the proposed Whitley Hotel project and to identify measures that may be necessary to reduce potentially significant impacts.

CONSTRUCTION-SOURCE EMISSIONS

Project construction-source emissions would not exceed applicable regional thresholds of significance established by the SCAQMD. For localized emissions, the project will not exceed applicable Localized Significance Thresholds (LSTs) established by the SCAQMD.

Project construction-source emissions would not conflict with the Basin Air Quality Management Plan (AQMP). As discussed herein, the project will comply with all applicable SCAQMD construction-source emission reduction rules and guidelines. Project construction source emissions would not cause or substantively contribute to violation of the California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS).

Established requirements addressing construction equipment operations, and construction material use, storage, and disposal requirements act to minimize odor impacts that may result from construction activities. Moreover, construction-source odor emissions would be temporary, short-term, and intermittent in nature and would not result in persistent impacts that would affect substantial numbers of people. Potential construction-source odor impacts are therefore considered less than significant.

OPERATIONAL-SOURCE EMISSIONS

The project operational-sourced emissions would not exceed applicable regional thresholds of significance established by the SCAQMD. Project operational-source emissions would not result in or cause a significant localized air quality impact as discussed in the Operations-Related Local Air Quality Impacts section of this report. Additionally, project-related trips will not cause or result in CO concentrations exceeding applicable state and/or federal standards (CO "hotspots). Project operational-source emissions would therefore not adversely affect sensitive receptors within the vicinity of the project.

Project operational-source emissions would not conflict with the Basin Air Quality Management Plan (AQMP). The project's emissions meet SCAQMD regional thresholds and will not result in a significant cumulative impact. The project does not propose any such uses or activities that would result in potentially significant operational-source odor impacts. Potential operational-source odor impacts are therefore considered less than significant.

1. INTRODUCTION

This section describes the purpose of this air quality impact analysis, project location, proposed development, and study area. Figure 1 shows the project location map and Figure 2 illustrates the project site plan.

PURPOSE AND OBJECTIVES

This study was performed to address the possibility of regional/local air quality impacts and global climate change impacts, from project related air emissions. The objectives of the study include:

- documentation of the atmospheric setting
- discussion of criteria pollutants
- discussion of the air quality regulatory framework
- discussion of the air quality thresholds of significance
- analysis of the construction related air quality emissions
- analysis of the operations-related air quality emissions
- analysis of the conformity of the proposed project with the SCAQMD AQMP
- recommendations for mitigation measures

The City of Los Angeles is the lead agency for this air quality analysis, in accordance with the California Environmental Quality Act authorizing legislation. Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with terms unique to air quality, a definition of terms has been provided in Appendix A.

PROJECT LOCATION

The project is located at 1719 Whitley Avenue in the Hollywood area of the City of Los Angeles. A vicinity map showing the project location is provided on Figure 1.

PROJECT DESCRIPTION

The approximately 21,645 square foot (~0.5 acre) project site is currently developed with 6 multi-family attached residential buildings that contain a total of 40 apartment units. The proposed project proposes to demolish the existing residential buildings and develop the site with a ten-story 156 room hotel with a three-story subterranean parking structure with 122 parking spaces. Figure 2 illustrates the proposed site plan.

PHASING AND TIMING

The proposed project is anticipated for opening in 2021. The project is anticipated to be built in one phase with construction anticipated to begin no sooner than June 2019 and be completed by June 2021.

SENSITIVE RECEPTORS IN PROJECT VICINITY

Those who are sensitive to air pollution include children, the elderly, and persons with preexisting respiratory or cardiovascular illness. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities (South Coast Air Quality Management District 2008). Commercial and industrial facilities are not included in the definition because employees do not typically remain on-site for 24 hours.

The nearest sensitive receptors to the project site include the multi-family attached residential dwelling units located adjacent to the north, south, and 50 feet northwest of the project site.

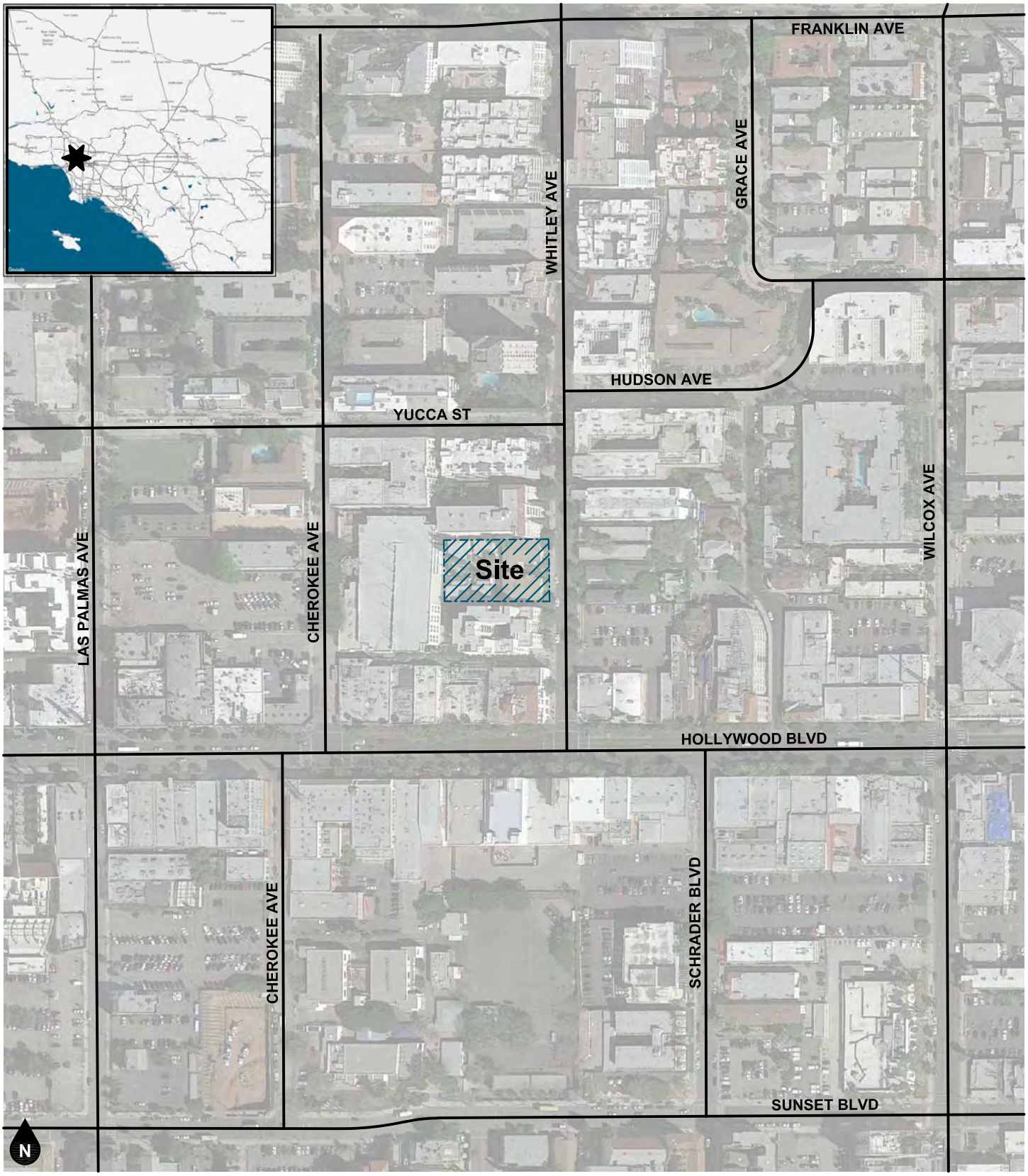

Figure 1
Project Location Map

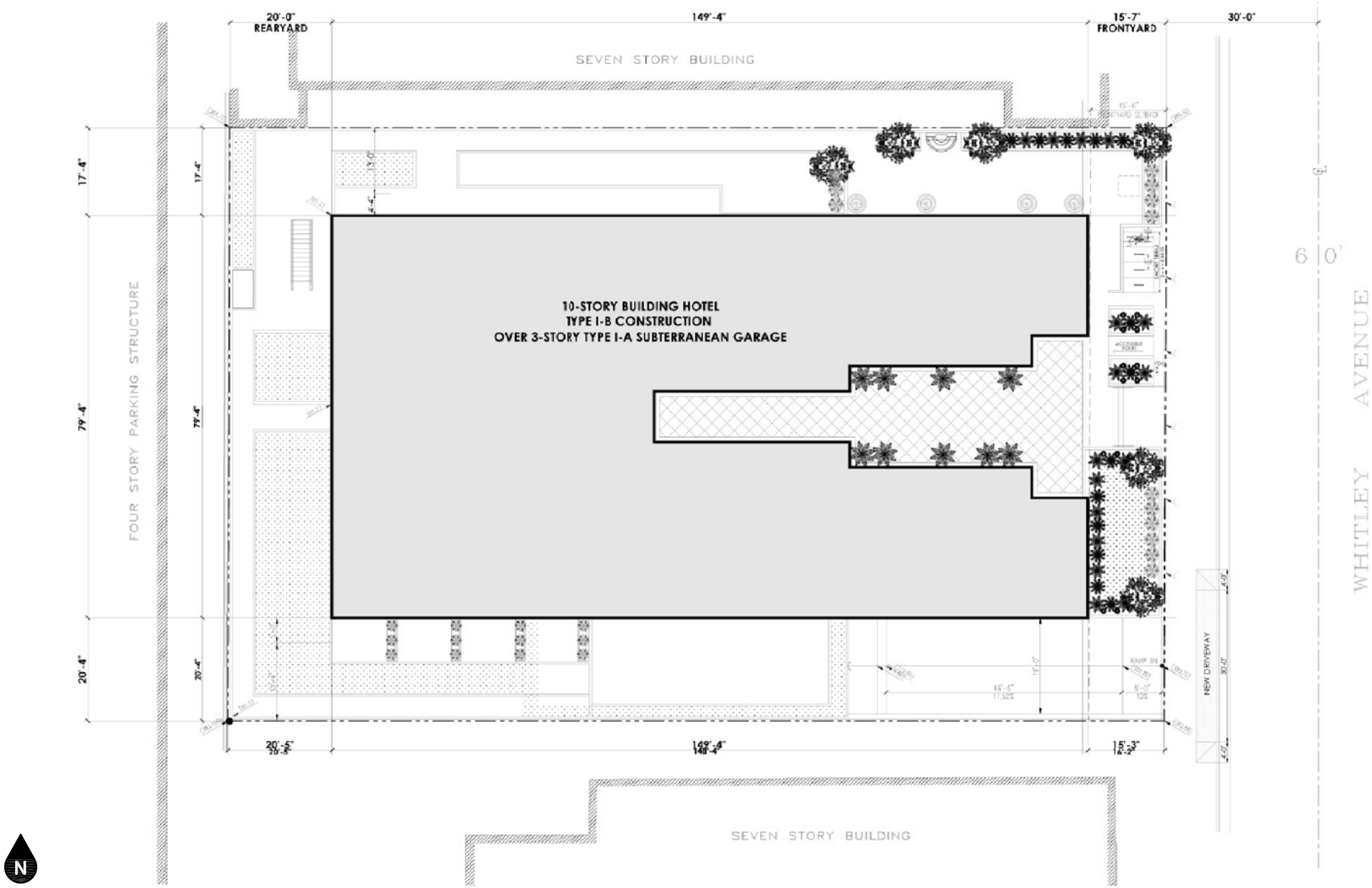

Figure 2
Site Plan

2. ATMOSPHERIC SETTING

LOCAL AIR QUALITY

The project site is located within the City of Los Angeles, in the southern portion of Los Angeles County, which is part of the South Coast Air Basin (SCAB) that includes all of Orange County as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The South Coast Air Basin is located on a coastal plain with connecting broad valleys and low hills to the east. Regionally, the South Coast Air Basin is bounded by the Pacific Ocean to the southwest and high mountains to the east forming the inland perimeter.

Dominant airflows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the region form natural horizontal barriers to the dispersion of air contaminants. Air pollution created in the coastal areas and around the Los Angeles area is transported inland until it reaches the mountains where the combination of mountains and inversion layers generally prevent further dispersion. This poor ventilation results in a gradual degradation of air quality from the coastal areas to inland areas. Air stagnation may occur during the early evening and early morning periods of transition between day and nighttime flows. The region also experiences periods of hot, dry winds from the desert, known as Santa Ana winds. If the Santa Ana winds are strong, they can surpass the sea breeze, which blows from the ocean to the land, and carry the suspended dust and pollutants out to the ocean. If the winds are weak, they are opposed by the sea breeze and cause stagnation, resulting in high pollution events.

The annual average temperature varies little throughout much of the basin, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas where the project site is located. The majority of the annual rainfall in the basin occurs between November and April. Summer rainfall is minimal and is generally limited to scattered thunderstorms in the coastal regions and slightly heavier showers in the eastern portion of the basin along the coastal side of the mountains. Year-to-year patterns in rainfall are unpredictable because of fluctuations in the weather.

Temperature inversions limit the vertical depth through which pollution can be mixed. Among the most common temperature inversions in the basin are radiation inversions, which form on clear winter nights when cold air off mountains sink to the valley floor while the air aloft over the valley remains warm. These inversions, in conjunction with calm winds, trap pollutants near the source. Other types of temperature inversions that affect the basin include marine, subsidence, and high-pressure inversions.

Summers are often periods of hazy visibility and occasionally unhealthful air. Strong temperature inversions may occur that limit the vertical depth through which air pollution can be dispersed. Air pollutants concentrate because they cannot rise through the inversion layer and disperse. These inversions are more common and persistent during the summer months. Over time, sunlight produces photochemical reactions within this inversion layer that creates ozone, a particularly harmful air pollutant. Occasionally, strong thermal convections occur which allows the air pollutants to rise high enough to pass over the mountains and ultimately dilute the smog cloud.

In the winter, light nocturnal winds result mainly from the drainage of cool air off of the mountains toward the valley floor while the air aloft over the valley remains warm. This forms a type of inversion known as a radiation inversion. Such winds are characterized by stagnation and poor local mixing and trap pollutants such as automobile exhaust near their source. While these inversions may lead to air pollution “hot spots” in heavily developed coastal areas of the basin, there is not enough vehicular volumes to cause any winter air pollution problems. Despite light wind conditions, especially at night and in the early morning, winter is generally a period of good air quality in the project vicinity.

The temperature and precipitation levels for the City of Los Angeles, are shown below in Table 1. Table 1 shows that August is typically the warmest month and December is typically the coolest month. Rainfall in the

project area varies considerably. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry.

Table 1
Local Monthly Climate Data[1]

Descriptor	Month of Year											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Avg. Max. Temperature	68.5	68.9	70.5	73.1	75.1	78.7	83.4	84.7	83.2	78.9	70.8	68.3
Avg. Min. Temperature	49.5	51.1	53.0	55.5	59.0	62.0	65.1	65.8	64.5	60.4	52.1	49.4
Avg. Total Precipitation (in.)	3.07	3.73	2.42	0.97	0.31	0.08	0.01	0.05	0.21	0.66	1.04	2.44

Notes:

(1) Source: https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca5115.

Data taken from the Los Angeles DWTN USC Campus, CA station (045115).

3. POLLUTANTS

Pollutants are generally classified as either criteria pollutants or non-criteria pollutants. Federal ambient air quality standards have been established for criteria pollutants, whereas no ambient standards have been established for non-criteria pollutants. For some criteria pollutants, separate standards have been set for different periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). A summary of federal and state ambient air quality standards is provided in the Regulatory Framework section.

CRITERIA POLLUTANTS

The criteria pollutants consist of: ozone, nitrogen dioxide, carbon monoxide, sulfur dioxide, lead, and particulate matter. These pollutants can harm your health and the environment, and cause property damage. The Environmental Protection Agency (EPA) calls these pollutants "criteria" air pollutants because it regulates them by developing human health-based and/or environmentally-based criteria for setting permissible levels. The following provides descriptions of each of the criteria pollutants.

Nitrogen Dioxides

Nitrogen Oxides (NOx) is the generic term for a group of highly reactive gases which contain nitrogen and oxygen. While most NOx are colorless and odorless, concentrations of nitrogen dioxide (NO_2) can often be seen as a reddish-brown layer over many urban areas. NOx form when fuel is burned at high temperatures, as in a combustion process. The primary manmade sources of NOx are motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuel. NOx reacts with other pollutants to form, ground-level ozone, nitrate particles, acid aerosols, as well as NO_2, which cause respiratory problems. NOx and the pollutants formed from NOx can be transported over long distances, following the patterns of prevailing winds. Therefore controlling NOx is often most effective if done from a regional perspective, rather than focusing on the nearest sources.

Ozone

Ozone (O_3) is not usually emitted directly into the air but at ground-level is created by a chemical reaction between NOx and volatile organic compounds (VOC) in the presence of sunlight. Motor vehicle exhaust, industrial emissions, gasoline vapors, chemical solvents as well as natural sources emit NOx and VOC that help form ozone. Ground-level ozone is the primary constituent of smog. Sunlight and hot weather cause ground-level ozone to form with the greatest concentrations usually occurring downwind from urban areas. Ozone is subsequently considered a regional pollutant. Ground-level ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials. Because NOx and VOC are ozone precursors, the health effects associated with ozone are also indirect health effects associated with significant levels of NOx and VOC emissions.

Carbon Monoxide

Carbon monoxide (CO) is a colorless, odorless gas that is formed when carbon in fuel is not burned completely. It is a component of motor vehicle exhaust, which contributes about 56 percent of all CO emissions nationwide. In cities, 85 to 95 percent of all CO emissions may come from motor vehicle exhaust. Other sources of CO emissions include industrial processes (such as metals processing and chemical manufacturing), residential wood burning, and natural sources such as forest fires. Woodstoves, gas stoves, cigarette smoke, and unvented gas and kerosene space heaters are indoor sources of CO. The highest levels of CO in the outside air typically occur during the colder months of the year when inversion conditions are more frequent. The air pollution becomes trapped near the ground beneath a layer of warm air. CO is described as having only a local influence because it dissipates quickly. Since CO concentrations are strongly associated with motor

vehicle emissions, high CO concentrations generally occur in the immediate vicinity of roadways with high traffic volumes and traffic congestion, active parking lots, and in automobile tunnels. Areas adjacent to heavily traveled and congested intersections are particularly susceptible to high CO concentrations.

CO is a public health concern because it combines readily with hemoglobin and thus reduces the amount of oxygen transported in the bloodstream. The health threat from lower levels of CO is most serious for those who suffer from heart disease such as angina, clogged arteries, or congestive heart failure. For a person with heart disease, a single exposure to CO at low levels may cause chest pain and reduce that person's ability to exercise; repeated exposures may contribute to other cardiovascular effects. High levels of CO can affect even healthy people. People who breathe high levels of CO can develop vision problems, reduced ability to work or learn, reduced manual dexterity, and difficulty performing complex tasks. At extremely high levels, CO is poisonous and can cause death.

Sulfur Dioxide

Sulfur Oxide (SOx) gases (including sulfur dioxide [SO2]) are formed when fuel containing sulfur, such as coal and oil is burned, and from the refining of gasoline. SOx dissolves easily in water vapor to form acid and interacts with other gases and particles in the air to form sulfates and other products that can be harmful to people and the environment.

Lead

Lead (Pb) is a metal found naturally in the environment as well as manufactured products. The major sources of lead emissions have historically been motor vehicles and industrial sources. Due to the phase out of leaded gasoline, metal processing is now the primary source of lead emissions to the air. High levels of lead in the air are typically only found near lead smelters, waste incinerators, utilities, and lead-acid battery manufacturers. Exposure of fetuses, infants and children to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure.

Particulate Matter

Particulate matter (PM) is the term for a mixture of solid particles and liquid droplets found in the air. Particulate matter is made up of a number of components including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The size of particles is directly linked to their potential for causing health problems. Particles that are less than 10 micrometers in diameter (PM10) are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects. Particles that are less than 2.5 micrometers in diameter (PM2.5) have been designated as a subset of PM10 due to their increased negative health impacts and its ability to remain suspended in the air longer and travel further.

Reactive Organic Gases (ROG)

Although not a criteria pollutant, reactive organic gases (ROGs), or VOCs, are defined as any compound of carbon—excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate—that participates in atmospheric photochemical reactions. Although there are slight differences in the definition of ROGs and VOCs, the two terms are often used interchangeably. Indoor sources of VOCs include paints, solvents, aerosol sprays, cleansers, tobacco smoke, etc. Outdoor sources of VOCs are from combustion and fuel evaporation. A reduction in VOC emissions reduces certain chemical reactions that contribute to the formulation of ozone. VOCs are transformed into organic aerosols in the atmosphere, which contribute to higher PM10 and lower visibility.

OTHER POLLUTANTS OF CONCERN

Toxic Air Contaminants

In addition to the above-listed criteria pollutants, toxic air contaminants (TACs) are another group of pollutants of concern. Sources of toxic air contaminants include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least forty different toxic air contaminants. The most important of these toxic air contaminants, in terms of health risk, are diesel particulates, benzene, formaldehyde, 1,3-butadiene, and acetaldehyde. Public exposure to toxic air contaminants can result from emissions from normal operations as well as from accidental releases. Health effects of toxic air contaminants include cancer, birth defects, neurological damage, and death.

Toxic air contaminants are less pervasive in the urban atmosphere than criteria air pollutants, however they are linked to short-term (acute) or long-term (chronic or carcinogenic) adverse human health effects. There are hundreds of different types of toxic air contaminants with varying degrees of toxicity. Sources of toxic air contaminants include industrial processes, commercial operations (e.g., gasoline stations and dry cleaners), and motor vehicle exhaust.

According to the 2013 California Almanac of Emissions and Air Quality, the majority of the estimated health risk from toxic air contaminants can be attributed to relatively few compounds, the most important of which is diesel particulate matter (DPM). Diesel particulate matter is a subset of PM2.5 because the size of diesel particles are typically 2.5 microns and smaller. The identification of diesel particulate matter as a toxic air contaminant in 1998 led the California Air Resources Board (CARB) to adopt the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles in September 2000. The plan's goals are a 75-percent reduction in diesel particulate matter by 2010 and an 85-percent reduction by 2020 from the 2000 baseline. Diesel engines emit a complex mixture of air pollutants, composed of gaseous and solid material. The visible emissions in diesel exhaust are known as particulate matter or PM, which includes carbon particles or "soot". Diesel exhaust also contains a variety of harmful gases and over 40 other cancer-causing substances. California's identification of diesel particulate matter as a toxic air contaminant was based on its potential to cause cancer, premature deaths, and other health problems. Exposure to diesel particulate matter is a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. Overall, diesel engine emissions are responsible for the majority of California's potential airborne cancer risk from combustion sources.

Asbestos

Asbestos is listed as a TAC by the ARB and as a Hazardous Air Pollutant by the EPA. Asbestos occurs naturally in mineral formations and crushing or breaking these rocks, through construction or other means, can release asbestiform fibers into the air. Asbestos emissions can result from the sale or use of asbestos-containing materials, road surfacing with such materials, grading activities, and surface mining. The risk of disease is dependent upon the intensity and duration of exposure. When inhaled, asbestos fibers may remain in the lungs and with time may be linked to such diseases as asbestosis, lung cancer, and mesothelioma. Naturally occurring asbestos is not present in Los Angeles County. The nearest likely locations of naturally occurring asbestos, as identified in the General Location Guide for Ultramafic Rocks in California prepared by the California Division of Mines and Geology, is located in Santa Barbara County. Due to the distance to the nearest natural occurrences of asbestos, the project site is not likely to contain asbestos.

4. AIR QUALITY MANAGEMENT

REGULATORY SETTING

The proposed project is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality are discussed below.

Federal – United States Environmental Protection Agency

The United States Environmental Protection Agency (EPA) is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The National Ambient Air Quality Standards (NAAQS) pollutants were identified using medical evidence and are shown below in Table 2.

The EPA and the California Air Resource Board (CARB) designate air basins where ambient air quality standards are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified". National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or 'form' of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the Federal annual PM2.5 standard is met if the three-year average of the annual average PM2.5 concentration is less than or equal to the standard. Attainment status is shown in Table 3.

As part of its enforcement responsibilities, the EPA requires each state with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the national standards. The State Implementation Plan (SIP) must integrate federal, state, and local components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the State Implementation Plan (SIP).

As indicated below in Table 3, the Basin has been designated by the EPA as a non-attainment area for ozone (O_3) and suspended particulates (PM2.5). Currently, the Basin is in attainment with the ambient air quality standards for carbon monoxide (CO), lead, sulfur dioxide (SO_2), suspended particulate matter (PM-10), and nitrogen dioxide (NO_2).

State – California Air Resources Board

The California Air Resources Board (CARB), which is a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the State Implementation Plan (SIP). The California Ambient Air Quality Standards (CAAQS) for criteria pollutants are shown in Tables 2 and 4. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g., hairspray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

The South Coast Air Basin has been designated by the CARB as a nonattainment area for ozone, PM10 and PM2.5. Currently, the South Coast Air Basin is in attainment with the ambient air quality standards for CO, lead, SO2, NO2, and sulfates and is unclassified for visibility reducing particles and Hydrogen Sulfide.

On June 20, 2002, the CARB revised the PM10 annual average standard to 20 µg/m3 and established an annual average standard for PM2.5 of 12 µg/m3. These standards were approved by the Office of Administrative Law in June 2003 and are now effective. On September 27, 2007 CARB approved the South Coast Air Basin and the Coachella Valley 2007 Air Quality Management Plan for Attaining the Federal 8-hour Ozone and PM2.5 Standards. The plan projected attainment for the 8-hour Ozone standard by 2024 and the PM2.5 standard by 2015.

On December 12, 2008 the CARB adopted Resolution 08-43, which limits NOx, PM10 and PM2.5 emissions from on-road diesel truck fleets that operate in California. On October 12, 2009 Executive Order R-09-010 was adopted that codified Resolution 08-43 into Section 2025, Title 13 of the California Code of Regulations. This regulation requires that by the year 2023 all commercial diesel trucks that operate in California shall meet model year 2010 (Tier 4) or latter emission standards. In the interim period, this regulation provides annual interim targets for fleet owners to meet. This regulation also provides a few exemptions including a onetime per year 3-day pass for trucks registered outside of California.

The CARB is also responsible for regulations pertaining to toxic air contaminants. The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, 1987, Connelly) was enacted in 1987 as a means to establish a formal air toxics emission inventory risk quantification program. AB 2588, as amended, establishes a process that requires stationary sources to report the type and quantities of certain substances their facilities routinely release into the South Coast Air Basin. The data is ranked by high, intermediate, and low categories, which are determined by: the potency, toxicity, quantity, volume, and proximity of the facility to nearby receptors.

Senate Bill X7-7

Senate Bill X7-7 (SB X7-7), enacted on November 9, 2009, mandates water conservation targets and efficiency improvements for urban and agricultural water suppliers. SB X7-7 requires the Department of Water Resources (DWR) to develop a task force and technical panel to develop alternative best management practices for the water sector. In addition SB X7-7 required the DWR to develop criteria for baseline uses for residential, commercial, and industrial uses for both indoor and landscaped area uses. The DWR was also required to develop targets and regulations that achieve a statewide 20 percent reduction in water usage.

Assembly Bill 939 and Senate Bill 1374

Assembly Bill 939 (AB 939) requires that each jurisdiction in California to divert at least 50 percent of its waste away from landfills, whether through waste reduction, recycling or other means. Senate Bill 1374 (SB 1374) requires the California Integrated Waste Management Board to adopt a model ordinance by March 1, 2004 suitable for adoption by any local agency to require 50 to 75 percent diversion of construction and demolition of waste materials from landfills.

California Code of Regulations (CCR) Title 24, Part 6

CCR Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

The Energy Commission adopted 2008 Standards on April 23, 2008 and Building Standards Commission approved them for publication on September 11, 2008. These updates became effective on August 1, 2009.

CalEEMod modeling defaults to 2008 standards. 2013 Standards have been approved and are effective July 1, 2014.

California Code of Regulations (CCR) Title 24, Part 11

CCR Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

The Energy Commission adopted 2008 Standards on April 23, 2008 and Building Standards Commission approved them for publication on September 11, 2008. These updates became effective on August 1, 2009. 2013 Standards have been approved and were effective July 1, 2014. 2016 Standards were adopted January 1, 2017.

All buildings for which an application for a building permit is submitted on or after January 1, 2017 must follow the 2016 standards. The 2016 residential standards are estimated to be approximately 28 percent more efficient than the 2013 standards. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas emissions.

California Green Building Standards

On January 12, 2010, the State Building Standards Commission unanimously adopted updates to the California Green Building Standards Code, which went into effect on January 1, 2011.

2016 CALGreen Code: During the 2016-2017 fiscal year, the Department of Housing and Community Development (HCD) updated CALGreen through the 2015 Triennial Code Adoption Cycle. HCD adopted three new definitions related to electric vehicle charging regulations. These definitions provided clarity to the code user as to the differences between an electric vehicle charging space and an electric vehicle charging station. HCD replaced the term "electric vehicle charging stations" with "electric vehicle charging spaces" since the term "electric vehicle charging space" better describes a space available for future installation of electric vehicle supply equipment, but with no electric vehicle charger installed.

HCD also increased the required construction waste reduction from 50 percent to 65 percent of the total building site waste. This increase aids in meeting CalRecycle's statewide solid waste recycling goal of 75 percent for 2020 as stated in Chapter 476, Statutes of 2011 (AB 341). HCD adopted new regulations requiring recycling areas for multi-family projects of five or more dwelling units. This regulation requires developers to provide readily accessible areas adequate in size to accommodate containers for depositing, storage and collection of non-hazardous materials (including organic waste) for recycling. This requirement assists businesses that were required as of April 1, 2016, to meet the requirements of Chapter 727, Statutes of 2014 (AB 1826).

HCD adopted new regulations to require information on photovoltaic systems and electric vehicle chargers to be included in operation and maintenance manuals. Currently, CALGreen section 4.410.1 Item 2(a) requires operation and maintenance instructions for equipment and appliances. Photovoltaic systems and electric vehicle chargers are systems that play an important role in many households in California, and their importance is increasing every day. HCD incorporated these two terms in the existing language in order to provide clarity to code users as to additional systems requiring operation and maintenance instructions.

HCD updated the reference to Clean Air Standards of the United States Environmental Protection Agency applicable to woodstoves and pellet stoves. HCD also adopted a new requirement for woodstoves and pellet stoves to have a permanent label indicating they are certified to meet the emission limits. This requirement

provides clarity to the code user and is consistent with the United States Environmental Protection Agency's New Source Performance Standards. HCD updated the list of standards which can be used for verification of compliance for exterior grade composite wood products. This list now includes four standards from the Canadian Standards Association (CSA): CSA O121, CSA O151, CSA O153 and CSA O325. HCD updated heating and air-conditioning system design references to the ANSI/ACCA 2 Manual J, ANSI/ACCA 1 Manual D, and ANSI/ACCA 3 Manual S to the most recent versions approved by ANSI. HCD adopted a new elective measure for hot water recirculation systems for water conservation. The United States Department of Energy estimates that 3,600 to 12,000 gallons of water per year can be saved by the typical household (with four points of hot water use) if a hot water recirculation system is installed.

Executive Order B-29-15

Executive Order B-29-15, mandates a statewide 25 percent reduction in potable water usage. EO B-29-15 signed into law on April 1, 2015.

Executive Order B-37-16

Executive Order B-37-16, continuing the State's adopted water reductions, was signed into law on May 9, 2016. The water reductions build off the mandatory 25 percent reduction called for in EO B-29-15.

SBX1 2

Signed into law in April 2011, SBX1 2, requires one-third of the state's electricity to come from renewable sources. The legislation increases California's current 20 percent renewables portfolio standard target in 2010 to a 33 percent renewables portfolio standard by December 31, 2020.

Senate Bill 350

Signed into law October 7, 2015, SB 350 increases California's renewable electricity procurement goal from 33 percent by 2020 to 50 percent by 2030. This will increase the use of Renewables Portfolio Standard (RPS) eligible resources, including solar, wind, biomass, geothermal, and others. In addition, SB 350 requires the state to double statewide energy efficiency savings in electricity and natural gas end uses by 2030. To help ensure these goals are met and the greenhouse gas emission reductions are realized, large utilities will be required to develop and submit Integrated Resource Plans (IRPs). These IRPs will detail how each entity will meet their customers resource needs, reduce greenhouse gas emissions and ramp up the deployment of clean energy resources.

REGIONAL

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin. To that end, as a regional agency, the SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all federal and state agencies.

South Coast Air Quality Management District

The SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. The SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. It has responded to this requirement by preparing a sequence of AQMPs. On June 30, 2016, the SCAQMD released its Draft 2016 AQMP. The 2016 AQMP is a regional blueprint for achieving the federal air quality standards and healthful air.

The 2016 AQMP includes both stationary and mobile source strategies to ensure that rapidly approaching attainment deadlines are met, that public health is protected to the maximum extent feasible, and that the region is not faced with burdensome sanctions if the Plan is not approved or if the NAAQS are not met on time. As with every AQMP, a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures is updated with the latest data and methods. The most significant air quality challenge in the Basin is to reduce nitrogen oxide (NOx) emissions sufficiently to meet the upcoming ozone standard deadlines. On March 23, 2017 CARB approved the 2016 AQMP. The primary goal of this Air Quality Management Plan is to meet clean air standards and protect public health, including ensuring benefits to environmental justice and disadvantaged communities. Now that the Plan has been approved by CARB, it has been forwarded to the U.S. Environmental Protection Agency for its review. The Plan was approved by the EPA on June 15, 2017.

During construction and operation, the project must comply with applicable rules and regulations. The following are rules the project may be required to comply with, either directly, or indirectly:

SCAQMD Rule 402

Prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

SCAQMD Rule 403

Governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Applicable dust suppression techniques from Rule 403 are summarized below. Implementation of these dust suppression techniques can reduce the fugitive dust generation (and thus the PM_{10} component). Compliance with these rules would reduce impacts on nearby sensitive receptors. Rule 403 measures may include but are not limited to the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving).
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspension of all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Replanting disturbed areas as soon as practical.

- During all construction activities, construction contractors shall sweep on-site and off-site streets if silt is carried to adjacent public thoroughfares, to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

SCAQMD Rule 445

Prohibits permanently installed wood burning devices into any new development. A wood burning device means any fireplace, wood burning heater, or pellet-fueled wood heater, or any similarly enclosed, permanently installed, indoor or outdoor device burning any solid fuel for aesthetic or space-heating purposes, which has a heat input of less than one million British thermal units per hour.

SCAQMD Rule 481

Applies to all spray painting and spray coating operations and equipment. The rule states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

(1) The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.
(2) Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.
(3) An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

SCAQMD Rule 1108

Governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the South Coast Air Basin. This rule would regulate the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the project must comply with SCAQMD Rule 1108.

SCAQMD Rule 1113

Governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. This rule regulates the VOC content of paints available during construction. Therefore, all paints and solvents used during construction and operation of the project must comply with SCAQMD Rule 1113.

SCAQMD Rule 1143

Governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

SCAQMD Rule 1186

Limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide sweeping services to any federal, state, county, agency or special district such as water, air, sanitation, transit, or school district.

SCAQMD Rule 1303

Governs the permitting of re-located or new major emission sources, requiring Best Available Control Measures and setting significance limits for PM_{10} among other pollutants.

SCAQMD Rule 1401

New Source Review of Toxic Air Contaminants, specifies limits for maximum individual cancer risk, cancer burden, and non-cancer acute and chronic hazard index from new permit units, relocations, or modifications to existing permit units, which emit toxic air contaminants.

SCAQMD Rule 1403

Asbestos Emissions from Demolition/Renovation Activities, specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM).

SCAQMD Rule 2202

On-Road Motor Vehicle Mitigation Options, is to provide employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act. It applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period calculated as a monthly average.

Although the SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate air quality issues associated with plans and new development projects throughout the South Coast Air Basin. Instead, this is controlled through local jurisdictions in accordance with the California Environmental Quality Act (CEQA). In order to assist local jurisdictions with air quality compliance issues the CEQA Air Quality Handbook (SCAQMD CEQA Handbook) prepared by the SCAQMD (1993) with the most current updates found at http://www.aqmd.gov/ceqa/hdbk.html, was developed in accordance with the projections and programs of the AQMP. The purpose of the SCAQMD CEQA Handbook is to assist Lead Agencies, as well as consultants, project proponents, and other interested parties in evaluating a proposed project's potential air quality impacts. Specifically, the SCAQMD CEQA Handbook explains the procedures that the SCAQMD recommends be followed for the environmental review process required by CEQA. The SCAQMD CEQA Handbook provides direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. SCAQMD is in the process of developing an "Air Quality Analysis Guidance Handbook" to replace the CEQA Air Quality Handbook approved by the AQMD Governing Board in 1993. The 1993 CEQA Air Quality Handbook is still available but not online. In addition, there are sections of the 1993 Handbook that are obsolete. In order to assist the CEQA practitioner in conducting an air quality analysis while the new Handbook is being prepared, supplemental information regarding: significance thresholds and analysis, emissions factors, cumulative impacts emissions analysis, and other useful subjects, are available at the SCAQMD website[1].

Southern California Association of Governments

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the Federally designated MPO for the majority of the southern California region and is the largest MPO in the nation. With respect to air quality planning, SCAG has prepared the Regional Transportation Plan and Regional Transportation Improvement Plan (RTIP), which addresses regional development and growth forecasts. These plans form the basis for the land use and transportation

[1] http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook.

components of the AQMP, which are utilized in the preparation of air quality forecasts and in the consistency analysis included in the AQMP. The Regional Transportation Plan, Regional Transportation Improvement Plan, and AQMP are based on projections originating within the City and County General Plans.

On April 7, 2016, SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS or Plan). The Plan is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The Plan charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably. It outlines more than $556.5 billion in transportation system investments through 2040. The Plan was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. In June 2016, SCAG received its conformity determination from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) indicating that all air quality conformity requirements for the 2016 RTP/SCS and associated 2015 FTIP Consistency Amendment through Amendment 15-12 have been met.

Local – City of Los Angeles

Local jurisdictions, such as the City of Los Angeles, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the 2016 AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

The City relies on the expertise of the SCAQMD and utilizes the SCAQMD CEQA Air Quality Handbook as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

The City of Los Angeles General Plan Air Quality Element, adopted November 24, 1992 contains the following air quality-related goals, objectives, and policies that are applicable to the proposed project:

Goal 1 Good air quality and mobility in an environment of continued population growth and healthy economic structure.

Objective 1.1 It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan (AQMP), increase traffic mobility, and sustain economic growth citywide.

Objective 1.2 It is the objective of the City of Los Angeles to demonstrate the City's commitment to air quality improvement through the development and revision of the City's General Plan Elements as appropriate, and to work cooperatively with federal, state, regional, and other local jurisdiction in attaining clean air.

Policy 1.2.1 Implement the Air Quality Element policies set forth in this Chapter through adoption of the Clean Air Program which shall be amended as Council sees necessary without General Plan Amendment.

Policy 1.2.2 Pursue the City's air quality objectives in cooperation with regional and other local jurisdictions.

Objective 1.3 It is the objective of the City of Los Angles to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.

Policy 1.3.1 Minimize particulate emissions from construction sites.
Policy 1.3.2 Minimize particulate emissions from unpaved roads and parking lots which are associated with vehicular traffic.

Goal 2 Less reliance on single-occupant vehicles with fewer commute and non-work trips.

Objective 2.1 It is the objective of the City of Los Angeles to reduce work trips as a step towards attaining trip reduction objective necessary to achieve regional air quality goals.

Goal 4 Minimal impact of existing land use pattern and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

Objective 4.1 It is the objective of the City of Los Angeles to include regional attainment of ambient air quality standards as a primary consideration in land use planning.

Objective 4.2 It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns.

Goal 5 Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.

Objective 5.1 It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.

Objective 5.3 It is the objective of the City of Los Angeles to reduce the use of polluting fuels in stationary sources.

MONITORED AIR QUALITY

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the air basin. Estimates of the existing emissions in the Basin provided in the Final 2016 Air Quality Management Plan prepared by SCAQMD (March 2017) indicate that collectively, mobile sources account for 60 percent of the VOC, 90 percent of the NOx emissions, 95 percent of the CO emissions and 34 percent of directly emitted PM2.5, with another 13 percent of PM2.5 from road dust.

The EPA and the ARB designate air basins where ambient air quality standards are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified". National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or 'form' of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the Federal annual PM2.5 standard is met if the three-year average of the annual average PM2.5 concentration is less than or equal to the standard. Attainment status is shown in Table 3.

The SCAQMD has divided the South Coast Air Basin into 38 air-monitoring areas with a designated ambient air monitoring station representative of each area. The project site is located in the Central Los Angeles Air Monitoring Area (Area 1), which is located in Los Angeles County and covers from the Slauson Avenue on the South, the Interstate 710 on the east, Glendale on the north, and Beverly Hills and Culver City on the east. The nearest air monitoring station to the project site is the Los Angles – North Main Street Monitoring Station

(Los Angeles Station). The Los Angeles Station is located approximately 6.56 miles southeast of the project site at 1630 North Main Street, Los Angeles. Table 4 presents the monitored pollutant levels from the Los Angeles Station. However, it should be noted that due to the air monitoring station distance from the project site, recorded air pollution levels at the air monitoring station reflect with varying degrees of accuracy, local air quality conditions at the project site.

Table 4 summarizes 2015 through 2017 published monitoring data, which is the most recent 3-year period available. The data shows that during the past few years, the project area has exceeded the ozone and Particulate Matter (PM10 and PM2.5) standards.

Ozone

During the 2015 to 2017 monitoring period, the State 1-hour concentration standard for ozone was exceeded between two and six days each year at the Los Angeles Station. The State 8-hour ozone standard has been exceeded between four and 16 days each year over the past three years at the Los Angeles Station. The Federal 8-hour ozone standard was exceeded between four and 14 days each year over the past three years at the Los Angeles Station.

Ozone is a secondary pollutant as it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO_2, which occur only in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many areas of the SCAQMD contribute to the ozone levels experienced at the monitoring station, with the more significant areas being those directly upwind.

Carbon Monoxide

CO is another important pollutant that is due mainly to motor vehicles. The Los Angeles Station did not record an exceedance of the state or federal 8-hour CO standard for the last three years.

Nitrogen Dioxide

The Los Angeles Station did not record an exceedance of the State or Federal NO_2 standards for the last three years.

Particulate Matter

The State 24-hour concentration standards for PM10 were exceeded between 21 and 40 days each year over the past three years at the Los Angeles Station. Over the past three years, the Los Angeles Station did not record an exceedance of the Federal 24-hour standards for PM10.

The Federal 24 hour standards for PM2.5 were exceeded between two and seven days each year over the past three years at the Los Angeles Station.

According to the EPA, some people are much more sensitive than others to breathing fine particles (PM10 and PM2.5). People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worsening illness and premature death due to breathing these fine particles. People with bronchitis can expect aggravated symptoms from breathing in fine particles. Children may experience decline in lung function due to breathing in PM10 and PM2.5. Other groups considered sensitive are smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive, because many breathe through their mouths during exercise.

Table 2
State and Federal Criteria Pollutant Standards [1]

Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Ozone (O_3)	0.09 ppm/1-hour 0.07 ppm/8-hour	0.070 ppm/8-hour	(a) Decline in pulmonary function and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; and (f) Property damage.
Carbon Monoxide (CO)	20.0 ppm/1-hour 9.0 ppm/8-hour	35.0 ppm/1-hour 9.0 ppm/8-hour	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses.
Nitrogen Dioxide (NO_2)	0.18 ppm/1-hour 0.03 ppm/annual	100 ppb/1-hour 0.053 ppm/annual	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration.
Sulfur Dioxide (SO_2)	0.25 ppm/1-hour 0.04 ppm/24-hour	75 ppb/1-hour 0.14 ppm/annual	(a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
Suspended Particulate Matter (PM_{10})	50 $\mu g/m^3$/24-hour 20 $\mu g/m^3$/annual	150 $\mu g/m^3$/24-hour	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; (c) Increased risk of premature death from heart or lung diseases in elderly.
Suspended Particulate Matter ($PM_{2.5}$)	12 $\mu g/m^3$ / annual	35 $\mu g/m^3$/24-hour 12 $\mu g/m^3$/annual	
Sulfates	25 $\mu g/m^3$/24-hour	No Federal Standards	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; (f) property damage.
Lead	1.5 $\mu g/m^3$/30-day	0.15 $\mu g/m^3$/3-month rolling	(a) Learning disabilities; (b) Impairment of blood formation and nerve conduction.
Visibility Reducing Particles	Extinction coefficient of 0.23 per kilometer-visibility of 10 miles or more due to particles when humidity is less than 70 percent.	No Federal Standards	Visibility impairment on days when relative humidity is less than 70 percent.

Notes:

(1) Source: http://www.arb.ca.gov/research/aaqs/aaqs2.pdf.

Table 3
South Coast Air Basin Attainment Status[1]

Pollutant	State Status	National Status
Ozone	Nonattainment	Nonattainment (Extreme)
Carbon monoxide	Attainment	Attainment/Unclassified
Nitrogen dioxide	Attainment	Attainment/Unclassified
Sulfur dioxide	Attainment	Attainment/Unclassified
PM10	Nonattainment	Attainment (Maintenance)
PM2.5	Nonattainment	Nonattainment (Moderate)

Notes:

(1) Source of National and State status: California Air Resources Board June 2018.

Table 4
Air Quality Monitoring Summary[1]

Pollutant (Standard)[2]		Year		
		2015	2016	2017
Ozone:	Maximum 1-Hour Concentration (ppm)	0.104	0.103	0.116
	Days > CAAQS (0.09 ppm)	2	2	6
	Maximum 8-Hour Concentration (ppm)	0.074	0.078	0.086
	Days > NAAQS (0.070 ppm)	6	4	14
	Days > CAAQS (0.070 ppm)	6	4	16
Carbon Monoxide:	Maximum 8-Hour Concentration (ppm)	*	*	*
	Days > CAAQS (9 ppm)	0	0	0
	Days > NAAQS (9 ppm)	0	0	0
Nitrogen Dioxide:	Maximum 1-Hour Concentration (ppm)	0.079	0.065	0.081
	Days > CAAQS (0.18 ppm)	0	0	0
Inhalable Particulates (PM10):	Maximum 24-Hour Concentration (µg/m^3)	88.5	74.6	96.2
	Days > NAAQS (150 µg/m3)	0	0	0
	Days > CAAQS (50 µg/m3)	30	21	40
	Annual Average (µg/m3)	27.1	25.8	25.7
Ultra-Fine Particulates (PM2.5):	Maximum 24-Hour Concentration (µg/m3)	70.3	49.4	61.7
	Days > NAAQS (35 µg/m3)	7	2	6
	Annual Average (µg/m3)	12.3	11.7	12

Notes:

(1) Source: http://www.arb.ca.gov/adam/topfour/topfour1.php

Data from the Los Angeles - North Main Street Monitoring Station unless otherwise noted.

(2) CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million

* Means there was insufficient data available to determine value

5. AIR QUALITY STANDARDS

SIGNIFICANCE THRESHOLDS

Appendix G of the State CEQA Guidelines

Appendix G of the State CEQA Guidelines states that, where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make a significance determination. Pursuant to Appendix G, the project would result in a significant impact related to air quality if it would:

- Conflict with or obstruct the implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The CEQA Guidelines Section 15064.7 provides the significance criteria established by the applicable air quality management district or air pollution control district, when available, may be relied upon to make determinations of significance. The potential air quality impacts of the Project are, therefore, evaluated according to thresholds developed by SCAQMD in their CEQA Air Quality Handbook, Air Quality Analysis Guidance Handbook, and subsequent guidance, which are listed below.[2] Therefore, the project would result in a potentially significant impact to air quality if it would:

AIR-1: Conflict with or obstruct the implementation of the applicable air quality plan;

AIR-2: Violate any air quality standard or contribute substantially to an existing or projected air quality violation as a result of:

- Criteria pollutant emissions during construction (direct and indirect) in excess of the SCAQMD's regional significance thresholds,
- Criteria pollutant emissions during operation (direct and indirect) in excess of the SCAQMD's regional significance thresholds.

AIR-3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);

AIR-4: Expose sensitive receptors to substantial pollutant concentrations that would:

- Exceed SCAQMD's localized significance thresholds,
- Cause or contribute to the formation of CO hotspots.

AIR-5: Create objectionable odors affecting a substantial number of people.

[2] While the SCAQMD CEQA Air Quality Handbook contains significance thresholds for lead, Project construction and operation would not include sources of lead emissions and would not exceed the established thresholds for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from industrial land use projects such as the Project. As a result, lead emissions are not further evaluated herein.

LA CEQA Thresholds Guide

The LA CEQA Thresholds Guide defers to threshold guidance established by the SCAQMD, in particular to the CEQA Air Quality Handbook, with respect to construction-related air quality emissions. Furthermore, the LA CEQA Thresholds Guide provides guidance in the application of the SCAQMD guidance, identifying the following factors to be considered in the evaluation of construction air quality impacts:

- Combustion emissions from construction equipment
- Fugitive dust
- Grading, excavation, and hauling
- Heavy-duty equipment travel on unpaved roads
- Other Mobile Source Emissions

The SCAQMD is in the process of developing an Air Quality Analysis Guidance Handbook to replace the CEQA Air Quality Handbook. In the interim, supplemental guidance has been adopted by the SCAQMD. The potential air quality impacts of the project are, therefore, evaluated according to numeric indicators developed by the SCAQMD in the CEQA Air Quality Handbook and supplemental guidance from the SCAQMD.[3]

REGIONAL AIR QUALITY

Many air quality impacts that derive from dispersed mobile sources, which are the dominate pollution generators in the basin, often occurs hours later and miles away after photochemical processes have converted primary exhaust pollutants into secondary contaminants such as ozone. The incremental regional air quality impact of an individual project is generally very small and difficult to measure. Therefore, the SCAQMD has developed significance thresholds based on the volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The SCAQMD CEQA Handbook states that any project in the South Coast Air Basin with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. For the purposes to this air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds identified in Table 5.

LOCAL AIR QUALITY

Project-related construction air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. In order to assess local air quality impacts the SCAQMD has developed Localized Significant Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. The SCAQMD has also provided Final Localized Significant Threshold Methodology (LST Methodology), June 2003, which details the methodology to analyze local air emission impacts. The Localized Significant Threshold Methodology found that the primary emissions of concern are NO_2, CO, PM10, and PM2.5.

The significance thresholds for the local emissions of NO_2 and CO are determined by subtracting the highest background concentration from the last three years of these pollutants from Table 4 above, from the most restrictive ambient air quality standards for these pollutants that are outlined in the Localized Significant Thresholds. Table 5 shows the ambient air quality standards for NO_2, CO, and PM10 and PM2.5.

TOXIC AIR CONTAMINANTS

[3] While the SCAQMD CEQA Air Quality Handbook contains significance thresholds for lead, Project construction and operation would not include sources of lead emissions and would not exceed the established thresholds for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from residential land use projects such as the Project. As a result, lead emissions are not further evaluated herein.

Construction

The construction equipment would emit DPM, which is a carcinogen. However, the DPM emissions are short-term in nature. Determination of risk from DPM is considered over a 30-year exposure period because carcinogenic risk is directly related to sustain exposure. In contrast, construction activities for the project are only expected to last approximately twenty-four months. Thus, the duration of construction activities would represent only a small fraction of the 30-year exposure period used as the basis for assessing the significance of carcinogenic risk exposure and, therefore, would not represent a source of sustained DPM emissions. Therefore, considering the short time frame, exposure to DPM is anticipated to be less than significant.

Operation

The project proposes to develop the site with a ten-story 156 room hotel. Therefore, the project is not anticipated be a source of toxic air contaminants and sensitive receptors would not be exposed to toxic sources of air pollution.

ODOR IMPACTS

The SCAQMD CEQA Handbook states that an odor impact would occur if the proposed project creates an odor nuisance pursuant to SCAQMD Rule 402, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

If the proposed project results in a violation of Rule 402 with regards to odor impacts, then the proposed project would create a significant odor impact.

Table 5
SCAQMD Air Quality Significance Thresholds[1]

Mass Daily Thresholds		
Pollutant	Construction (lbs/day)	Operation (lbs/day)
NOx	100	55
VOC	75	55
PM10	150	150
PM2.5	55	55
SOx	150	150
CO	550	550
Lead	3	3

Toxic Air Contaminants, Odor and GHG Thresholds	
TACs	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index > 1.0 (project increment)
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402
GHG	10,000 MT/yr CO2e for industrial projects

Ambient Air Quality Standards	
Pollutant	SCAQMD Standards
NO2 -1-hour average	0.18 ppm (338 µg/m^3)
PM10 -24-hour average Construction Operations	 10.4 µg/m^3 2.5 ug/m^3
PM2.5 -24-hour average Construction Operations	 10.4 µg/m^3 2.5 µg/m^3
SO2 1-hour average 24-hour average	 0.25 ppm 0.04 ppm
CO 1-hour average 8-hour average	 20 ppm (23,000 µg/m^3) 9 ppm (10,000 µg/m^3)
Lead 30-day average Rolling 3-month average Quarterly average	 1.5 µg/m^3 0.15 µg/m^3 1.5 µg/m^3

Notes:

(1) Source: http://www.aqmd.gov/ceqa/handbook/signthres.pdf

6. SHORT-TERM CONSTRUCTION IMPACTS

Construction activities associated with the proposed project would have the potential to generate air emissions, toxic air contaminant emissions, and odor impacts. Assumptions for the phasing, duration, and required equipment for the construction of the proposed project were obtained from the project applicant. The construction activities for the proposed project are anticipated to include: demolition of approximately 22,320 square feet of existing multi-family attached residential buildings, grading of approximately 21,645 square foot (~0.5 acres), construction of a ten-story 108,800 square foot hotel with 156 rooms, paving of a three-story 61,125 square foot subterranean parking garage with 122 parking spaces, and application of architectural coatings. The building footprint is 21,264 square feet (0.49 acres).

The grading phase is to include approximately 24,000 cubic yards of export. The proposed project is anticipated to start construction no sooner than June 2019 and be completed by June 2021.

CONSTRUCTION-RELATED REGIONAL IMPACTS

The construction-related regional air quality impacts have been analyzed for criteria pollutants.

Construction-Related Criteria Pollutants Analysis

The following provides a discussion of the methodology used to calculate regional construction air emissions and an analysis of the proposed project's short-term construction emissions for the criteria pollutants.

Methodology

Typical emission rates from construction activities were obtained from CalEEMod Version 2016.3.2. CalEEMod is a computer model published by the SCAQMD for estimating air pollutant emissions. The CalEEMod program uses the EMFAC2014 computer program to calculate the emission rates specific for Los Angeles County for construction-related employee vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy truck operations. EMFAC2014 and OFFROAD2011 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Using CalEEMod, the peak daily air pollutant emissions during each phase was calculated and presented below. These emissions represent the highest level of emissions for each of the construction phases in terms of air pollutant emissions. The construction emissions printouts from CalEEMod are provided in Appendix B.

SCAQMD's Rule 403

The project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of the Project area (approximately 21,645 square foot [~0.5 acres]) a Fugitive Dust Control Plan or Large Operation Notification would not be required.

SCAQMD's Rule 403 minimum requirements require that the application of the best available dust control measures are used for all grading operations and include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Compliance with Rule 403 would require

the use of water trucks during all phases where earth moving operations would occur. Compliance with Rule 403 is required.

SCAQMD's Rule 1403 details the requirements for demolition and renovation activities include asbestos surveying, notification, asbestos-containing materials (ACM) removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials (ACWM). All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings. Compliance with Rule 1403 is required.

Per SCAQMD Rule 1113 as amended on June 3, 2011, architectural coatings that would be applied to buildings after January 1, 2014 will be limited to an average of 50 grams per liter or less.

The phases of the construction activities which have been analyzed below for each phase are: (1) demolition, (2) grading, (3) building construction, (4) paving, and (5) application of architectural coatings. Details pertaining to the project's construction timing and the type of equipment modeled for each construction phase are available in the CalEEMod output in Appendix B.

Project Impacts

The construction-related criteria pollutant emissions for each phase are shown below in Table 6. Table 6 shows that none of the project's emissions will exceed regional thresholds. Therefore, a less than significant regional air quality impact would occur from construction of the proposed project.

CONSTRUCTION-RELATED LOCAL IMPACTS

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. The proposed project has been analyzed for the potential local air quality impacts created from: construction-related fugitive dust and diesel emissions; from toxic air contaminants; and from construction-related odor impacts.

Local Air Quality Impacts from Construction

The SCAQMD has published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" (South Coast Air Quality Management District 2011b). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. In order to compare CalEEMod reported emissions against the localized significance threshold lookup tables, the CEQA document should contain in its project design features or its mitigation measures the following parameters:

(1) The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
(2) The maximum number of acres disturbed on the peak day.
(3) Any emission control devices added onto off-road equipment.
(4) Specific dust suppression techniques used on the day of construction activity with maximum emissions.

The CalEEMod output in Appendix B show the equipment used for this analysis.

As shown in Table 7, the maximum number of acres disturbed in a day would be 1.5 acres**.** The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold Methodology prepared by SCAQMD (revised July 2008). The Look-up Tables were developed by the SCAQMD in order to readily

determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality. The emission thresholds were calculated based on the Central Los Angeles source receptor area (SRA) 1 and, to be conservative, a disturbance value of one acre per day (as the 1-acre thresholds are more stringent). According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25 meter thresholds. The nearest sensitive receptors are the multi-family attached residential dwelling units located adjacent to the north and south; therefore, the SCAQMD Look-up Tables for 25 meters was used. Table 8 shows the on-site emissions from the CalEEMod model for the different construction phases and the LST emissions thresholds.

The data provided in Table 8 shows that none of the analyzed criteria pollutants would exceed the calculated local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the proposed project.

Construction-Related Toxic Air Contaminant Impacts

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30 year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 30 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project.

Construction-Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are of short-term in nature and the odor emissions are expected cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the proposed project. Diesel exhaust and VOCs would be emitted during construction of the project, which are objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not reach an objectionable level at the nearest sensitive receptors.

Table 6
Construction-Related Regional Pollutant Emissions [1]

Activity		Pollutant Emissions (pounds/day)					
		ROG	NOx	CO	SO_2	PM10	PM2.5
Demolition	On-Site[2]	0.95	8.60	7.69	0.01	0.74	0.54
	Off-Site[3]	0.08	0.79	0.64	0.00	0.16	0.04
	Subtotal	1.03	9.40	8.33	0.02	0.90	0.59
Grading	On-Site[2]	0.95	8.60	7.69	0.01	0.90	0.68
	Off-Site[3]	1.98	62.11	14.39	0.16	3.84	1.21
	Subtotal	2.93	70.72	22.08	0.17	4.74	1.89
Building Construction	On-Site[2]	0.96	9.82	7.54	0.01	0.61	0.56
	Off-Site[3]	0.52	3.54	4.33	0.02	1.01	0.29
	Subtotal	1.48	13.36	11.87	0.03	1.62	0.85
Paving	On-Site[2]	0.72	6.72	7.09	0.01	0.35	0.33
	Off-Site[3]	0.09	0.06	0.73	0.00	0.20	0.05
	Subtotal	0.81	6.78	7.81	0.01	0.56	0.38
Architectural Coating	On-Site[2]	49.06	1.53	1.82	0.00	0.09	0.09
	Off-Site[3]	0.07	0.05	0.56	0.00	0.16	0.04
	Subtotal	49.13	1.57	2.38	0.00	0.25	0.14
Total for overlapping phases[4]		51.41	21.71	22.07	0.05	2.43	1.37
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds?		No	No	No	No	No	No

Notes:

(1) Source: CalEEMod Version 2016.3.2

(2) On-site emissions from equipment operated on-site that is not operated on public roads. On-site grading and site preparation PM-10 and PM-2.5 emissions show mitigated values for fugitive dust for compliance with SCAQMD Rule 403.

(3) Off-site emissions from equipment operated on public roads.

(4) Construction, painting and paving phases may overlap.

Table 7
Maximum Number of Acres Disturbed Per Day[1]

Activity	Equipment	Number	Acres/8hr-day	Total Acres
Demolition	Rubber Tired Dozers	1	0.5	0.5
	Tractors/Loaders/Backhoes	2	0.5	1
Total for phase		-	-	1.5
Grading	Rubber Tired Dozers	1	0.5	0.5
	Tractors/Loaders/Backhoes	2	0.5	1
Total for phase		-	-	1.5

Notes:

(1) Source: South Coast AQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2011b.

Table 8
Local Construction Emissions at the Nearest Receptors [1]

Activity	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Demolition	8.60	7.69	0.74	0.54
Grading	8.60	7.69	0.90	0.68
Building Construction	9.82	7.54	0.61	0.56
Paving	6.72	7.09	0.35	0.33
Architectural Coating	1.53	1.82	0.09	0.09
SCAQMD Thresholds [2]	74	680	5	3
Exceeds Threshold?	No	No	No	No

Notes:

(1) Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 1 acre at a distance of 25 m in SRA 1 Central Los Angeles.

(2) The nearest sensitive receptors to the project include the multi-family attached residential dwelling units located adjacent to the north and south of the project site; therefore, the 25 meter threshold was used.

Note: The project will disturb up to a maximum of 1.5 acres a day (see Table 7).

7. LONG-TERM AIR QUALITY OPERATIONAL IMPACTS

The on-going operation of the proposed project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips and through operational emissions from the on-going use of the proposed project. The following section provides an analysis of potential long-term air quality impacts due to: regional air quality and local air quality impacts with the on-going operations of the proposed project.

OPERATIONS-RELATED REGIONAL AIR QUALITY IMPACTS

The potential operations-related air emissions have been analyzed below for the criteria pollutants and cumulative impacts.

Operations-Related Criteria Pollutants Analysis

The operations-related criteria air quality impacts created by the proposed project have been analyzed through the use of the CalEEMod model. The operating emissions were based on the year 2021, which is the anticipated opening for the proposed project. As the existing multi-family attached residential uses will be demolished, the operational emissions from the removal of those uses were also calculated for year 2019. The operations daily emissions printouts from the CalEEMod model for both the existing and proposed uses are provided in Appendix B. The CalEEMod analyzes operational emissions from area sources, energy usage, and mobile sources, which are discussed below.

Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated from the proposed project. The vehicle trips associated with the proposed project have been analyzed by inputting the project-generated vehicular trips from the Whitley Hotel Project Traffic Impact Study prepared by DC Engineering Group (February 2017) into the CalEEMod Model. The Traffic Impact Study found that the proposed project will generate approximately 1,275 gross total trips and 1,211 net total trips after the inclusion of the five percent transit trip reduction. Existing land uses to be demolished were found to generate approximately 266 gross total vehicle trips and 253 net total vehicle trips per day after the inclusion of the five percent transit trip reduction; therefore, the proposed project includes an increase from existing of approximately 958 vehicle trips per day after the inclusion of the five percent transit trip reduction. The trip generation rate for the proposed project is 7.76 trips per hotel room per day (taking into consideration the 5 percent transit credit). The Traffic Impact Study also found a trip generation rate of 6.33 trips per dwelling unit (taking into consideration the 5 percent transit credit) for the existing multi-family attached residential dwelling units that are to be removed from the site. The program then applies the emission factors for each trip which is provided by the EMFAC2014 model to determine the vehicular traffic pollutant emissions. The CalEEMod default trip lengths were used in this analysis.

Area Sources

Area sources include emissions from consumer products, landscape equipment and architectural coatings. Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. As specifics were not known about the landscaping equipment fleet, CalEEMod defaults were used to estimate emissions from landscaping equipment. No changes were made to the default area source parameters.

Energy Usage

Energy usage includes emissions from the generation of electricity and natural gas used on-site. No changes were made to the default energy usage parameters.

Project Impacts

The worst-case summer or winter criteria pollutant emissions created from the proposed project's long-term operations have been calculated and are shown below in Table 9. The results show that even before the emissions from the existing residential uses are removed, none of the SCAQMD regional thresholds would be exceeded. Therefore, a less than significant regional air quality impact would occur from operation of the proposed project.

Cumulative Regional Air Quality Impacts

Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered would cover an even larger area. Accordingly, the cumulative analysis for the project's air quality must be generic by nature.

The project area is out of attainment for ozone and in 2015 was out of attainment for PM10. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic volumes from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. With respect to long-term emissions, this project would create a less than significant cumulative impact.

OPERATIONS-RELATED LOCAL AIR QUALITY IMPACTS

Project-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. The proposed project has been analyzed for the potential local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from on-site operations. The following analysis analyzes the vehicular CO emissions, local impacts from on-site operations, and odor impacts.

Local CO Emission Impacts from Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards which were presented above in Section 5.

To determine if the proposed project could cause emission levels in excess of the CO standards discussed above in Section 5, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high traffic volume intersections with a Level of Service E or worse.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: South Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority evaluated the Level of Service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be Level of Service E during the morning peak hour and Level of Service F during the afternoon peak hour.

The Traffic Impact Study showed that the project would generate a maximum of approximately 1,275 trips (958 trips with reduction of existing uses and five percent transit credit). The intersection with the highest traffic volume is located at the intersection of Franklin Avenue and Whitley Avenue and has a Future with Project evening peak hour volume of 3,326 vehicles. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Therefore as the highest traffic volumes fall far short of 100,000 vehicles, no CO "hot spot" modeling was performed and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

Local Air Quality Impacts from On-Site Operations

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The nearest sensitive receptors that may be impacted by the proposed project are the multi-family attached residential dwelling units located adjacent to the north and south of the project site.

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources (such as heavy-duty trucks) that may spend long periods queuing and idling at the site; such as industrial warehouse/transfer facilities. The proposed project is the development of the site with a hotel and does not include such uses. Therefore, due the lack of stationary source emissions, no long-term localized significance threshold analysis is warranted.

Operations-Related Odor Impacts

Potential sources that may emit odors during the on-going operations of the proposed project would include odor emissions from trash storage areas. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402 no significant impact related to odors would occur during the on-going operations of the proposed project.

Table 9
Regional Operational Pollutant Emissions[1]

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO2	PM10	PM2.5
Area Sources[2]	2.46	0.00	0.03	0.00	0.00	0.00
Energy Usage[3]	0.08	0.70	0.59	0.00	0.05	0.05
Mobile Sources[4]	2.03	9.21	23.88	0.08	6.21	1.71
Subtotal Emissions	4.56	9.92	24.50	0.08	6.26	1.76
-Existing multi-family residential dwelling units being removed	-11.66	-3.79	-31.72	-0.08	-4.95	-3.60
Total Emissions	-7.10	6.12	-7.23	0.01	1.31	-1.84
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:

(1) Source: CalEEMod Version 2016.3.2; the higher of either summer or winter emissions.

(2) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

(3) Energy usage consists of emissions from generation of electricity and on-site natural gas usage.

(4) Mobile sources consist of emissions from vehicles and road dust.

8. AIR QUALITY COMPLIANCE

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD Air Quality Management Plan (AQMP). Therefore, this section discusses any potential inconsistencies of the proposed project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP". Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
(2) Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

CRITERIA 1 – INCREASE IN THE FREQUENCY OR SEVERITY OF VIOLATIONS

Based on the air quality modeling analysis contained in this Air Analysis, short-term construction impacts will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. This Air Analysis also found that long-term operations impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance.

Therefore, the proposed project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

CRITERIA 2 – EXCEED ASSUMPTIONS IN THE AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The 2016-2040 Regional Transportation/Sustainable Communities Strategy prepared by SCAG (2016) includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the City of Los Angeles General Plan Land Use defines the assumptions that are represented in the AQMP.

The General Plan Land Use designation for the site is Multiple Family High density and is zoned [Q] R5-2. The development of the site with a ten-story 156 room hotel which is an allowable use with no restriction in the

R5 zone[4]. Therefore, the proposed project would not exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the proposed project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur.

[4] The General Plan contemplates that certain commercial uses maybe allowed on properties designated as High density through LAMC12.24.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. Whenever possible commercial uses should be located at street level with residential uses on the upper floors

9. MITIGATION MEASURES

CONSTRUCTION MEASURES

Adherence to SCAQMD Rules 403 for Fugitive Dust and Rule 1403 for Asbestos Emissions from Demolition/Renovation Activities is required.

No construction mitigation required.

OPERATIONAL MEASURES

No operational mitigation is required.

10. REFERENCES

California Air Resources Board

2008 Resolution 08-43

2008 Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act

2008 Climate Change Scoping Plan, a framework for change.

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2013 Almanac of Emissions and Air Quality.
Source: https://www.arb.ca.gov/aqd/almanac/almanac13/almanac13.htm

2014 First Update to the Climate Change Scoping Plan, Building on the Framework Pursuant to AB32, the California Global Warming Solutions Act of 2006. May.

2018 Historical Air Quality, Top 4 Summary

2017 California's 2017 Climate Change Scoping Plan. November.

City of Los Angeles

1992 City of Los Angeles General Plan Air Quality Element. November 24.

2007 Green LA: An Action Plan to Lead the Nation in Fighting Global Warming. May.

2015 Sylmar Community Plan. June 10.

Governor's Office of Planning and Research

2008 CEQA and Climate: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review

2009 CEQA Guideline Sections to be Added or Amended

Intergovernmental Panel on Climate Change (IPCC).

2014 IPCC Fifth Assessment Report, Climate Change 2014: Synthesis Report

DC Engineering Group
2017 Proposed Whitley Hotel Project Traffic Impact Study. February.

Office of Environmental Health Hazard Assessment

2015 Air Toxics Hot Spots Program Risk Assessment Guidelines

South Coast Air Quality Management District

1993 CEQA Air Quality Handbook

2005 Rule 403 Fugitive Dust

2007 2007 Air Quality Management Plan

2008 Final Localized Significance Threshold Methodology, Revised

2016 2016 Air Quality Management Plan

2018 Historical Data by Year. 2013, 2014 and 2015 Air Quality Data Tables.
Source: http://www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year

Southern California Association of Governments

2012 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy

U.S. Environmental Protection Agency (EPA)

2017 Understanding Global Warming Potentials
(Source: https://www.epa.gov/ghgemissions/understanding-global-warming-potentials)

U.S. Geological Survey

2011 Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California

APPENDICES

Appendix A Glossary of Terms

Appendix B CalEEMod Model Daily Emissions Printouts

APPENDIX A

GLOSSARY OF TERMS

AQMP	Air Quality Management Plan
BACT	Best Available Control Technologies
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CEQA	California Environmental Quality Act
CFCs	Chlorofluorocarbons
CH_4	Methane
CNG	Compressed natural gas
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
DPM	Diesel particulate matter
EPA	U.S. Environmental Protection Agency
GHG	Greenhouse gas
GWP	Global warming potential
HIDPM	Hazard Index Diesel Particulate Matter
HFCs	Hydrofluorocarbons
IPCC	International Panel on Climate Change
LCFS	Low Carbon Fuel Standard
LST	Localized Significant Thresholds
$MTCO_2e$	Metric tons of carbon dioxide equivalent
$MMTCO_2e$	Million metric tons of carbon dioxide equivalent
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NOx	Nitrogen Oxides
NO_2	Nitrogen dioxide
N_2O	Nitrous oxide
O_3	Ozone
OPR	Governor's Office of Planning and Research
PFCs	Perfluorocarbons
PM	Particle matter
PM10	Particles that are less than 10 micrometers in diameter
PM2.5	Particles that are less than 2.5 micrometers in diameter
PMI	Point of maximum impact
PPM	Parts per million
PPB	Parts per billion
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
SANBAG	San Bernardino Association of Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SSAB	Salton Sea Air Basin
SF_6	Sulfur hexafluoride
SIP	State Implementation Plan
SOx	Sulfur Oxides
TAC	Toxic air contaminants
VOC	Volatile organic compounds

APPENDIX B

CALEEMOD MODEL DAILY EMISSIONS PRINTOUTS

18-0134 1719 Whitley Avenue Project

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	122.00	Space	0.49	61,125.00	0
Other Non-Asphalt Surfaces	0.01	Acre	0.01	522.72	0
Hotel	156.00	Room	0.00	108,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2021
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - ~0.5 ac w/ a 10-stry 156 room 108,800 sf hotel, 3-stry 61,125 sf subterranean parking garage w/ 122 spaces (FL P1 upper garage = 21,265 sf = 0.488 ac), remainder ~0.012 acres is landscaping/hardscape.

Construction Phase - Construction anticipated to begin June 2019 and be complete by June 2021.

Demolition - Demolition of ~22,320 sf of existing multi-family residential housing.

Grading - Site is to include 24,000 CY export.

Vehicle Trips - Per Traffic Study, 7.76 trips/hotel room/day (includes the 5% transit credit).

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Waste Mitigation - AB 341 requires each jurisdiction in CA divert 75% of their waste away from landfills by 2020.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	42.00
tblConstructionPhase	NumDays	2.00	15.00
tblConstructionPhase	NumDays	100.00	428.00
tblConstructionPhase	NumDays	5.00	21.00
tblConstructionPhase	NumDays	5.00	21.00
tblGrading	MaterialExported	0.00	24,000.00
tblLandUse	LandUseSquareFeet	48,800.00	61,125.00
tblLandUse	LandUseSquareFeet	226,512.00	108,800.00
tblLandUse	LotAcreage	1.10	0.49
tblLandUse	LotAcreage	5.20	0.00
tblVehicleTrips	ST_TR	8.19	7.76
tblVehicleTrips	SU_TR	5.95	7.76
tblVehicleTrips	WD_TR	8.17	7.76

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	2.8824	69.8972	21.2344	0.1730	4.5422	0.7628	5.3051	1.4293	0.7284	2.1577						
2020	1.2927	12.0665	11.3203	0.0272	0.9841	0.5431	1.5272	0.2650	0.5002	0.7652						
2021	49.1228	17.6864	18.6892	0.0401	1.1853	0.8146	1.9999	0.3184	0.7531	1.0715						
Maximum	**49.1228**	**69.8972**	**21.2344**	**0.1730**	**4.5422**	**0.8146**	**5.3051**	**1.4293**	**0.7531**	**2.1577**						

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	2.8824	69.8972	21.2344	0.1730	3.9727	0.7628	4.7355	1.1602	0.7284	1.8886						
2020	1.2927	12.0665	11.3203	0.0272	0.9841	0.5431	1.5272	0.2650	0.5002	0.7652						
2021	49.1228	17.6864	18.6892	0.0401	1.1853	0.8146	1.9999	0.3184	0.7531	1.0715						
Maximum	**49.1228**	**69.8972**	**21.2344**	**0.1730**	**3.9727**	**0.8146**	**4.7355**	**1.1602**	**0.7531**	**1.8886**						

18-0134 1719 Whitley Avenue Project - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**8.49**	**0.00**	**6.45**	**13.37**	**0.00**	**6.74**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.4598	2.6000e-004	0.0285	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004						
Energy	0.0771	0.7008	0.5887	4.2000e-003		0.0533	0.0533		0.0533	0.0533						
Mobile	2.0252	9.0418	23.8784	0.0794	6.1424	0.0662	6.2086	1.6439	0.0618	1.7056						
Total	**4.5621**	**9.7428**	**24.4956**	**0.0836**	**6.1424**	**0.1195**	**6.2619**	**1.6439**	**0.1151**	**1.7590**						

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.4598	2.6000e-004	0.0285	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004						
Energy	0.0771	0.7008	0.5887	4.2000e-003		0.0533	0.0533		0.0533	0.0533						
Mobile	2.0252	9.0418	23.8784	0.0794	6.1424	0.0662	6.2086	1.6439	0.0618	1.7056						
Total	**4.5621**	**9.7428**	**24.4956**	**0.0836**	**6.1424**	**0.1195**	**6.2619**	**1.6439**	**0.1151**	**1.7590**						

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2019	7/30/2019	5	42	
2	Grading	Grading	7/31/2019	8/20/2019	5	15	
3	Building Construction	Building Construction	8/21/2019	4/9/2021	5	428	
4	Paving	Paving	4/5/2021	5/3/2021	5	21	
5	Architectural Coating	Architectural Coating	5/4/2021	6/1/2021	5	21	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.498

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 163,200; Non-Residential Outdoor: 54,400; Striped Parking Area: 3,699 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	102.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	3,000.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	72.00	28.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	14.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5231	0.0000	0.5231	0.0792	0.0000	0.0792						
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125						
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.5231**	**0.5371**	**1.0602**	**0.0792**	**0.5125**	**0.5917**						

3.2 Demolition - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0228	0.7438	0.1586	1.9400e-003	0.0425	2.7300e-003	0.0452	0.0116	2.6100e-003	0.0143						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0500	0.0367	0.4822	1.2200e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305						
Total	**0.0728**	**0.7806**	**0.6408**	**3.1600e-003**	**0.1542**	**3.6900e-003**	**0.1579**	**0.0413**	**3.5000e-003**	**0.0448**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2040	0.0000	0.2040	0.0309	0.0000	0.0309						
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125						
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.2040**	**0.5371**	**0.7411**	**0.0309**	**0.5125**	**0.5434**						

3.2 Demolition - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0228	0.7438	0.1586	1.9400e-003	0.0425	2.7300e-003	0.0452	0.0116	2.6100e-003	0.0143						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0500	0.0367	0.4822	1.2200e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305						
Total	**0.0728**	**0.7806**	**0.6408**	**3.1600e-003**	**0.1542**	**3.6900e-003**	**0.1579**	**0.0413**	**3.5000e-003**	**0.0448**						

3.3 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.9337	0.0000	0.9337	0.4412	0.0000	0.4412						
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125						
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.9337**	**0.5371**	**1.4708**	**0.4412**	**0.5125**	**0.9537**						

3.3 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.8794	61.2566	13.0605	0.1598	3.4968	0.2248	3.7215	0.9585	0.2151	1.1736						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0500	0.0367	0.4822	1.2200e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305						
Total	**1.9294**	**61.2934**	**13.5427**	**0.1610**	**3.6085**	**0.2257**	**3.8343**	**0.9881**	**0.2159**	**1.2041**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3641	0.0000	0.3641	0.1721	0.0000	0.1721						
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125						
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.3641**	**0.5371**	**0.9012**	**0.1721**	**0.5125**	**0.6845**						

3.3 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.8794	61.2566	13.0605	0.1598	3.4968	0.2248	3.7215	0.9585	0.2151	1.1736						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0500	0.0367	0.4822	1.2200e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305						
Total	**1.9294**	**61.2934**	**13.5427**	**0.1610**	**3.6085**	**0.2257**	**3.8343**	**0.9881**	**0.2159**	**1.2041**						

3.4 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569						
Total	**0.9576**	**9.8207**	**7.5432**	**0.0114**		**0.6054**	**0.6054**		**0.5569**	**0.5569**						

3.4 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.1164	3.2404	0.8598	7.3200e-003	0.1793	0.0207	0.1999	0.0516	0.0198	0.0714						
Worker	0.3597	0.2644	3.4716	8.7700e-003	0.8048	6.9400e-003	0.8117	0.2134	6.3900e-003	0.2198						
Total	**0.4760**	**3.5048**	**4.3314**	**0.0161**	**0.9840**	**0.0276**	**1.0116**	**0.2650**	**0.0262**	**0.2912**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569						
Total	**0.9576**	**9.8207**	**7.5432**	**0.0114**		**0.6054**	**0.6054**		**0.5569**	**0.5569**						

3.4 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.1164	3.2404	0.8598	7.3200e-003	0.1793	0.0207	0.1999	0.0516	0.0198	0.0714						
Worker	0.3597	0.2644	3.4716	8.7700e-003	0.8048	6.9400e-003	0.8117	0.2134	6.3900e-003	0.2198						
Total	**0.4760**	**3.5048**	**4.3314**	**0.0161**	**0.9840**	**0.0276**	**1.0116**	**0.2650**	**0.0262**	**0.2912**						

3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806						
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**						

3.4 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0996	2.9784	0.7804	7.2600e-003	0.1793	0.0140	0.1933	0.0516	0.0134	0.0650						
Worker	0.3314	0.2357	3.1525	8.5000e-003	0.8048	6.7300e-003	0.8115	0.2134	6.2000e-003	0.2196						
Total	**0.4309**	**3.2142**	**3.9329**	**0.0158**	**0.9841**	**0.0208**	**1.0048**	**0.2650**	**0.0196**	**0.2847**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806						
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**						

3.4 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0996	2.9784	0.7804	7.2600e-003	0.1793	0.0140	0.1933	0.0516	0.0134	0.0650						
Worker	0.3314	0.2357	3.1525	8.5000e-003	0.8048	6.7300e-003	0.8115	0.2134	6.2000e-003	0.2196						
Total	**0.4309**	**3.2142**	**3.9329**	**0.0158**	**0.9841**	**0.0208**	**1.0048**	**0.2650**	**0.0196**	**0.2847**						

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117						
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**						

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0851	2.7185	0.7107	7.2000e-003	0.1793	5.5600e-003	0.1848	0.0516	5.3200e-003	0.0569						
Worker	0.3086	0.2121	2.9000	8.2300e-003	0.8048	6.5000e-003	0.8113	0.2134	5.9900e-003	0.2194						
Total	**0.3937**	**2.9306**	**3.6107**	**0.0154**	**0.9841**	**0.0121**	**0.9961**	**0.2650**	**0.0113**	**0.2764**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117						
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**						

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0851	2.7185	0.7107	7.2000e-003	0.1793	5.5600e-003	0.1848	0.0516	5.3200e-003	0.0569						
Worker	0.3086	0.2121	2.9000	8.2300e-003	0.8048	6.5000e-003	0.8113	0.2134	5.9900e-003	0.2194						
Total	**0.3937**	**2.9306**	**3.6107**	**0.0154**	**0.9841**	**0.0121**	**0.9961**	**0.2650**	**0.0113**	**0.2764**						

3.5 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286						
Paving	0.0000					0.0000	0.0000		0.0000	0.0000						
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**						

3.5 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549						
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286						
Paving	0.0000					0.0000	0.0000		0.0000	0.0000						
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**						

3.5 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549						
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**						

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	48.8439					0.0000	0.0000		0.0000	0.0000						
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941						
Total	**49.0628**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**						

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0600	0.0413	0.5639	1.6000e-003	0.1565	1.2600e-003	0.1578	0.0415	1.1600e-003	0.0427						
Total	**0.0600**	**0.0413**	**0.5639**	**1.6000e-003**	**0.1565**	**1.2600e-003**	**0.1578**	**0.0415**	**1.1600e-003**	**0.0427**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	48.8439					0.0000	0.0000		0.0000	0.0000						
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941						
Total	**49.0628**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**						

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0600	0.0413	0.5639	1.6000e-003	0.1565	1.2600e-003	0.1578	0.0415	1.1600e-003	0.0427						
Total	**0.0600**	**0.0413**	**0.5639**	**1.6000e-003**	**0.1565**	**1.2600e-003**	**0.1578**	**0.0415**	**1.1600e-003**	**0.0427**						

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.0252	9.0418	23.8784	0.0794	6.1424	0.0662	6.2086	1.6439	0.0618	1.7056						
Unmitigated	2.0252	9.0418	23.8784	0.0794	6.1424	0.0662	6.2086	1.6439	0.0618	1.7056						

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Hotel	1,210.56	1,210.56	1210.56	2,888,603	2,888,603
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	1,210.56	1,210.56	1,210.56	2,888,603	2,888,603

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Hotel	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Other Non-Asphalt Surfaces	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0771	0.7008	0.5887	4.2000e-003		0.0533	0.0533		0.0533	0.0533						
NaturalGas Unmitigated	0.0771	0.7008	0.5887	4.2000e-003		0.0533	0.0533		0.0533	0.0533						

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Hotel	7148.01	0.0771	0.7008	0.5887	4.2000e-003		0.0533	0.0533		0.0533	0.0533						
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		**0.0771**	**0.7008**	**0.5887**	**4.2000e-003**		**0.0533**	**0.0533**		**0.0533**	**0.0533**						

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Hotel	7.14801	0.0771	0.7008	0.5887	4.2000e-003		0.0533	0.0533		0.0533	0.0533						
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		**0.0771**	**0.7008**	**0.5887**	**4.2000e-003**		**0.0533**	**0.0533**		**0.0533**	**0.0533**						

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.4598	2.6000e-004	0.0285	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004						
Unmitigated	2.4598	2.6000e-004	0.0285	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004						

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2810					0.0000	0.0000		0.0000	0.0000						
Consumer Products	2.1761					0.0000	0.0000		0.0000	0.0000						
Landscaping	2.6600e-003	2.6000e-004	0.0285	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004						
Total	**2.4598**	**2.6000e-004**	**0.0285**	**0.0000**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**						

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2810					0.0000	0.0000		0.0000	0.0000						
Consumer Products	2.1761					0.0000	0.0000		0.0000	0.0000						
Landscaping	2.6600e-003	2.6000e-004	0.0285	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004						
Total	**2.4598**	**2.6000e-004**	**0.0285**	**0.0000**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**						

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

18-0134 1719 Whitley Avenue Project

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	122.00	Space	0.49	61,125.00	0
Other Non-Asphalt Surfaces	0.01	Acre	0.01	522.72	0
Hotel	156.00	Room	0.00	108,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2021
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - ~0.5 ac w/ a 10-stry 156 room 108,800 sf hotel, 3-stry 61,125 sf subterranean parking garage w/ 122 spaces (FL P1 upper garage = 21,265 sf = 0.488 ac), remainder ~0.012 acres is landscaping/hardscape.

Construction Phase - Construction anticipated to begin June 2019 and be complete by June 2021.

Demolition - Demolition of ~22,320 sf of existing multi-family residential housing.

Grading - Site is to include 24,000 CY export.

Vehicle Trips - Per Traffic Study, 7.76 trips/hotel room/day (includes the 5% transit credit).

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Waste Mitigation - AB 341 requires each jurisdiction in CA divert 75% of their waste away from landfills by 2020.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	42.00
tblConstructionPhase	NumDays	2.00	15.00
tblConstructionPhase	NumDays	100.00	428.00
tblConstructionPhase	NumDays	5.00	21.00
tblConstructionPhase	NumDays	5.00	21.00
tblGrading	MaterialExported	0.00	24,000.00
tblLandUse	LandUseSquareFeet	48,800.00	61,125.00
tblLandUse	LandUseSquareFeet	226,512.00	108,800.00
tblLandUse	LotAcreage	1.10	0.49
tblLandUse	LotAcreage	5.20	0.00
tblVehicleTrips	ST_TR	8.19	7.76
tblVehicleTrips	SU_TR	5.95	7.76
tblVehicleTrips	WD_TR	8.17	7.76

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	2.9349	70.7185	22.0773	0.1702	4.5422	0.7671	5.3093	1.4293	0.7325	2.1618						
2020	1.3338	12.0911	11.1354	0.0265	0.9841	0.5433	1.5274	0.2650	0.5004	0.7654						
2021	49.1295	17.7091	18.4540	0.0394	1.1853	0.8148	2.0001	0.3184	0.7533	1.0717						
Maximum	**49.1295**	**70.7185**	**22.0773**	**0.1702**	**4.5422**	**0.8148**	**5.3093**	**1.4293**	**0.7533**	**2.1618**						

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	2.9349	70.7185	22.0773	0.1702	3.9727	0.7671	4.7397	1.1602	0.7325	1.8927						
2020	1.3338	12.0911	11.1354	0.0265	0.9841	0.5433	1.5274	0.2650	0.5004	0.7654						
2021	49.1295	17.7091	18.4540	0.0394	1.1853	0.8148	2.0001	0.3184	0.7533	1.0717						
Maximum	**49.1295**	**70.7185**	**22.0773**	**0.1702**	**3.9727**	**0.8148**	**4.7397**	**1.1602**	**0.7533**	**1.8927**						

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**8.49**	**0.00**	**6.45**	**13.37**	**0.00**	**6.73**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.4598	2.6000e-004	0.0285	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004						
Energy	0.0771	0.7008	0.5887	4.2000e-003		0.0533	0.0533		0.0533	0.0533						
Mobile	1.9668	9.2149	23.0072	0.0754	6.1424	0.0666	6.2090	1.6439	0.0622	1.7061						
Total	**4.5036**	**9.9159**	**23.6244**	**0.0796**	**6.1424**	**0.1200**	**6.2624**	**1.6439**	**0.1156**	**1.7594**						

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.4598	2.6000e-004	0.0285	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004						
Energy	0.0771	0.7008	0.5887	4.2000e-003		0.0533	0.0533		0.0533	0.0533						
Mobile	1.9668	9.2149	23.0072	0.0754	6.1424	0.0666	6.2090	1.6439	0.0622	1.7061						
Total	**4.5036**	**9.9159**	**23.6244**	**0.0796**	**6.1424**	**0.1200**	**6.2624**	**1.6439**	**0.1156**	**1.7594**						

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2019	7/30/2019	5	42	
2	Grading	Grading	7/31/2019	8/20/2019	5	15	
3	Building Construction	Building Construction	8/21/2019	4/9/2021	5	428	
4	Paving	Paving	4/5/2021	5/3/2021	5	21	
5	Architectural Coating	Architectural Coating	5/4/2021	6/1/2021	5	21	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.498

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 163,200; Non-Residential Outdoor: 54,400; Striped Parking Area: 3,699 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	102.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	3,000.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	72.00	28.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	14.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5231	0.0000	0.5231	0.0792	0.0000	0.0792						
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125						
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.5231**	**0.5371**	**1.0602**	**0.0792**	**0.5125**	**0.5917**						

3.2 Demolition - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0234	0.7538	0.1693	1.9100e-003	0.0425	2.7800e-003	0.0452	0.0116	2.6600e-003	0.0143						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0554	0.0407	0.4425	1.1500e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305						
Total	**0.0788**	**0.7944**	**0.6118**	**3.0600e-003**	**0.1542**	**3.7400e-003**	**0.1580**	**0.0413**	**3.5500e-003**	**0.0448**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2040	0.0000	0.2040	0.0309	0.0000	0.0309						
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125						
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.2040**	**0.5371**	**0.7411**	**0.0309**	**0.5125**	**0.5434**						

3.2 Demolition - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0234	0.7538	0.1693	1.9100e-003	0.0425	2.7800e-003	0.0452	0.0116	2.6600e-003	0.0143						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0554	0.0407	0.4425	1.1500e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305						
Total	**0.0788**	**0.7944**	**0.6118**	**3.0600e-003**	**0.1542**	**3.7400e-003**	**0.1580**	**0.0413**	**3.5500e-003**	**0.0448**						

3.3 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.9337	0.0000	0.9337	0.4412	0.0000	0.4412						
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125						
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.9337**	**0.5371**	**1.4708**	**0.4412**	**0.5125**	**0.9537**						

3.3 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.9265	62.0740	13.9431	0.1571	3.4968	0.2290	3.7258	0.9585	0.2191	1.1776						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0554	0.0407	0.4425	1.1500e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305						
Total	**1.9819**	**62.1146**	**14.3856**	**0.1582**	**3.6085**	**0.2300**	**3.8385**	**0.9881**	**0.2200**	**1.2081**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3641	0.0000	0.3641	0.1721	0.0000	0.1721						
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125						
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.3641**	**0.5371**	**0.9012**	**0.1721**	**0.5125**	**0.6845**						

3.3 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.9265	62.0740	13.9431	0.1571	3.4968	0.2290	3.7258	0.9585	0.2191	1.1776						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0554	0.0407	0.4425	1.1500e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305						
Total	**1.9819**	**62.1146**	**14.3856**	**0.1582**	**3.6085**	**0.2300**	**3.8385**	**0.9881**	**0.2200**	**1.2081**						

3.4 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569						
Total	**0.9576**	**9.8207**	**7.5432**	**0.0114**		**0.6054**	**0.6054**		**0.5569**	**0.5569**						

3.4 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.1214	3.2448	0.9477	7.1200e-003	0.1793	0.0210	0.2003	0.0516	0.0201	0.0717						
Worker	0.3987	0.2927	3.1858	8.2600e-003	0.8048	6.9400e-003	0.8117	0.2134	6.3900e-003	0.2198						
Total	**0.5201**	**3.5375**	**4.1336**	**0.0154**	**0.9840**	**0.0279**	**1.0120**	**0.2650**	**0.0265**	**0.2915**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569						
Total	**0.9576**	**9.8207**	**7.5432**	**0.0114**		**0.6054**	**0.6054**		**0.5569**	**0.5569**						

3.4 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.1214	3.2448	0.9477	7.1200e-003	0.1793	0.0210	0.2003	0.0516	0.0201	0.0717						
Worker	0.3987	0.2927	3.1858	8.2600e-003	0.8048	6.9400e-003	0.8117	0.2134	6.3900e-003	0.2198						
Total	**0.5201**	**3.5375**	**4.1336**	**0.0154**	**0.9840**	**0.0279**	**1.0120**	**0.2650**	**0.0265**	**0.2915**						

3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806						
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**						

3.4 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.1041	2.9778	0.8607	7.0700e-003	0.1793	0.0142	0.1935	0.0516	0.0136	0.0652						
Worker	0.3679	0.2610	2.8873	8.0100e-003	0.8048	6.7300e-003	0.8115	0.2134	6.2000e-003	0.2196						
Total	**0.4721**	**3.2388**	**3.7480**	**0.0151**	**0.9841**	**0.0210**	**1.0050**	**0.2650**	**0.0198**	**0.2849**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806						
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**						

3.4 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.1041	2.9778	0.8607	7.0700e-003	0.1793	0.0142	0.1935	0.0516	0.0136	0.0652						
Worker	0.3679	0.2610	2.8873	8.0100e-003	0.8048	6.7300e-003	0.8115	0.2134	6.2000e-003	0.2196						
Total	**0.4721**	**3.2388**	**3.7480**	**0.0151**	**0.9841**	**0.0210**	**1.0050**	**0.2650**	**0.0198**	**0.2849**						

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117						
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**						

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0894	2.7129	0.7862	7.0100e-003	0.1793	5.7400e-003	0.1850	0.0516	5.4900e-003	0.0571						
Worker	0.3433	0.2348	2.6514	7.7500e-003	0.8048	6.5000e-003	0.8113	0.2134	5.9900e-003	0.2194						
Total	**0.4327**	**2.9477**	**3.4376**	**0.0148**	**0.9841**	**0.0122**	**0.9963**	**0.2650**	**0.0115**	**0.2765**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117						
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**						

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0894	2.7129	0.7862	7.0100e-003	0.1793	5.7400e-003	0.1850	0.0516	5.4900e-003	0.0571						
Worker	0.3433	0.2348	2.6514	7.7500e-003	0.8048	6.5000e-003	0.8113	0.2134	5.9900e-003	0.2194						
Total	**0.4327**	**2.9477**	**3.4376**	**0.0148**	**0.9841**	**0.0122**	**0.9963**	**0.2650**	**0.0115**	**0.2765**						

3.5 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286						
Paving	0.0000					0.0000	0.0000		0.0000	0.0000						
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**						

3.5 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549						
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286						
Paving	0.0000					0.0000	0.0000		0.0000	0.0000						
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**						

3.5 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549						
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**						

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	48.8439					0.0000	0.0000		0.0000	0.0000						
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941						
Total	**49.0628**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**						

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0668	0.0457	0.5156	1.5100e-003	0.1565	1.2600e-003	0.1578	0.0415	1.1600e-003	0.0427						
Total	**0.0668**	**0.0457**	**0.5156**	**1.5100e-003**	**0.1565**	**1.2600e-003**	**0.1578**	**0.0415**	**1.1600e-003**	**0.0427**						

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	48.8439					0.0000	0.0000		0.0000	0.0000						
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941						
Total	**49.0628**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**						

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0668	0.0457	0.5156	1.5100e-003	0.1565	1.2600e-003	0.1578	0.0415	1.1600e-003	0.0427						
Total	**0.0668**	**0.0457**	**0.5156**	**1.5100e-003**	**0.1565**	**1.2600e-003**	**0.1578**	**0.0415**	**1.1600e-003**	**0.0427**						

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.9668	9.2149	23.0072	0.0754	6.1424	0.0666	6.2090	1.6439	0.0622	1.7061						
Unmitigated	1.9668	9.2149	23.0072	0.0754	6.1424	0.0666	6.2090	1.6439	0.0622	1.7061						

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Hotel	1,210.56	1,210.56	1210.56	2,888,603	2,888,603
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	1,210.56	1,210.56	1,210.56	2,888,603	2,888,603

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Hotel	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Other Non-Asphalt Surfaces	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0771	0.7008	0.5887	4.2000e-003		0.0533	0.0533		0.0533	0.0533						
NaturalGas Unmitigated	0.0771	0.7008	0.5887	4.2000e-003		0.0533	0.0533		0.0533	0.0533						

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Hotel	7148.01	0.0771	0.7008	0.5887	4.2000e-003		0.0533	0.0533		0.0533	0.0533						
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		**0.0771**	**0.7008**	**0.5887**	**4.2000e-003**		**0.0533**	**0.0533**		**0.0533**	**0.0533**						

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Hotel	7.14801	0.0771	0.7008	0.5887	4.2000e-003		0.0533	0.0533		0.0533	0.0533						
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		**0.0771**	**0.7008**	**0.5887**	**4.2000e-003**		**0.0533**	**0.0533**		**0.0533**	**0.0533**						

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.4598	2.6000e-004	0.0285	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004						
Unmitigated	2.4598	2.6000e-004	0.0285	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004						

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2810					0.0000	0.0000		0.0000	0.0000						
Consumer Products	2.1761					0.0000	0.0000		0.0000	0.0000						
Landscaping	2.6600e-003	2.6000e-004	0.0285	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004						
Total	**2.4598**	**2.6000e-004**	**0.0285**	**0.0000**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**						

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2810					0.0000	0.0000		0.0000	0.0000						
Consumer Products	2.1761					0.0000	0.0000		0.0000	0.0000						
Landscaping	2.6600e-003	2.6000e-004	0.0285	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004						
Total	**2.4598**	**2.6000e-004**	**0.0285**	**0.0000**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**						

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

GANDDINI GROUP, INC.
550 Parkcenter Drive, Suite 202, Santa Ana, CA 92705
714.795.3100 | www.ganddini.com

Appendix C

Historic Resource Assessment

1719-1731 WHITLEY AVENUE
LOS ANGELES, CALIFORNIA

Historic Resources Assessment

Prepared for
Mathew Hayden
Whitley Apartments LLC
P. O. Box 49953
Los Angeles, California 90049

February 2019

ESA

FINAL

1719-1731 WHITLEY AVENUE
LOS ANGELES, CALIFORNIA

Historic Resources Assessment

Prepared for
Mathew Hayden
Whitley Apartments LLC
P. O. Box 49953
Los Angeles, California 90049

February 2019

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1719-1731 WHITLEY AVENUE

Historic Resources Assessment

Introduction

Executive Summary

Environmental Science Associates (ESA) was retained by Mathew Hayden, representative for Whitley Apartments LLC (Client) to prepare this Historical Resources Assessment Report (Report). The purpose of this Report is to identify and evaluate potential historical resources located at 1719-1731 Whitley Avenue in the neighborhood of Hollywood, Los Angeles (City), California, on assessor parcel number (APN) 5547-004-036 (subject property). This Report, completed by ESA, was also prepared to comply with California Environmental Quality Act (CEQA), to assess the existing buildings and landscapes on the subject property and neighboring parcels for eligibility as historical resources for listing in the National Register of Historic Places (National Register or NR), California Register of Historical Resources (California Register or CR), as well as for local designation as a City of Los Angeles Historical Cultural Monument (HCM). The Report includes a discussion of the survey methods used, a brief historic context of the property and surrounding area, and the identification and evaluation of the subject property.

The subject property is situated in Hollywood, between Hollywood Boulevard and Yucca Street and contains six two-story multi-family residential buildings constructed between 1920 and 1949. The four earlier buildings (C, D, E, and F), constructed in 1920, were designed in the Spanish Colonial Revival style, while the two buildings constructed in 1949 (A and B) are of the Modern style. Permits on file for the property indicate the architect of buildings C, D, E, and F was Edwin Thorne and the contractor was Lawrence Burck. Buildings A and B were designed by architect Arthur Hawes and constructed by Philip Brinckerhoff. ESA's architectural historian Christian Taylor, M.H.P. conducted a site survey of the subject property on July 25, 2018. This survey documented the existing conditions of the property and surrounding vicinity. During the survey the subject property was documented with digital photography and recorded in California Department of Parks and Recreation (DPR) forms.

The subject property was evaluated under the following historical and architectural themes: Multi-Family Residential Development in Hollywood; Courtyard Apartments; Spanish Colonial Revival Architecture; and Minimal Traditional Architecture. ESA also conducted research on the subject property's construction and occupancy history. ESA evaluated the subject property against the criteria for the National Register, California Register, and local listing.

The subject property was surveyed by Chattel Architecture, in a community-wide survey prepared for the Community Redevelopment Agency in February of 2010. The previous survey

identified the buildings on the subject property as not significant for purposes of CEQA; however, they merit consideration in the local planning process (Status Code: 6DQ). The 2010 survey also identified the potential Hollywood North MFR (Multi-Family Residential) Historic District (District). However, the buildings on the subject property were not identified as contributors to the District. In 2015, the subject property was surveyed again as part of Chattel's documentation of the Hollywood Redevelopment Project Area Here again, none of the buildings located on the subject property were identified in the survey findings as individually eligible or as contributors to a historic district.

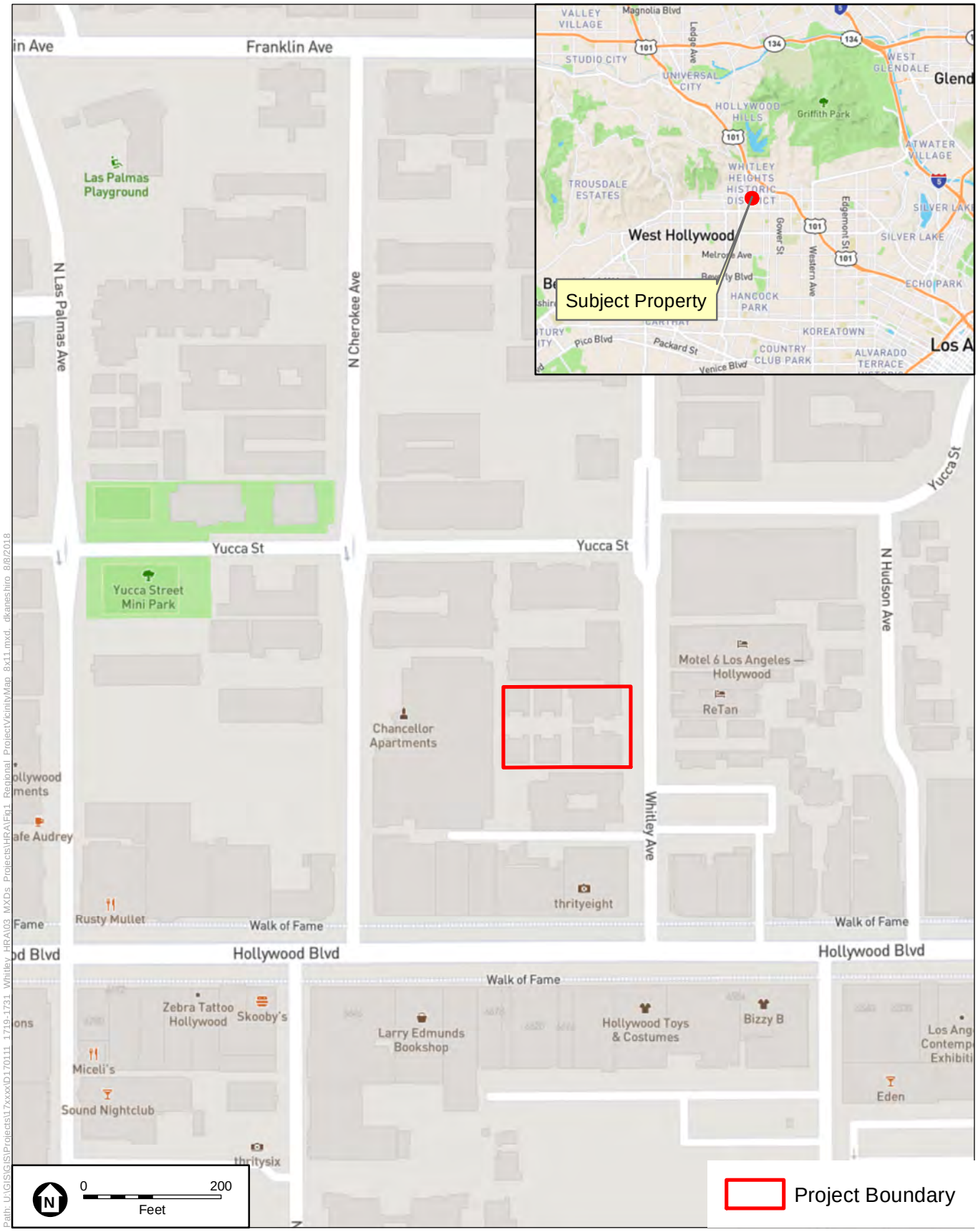
ESA's analysis of the subject property and buildings located within concurs with the previous survey findings. Buildings A and B were constructed in 1949, over forty years after the subdivision was created and more than twenty years after substantial construction began in the area. Therefore, the buildings did not contribute to the settlement patterns of the area because they had already been established by earlier construction. The buildings are common examples of the Courtyard Apartment property type and the Minimal Traditional architectural style and do not reflect the career of Arthur W. Hawes. Buildings C, D, E, and F were constructed in 1920 in the Spanish Colonial Revival style. Although the buildings were constructed at the height of development for the area, there is no significant association between them and the settlement patterns of the area that would allow them to stand out as individually eligible historical resources. As multi-family residential buildings, constructed in 1920 in the Spanish Colonial Revival style, the buildings do share characteristics with the nearby Hollywood North MFR Historic District. However, buildings A and B constructed outside the District's period of significance (1919-1940) have altered the immediate setting of buildings C, D, E, and F, obstructing views of the duplexes so that they are unable to contribute to the visual character of the District. Furthermore, the buildings appear to be the first of a larger development intended for the subject property but never completed. The buildings were constructed on the western half of the lot because the eastern half was occupied by a single-family residence. The residence was relocated to a nearby lot in October of 1920, freeing up the remaining half of the subject property for the construction of additional duplexes. The project was never completed and the eastern half of the lot remained vacant for 30 years until the construction of buildings A and B in 1949. In 1932, permits indicate new porches added to buildings C, D, E, and F, replacing the original cloth awnings. Unpermitted additions include the replacement of original windows with aluminum sliding windows. Buildings C, D, E, and F are altered, unremarkable, and incomplete examples of the Courtyard Apartment property type and the Spanish Colonial Revival architectural style. Finally, none of the buildings appear to be associated with significant personages or possess important data related to our understanding of prehistory or history. Based on the above evaluation, none of the buildings were found to be eligible for listing in the National Register, California Register, or LAHCM and therefore they do not qualify as historical resources under CEQA Guidelines Section 15064.5(a)(1) or (2), and do not warrant consideration under CEQA Guidelines Section 15064.5(a)(3).

The Project would not result in direct impacts to historical resources because no historical resources were identified on the subject property. Five listed historical resources were identified in the immediate area of the subject property. Each of these resources would either have a direct view of the new construction or the new construction would be visible in the background (indirect

view), which would alter the existing setting. However, the indirect impact to the setting would be less than significant because the setting has already been altered due to infill construction. Upon Project completion, the nearby historical resources would remain eligible for the National Register, California Register, and/or LAHCM listing. Furthermore, the Project conforms with Standards 9 and 10 and therefore would not materially impair the significance of the adjacent La Leyenda Apartments, or the other historical resources identified in the immediate surroundings. Pursuant to CEQA, the Project would have a less than significant impact on historical resources.

Project Location

The subject property is located at 1719-1731 Whitley Avenue in Hollywood in the City of Los Angeles on APN: 5547-004-036, shown on **Figure 1**, *Regional and Project Vicinity Map*. As mentioned above and shown in **Figure 2**, *Aerial Photograph of Project Site*, the Project Site is improved with six multi-family residential buildings. The subject property is located on a developed block bounded to the south by Hollywood Boulevard, to the west by N. Cherokee Avenue, to the north by Yucca Street, and to the east by Whitley Avenue. The subject property fronts Whitley Avenue to the east, which is developed primarily with multi-family residential buildings.

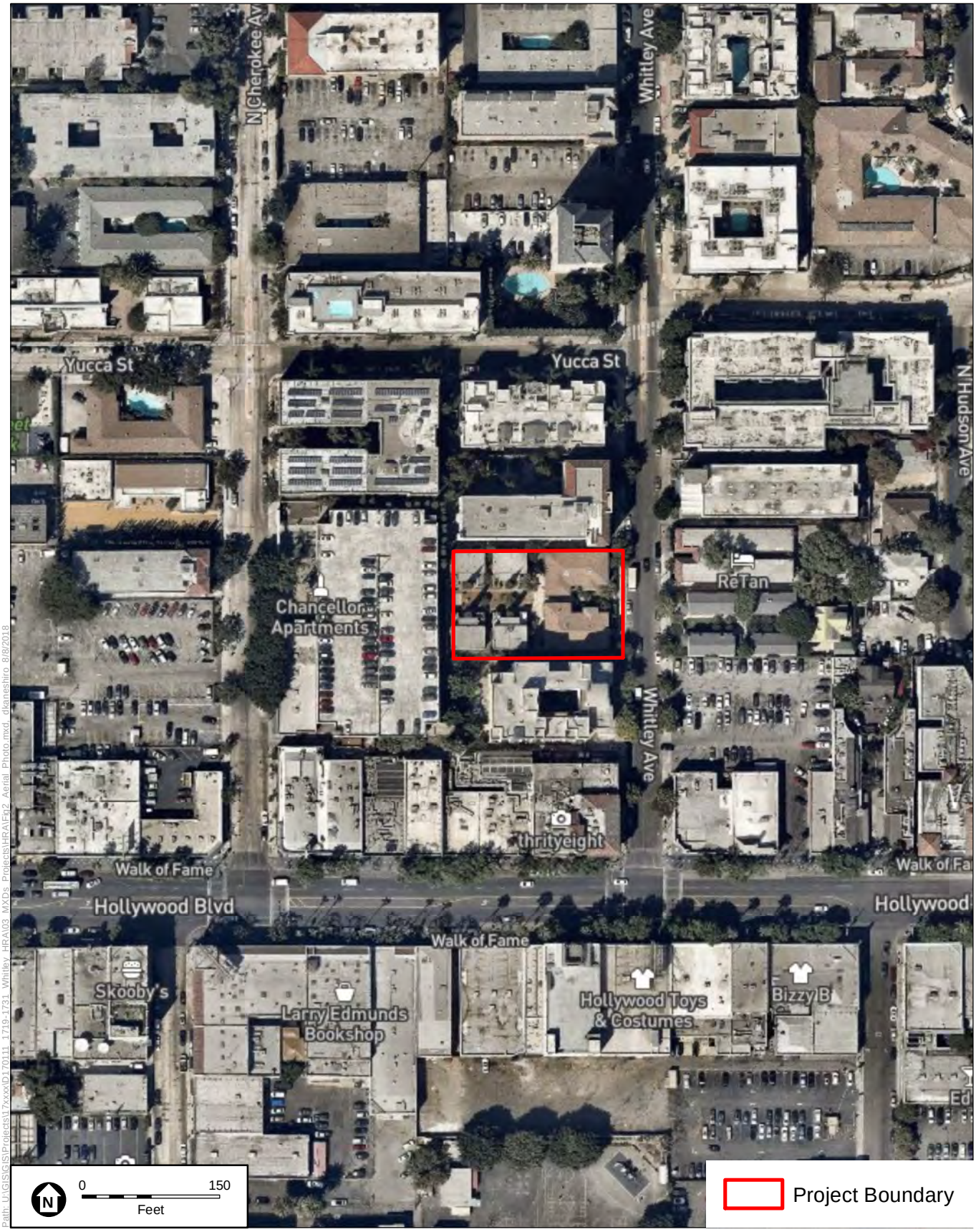


SOURCE: Open Street Map, 2018.

1719-1731 Whitley Avenue in Hollywood, Los Angeles

Figure 1
Regional and Project Vicinity Map

ESA



SOURCE: Open Street Map, 2018.

1719-1731 Whitley Avenue in Hollywood, Los Angeles

Figure 2
Aerial Photograph

ESA

Research and Field Methodology

This Report was prepared by ESA's architectural historians, including Margarita Jerabek, Ph.D., Director of Historical Resources, Chris Taylor, M.H.P., Senior Architectural Historian, and Hanna Winzenried, M.S.C., Architectural Historian Associate, all of whom meet and exceed the *Secretary of the Interior's Professional Qualification Standards* in history and architectural history. Professional qualifications are provided in **Appendix A**. The historical resources evaluation involved a review of the National Register and its annual updates, the California Register, the Statewide Historical Resources Inventory (HRI) database maintained by the State Office of Historic Preservation (OHP), SurveyLA findings, and the City of Los Angeles's inventory of historic properties to identify any previously recorded properties within or near the subject property. An intensive pedestrian survey was also undertaken to document the existing conditions of the property and vicinity. In addition, the following tasks were performed for the study:

- Conducted field inspections of the subject property and utilized the survey methodology of the State OHP.
- Photographed the subject property and associated landscape features, and examined other properties in the vicinity that exhibited potential architectural and/or historical associations.
- Conducted site-specific research on the property utilizing building permits, Sanborn Fire Insurance Maps (Sanborn Maps), City directories, historical photographs, California Index, Avery Index, Online Archive of California, Calisphere, University of Southern California (USC) Digital Collections, historical *Los Angeles Times*, and other published sources.
- Conducted research at the City's Building and Safety and Community Development departments as well as the Los Angeles County Office of the Assessor (Assessor).
- Reviewed and analyzed ordinances, statutes, regulations, bulletins, and technical materials relating to federal, state, and local historic preservation, designation assessment processes, and related programs.
- Evaluated potential historical resources based upon criteria used by the National Register, California Register, and City of Los Angeles Cultural Heritage Preservation Ordinance.

Regulatory Framework

Historical resources fall within the jurisdiction of the federal, state, and local designation programs. Federal laws provide the framework for the identification, and in certain instances, protection of historical resources. Additionally, state and local jurisdictions play active roles in the identification, documentation, and protection of such resources within their communities. The National Historic Preservation Act (NHPA) of 1966, as amended and the California Public Resources Code (PRC), Section 5024.1, are the primary federal and state laws and regulations governing the evaluation and significance of historical resources of national, state, regional, and local importance. Descriptions of these relevant laws and regulations are presented below.

Federal Eligibility Criteria and Integrity Aspects

National Register of Historic Places

The National Register was established by the NHPA as "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."[1] The National Register recognizes properties that are significant at the national, state, and/or local levels.

To be eligible for listing in the National Register, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Four criteria for evaluation have been established to determine the significance of a resource:

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

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

C. Embodies 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;

D. Yields, or may be likely to yield, information important in prehistory or history.[2]

Districts, sites, buildings, structures, and objects that are 50 years in age must meet one or more of the above criteria *and* retain integrity (that is, convey their significance) to be eligible for listing.

Under the National Register, a property can be significant not only for the way it was originally constructed, but also for the way it was adapted at a later period, or for the way it illustrates changing tastes, attitudes, and uses over a period of time.[3]

Within the concept of integrity, the National Register recognizes seven aspects or qualities that, in various combinations, define integrity: Location, Design, Setting, Materials, Workmanship, Feeling, and Association:

Location is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved.

1 36 CFR Section 60.2.

2 "Guidelines for Completing National Register Forms," in National Register Bulletin 16, U.S. Department of Interior, National Park Service, September 30, 1986. This bulletin contains technical information on comprehensive planning, survey of cultural resources and registration in the NRHP.

3 National Register Bulletin 15, p. 19.

Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.

Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the *character* of the place in which the property played its historic role. It involves *how*, not just where, the property is situated and its relationship to surrounding features and open space.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. A property must retain key exterior materials dating from the period of its historic significance.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character.

Association is the direct link between an important historic event or person and a historic property. A property retains association if it *is* the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer.[4]

To retain historic integrity, a property will always possess most of the aspects and depending upon its significance, retention of specific aspects of integrity may be paramount for a property to convey its significance.[5] Determining which of these aspects are most important to a particular

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4 National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation, 44-45, http://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf, accessed July 7, 2013.

5 The National Register defines a property as an "area of land containing a single historic resource or a group of resources, and constituting a single entry in the National Register of Historic Places." A "Historic Property" is defined as "any prehistoric or historic district, site, building, structure, or object at the time it attained historic significance." Glossary of National Register Terms, http://www.nps.gov/nr/publications/bulletins/nrb16a/nrb16a_appendix_IV.htm, accessed June 1, 2013.

property requires knowing why, where and when a property is significant.[6] For properties that are considered significant under National Register Criteria A and B, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation (National Register Bulletin 15)* explains, "a property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s)."[7] In assessing the integrity of properties that are considered significant under National Register Criterion C, *National Register Bulletin 15* states, "a property important for illustrating a particular architectural style or construction technique must retain most of the physical features that constitute that style or technique."[8]

State Register and Eligibility Criteria

California Register of Historical Resources

The OHP, as an office of the California Department of Parks and Recreation (DPR), implements the policies of the NHPA on a statewide level.

The OHP also carries out the duties as set forth in the PRC and maintains the HRI and the California Register. The State Historic Preservation Officer (SHPO) is an appointed official who implements historic preservation programs within the state's jurisdictions.

Also implemented at the state level, CEQA requires projects to identify any substantial adverse impacts which may affect the significance of identified historical resources.

The California Register was created by Assembly Bill 2881 which was signed into law on September 27, 1992. The California Register is "an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change."[9] The criteria for eligibility for the California Register are based upon National Register criteria.[10]

6 National Register Bulletin 15, p. 44.

7 "A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character. Because feeling and association depend on individual perceptions, their retention alone is never sufficient to support eligibility of a property for the National Register." Ibid, p. 46.

8 "A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style." Ibid.

9 PRC Section 5024.1(a).

10 PRC Section 5024.1(b).

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

- California properties listed on the National Register and those formally Determined Eligible for the National Register; [11]
- California Registered Historical Landmarks from No. 770 onward;
- Those California Points of Historical Interest (PHI) that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.[12]

Other resources which may be nominated to the California Register include:

- Individual historical resources;
- Historical resources contributing to historic districts;
- Historical resources identified as significant in historical resources surveys with significance ratings of Category 1 through 5;
- Historical resources designated or listed as local HCMs, or designated under any local ordinance, such as an HPOZ.[13]

To be eligible for the California Register, a historical resource must be significant at the local, state, or national level, under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Additionally, a historical resource eligible for listing in the California Register must meet one or more of the criteria of significance described above and retain enough of its historic character or appearance to be recognizable as a historical resource and to convey the reasons for its significance. Historical resources that have been rehabilitated or restored may be evaluated for listing. Integrity is evaluated with regard to the retention of seven aspects of integrity similar to the National Register (location, design, setting, materials, workmanship, feeling, and association). Also like the National Register, it must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance. It is

[11] PRC Section 5024.1(d).
[12] PRC Section 5024.1(d).
[13] PRC Section 5024.1(e)

possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the National Register, but they may still be eligible for listing in the California Register. A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data.[14]

California Historical Resources Status Codes

The California State OHP developed National Register Status Codes in 1975 as a standardized system for classifying historical resources in the state's Historic Resources Inventory. In 2003 these codes were revised to reflect the application of California Register and local criteria and the name was changed to California Historical Resource (CHR) Status Codes. CHR Status codes consist of three digits and are assigned to properties or historic districts through a survey process and as a result of varying regulatory processes. The first digit ranges from 1-7. Code categories 1-5 reflect properties determined eligible for designation according to the criteria established for the National Register, California Register and local government criteria for significance. Code categories 6-7 generally identify properties that do not meet established criteria for significance, have not been evaluated, or need to be reevaluated. The code categories are as follows:

1. Properties listed in the National Register or the California Register;
2. Properties determined eligible for listing in the National Register or the California Register;
3. Appears eligible for National Register or the California Register through survey evaluation;
4. Appears eligible for the National Register or the California Register through other evaluation;
5. Properties recognized as historically significant by local government;
6. Not eligible for listing or designation as specified; and
7. Not evaluated for the National Register or California Register or needs re-evaluation.

The second digit of the CHR Status Code is a letter code indicating whether the resource is separately eligible (S), eligible as part of a district (D), or both (B). The third digit is a number that is used to further specify significance and refine the relationship of the property to the National Register and/or California Register. Under this evaluation system, categories 1 through 4 pertain to various levels of National Register and California Register eligibility. Locally eligible resources are given a rating code level 5. Properties found ineligible for listing in the National Register, California Register, or for designation under a local ordinance are given an evaluation Status Code of 6. Properties given an evaluation Status Code of 6Z are "found ineligible for the National Register, California Register, or Local designation through survey evaluation."[15]

[14] Codified in California Code of Regulations, Title 14, Chapter 11.5, Section 4852(c) which can be accessed on the internet at http://ohp.parks.ca.gov

[15] California Code of Regulations, Title 14, Chapter 11.5, Section 4852(c)

Local Cultural Heritage Ordinance and Eligibility Criteria

City of Los Angeles

The City enacted a Cultural Heritage Ordinance in April 1962 which defines Historic-Cultural Monuments. According to the Cultural Heritage Ordinance, Historic-Cultural Monuments are sites, buildings, or structures of particular historic or cultural significance to the City in which the broad cultural, political, or social history of the nation, state, or City is reflected or exemplified, including sites and buildings associated with important personages or which embody certain distinguishing architectural characteristics and are associated with a notable architect. These Historic-Cultural Monuments are regulated by the City's Cultural Heritage Commission and the City Council.

Los Angeles Cultural Heritage Ordinance Eligibility Criteria

The Los Angeles City Council adopted the Cultural Heritage Ordinance in 1967 and amended it in 2018 (Los Angeles Administrative Code, Chapter 9, Division 22, Article 1, Section 22.171.7). The Cultural Heritage Ordinance establishes criteria for designating a local historical resource as an HCM. An HCM is any site (including significant trees or other plant life located on the site), building, or structure of particular historic or cultural significance to the City that meets at least one of the following criteria:

1. 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, city, or community; or
2. Is associated with the lives of historic personages important to national, state, city or local history; or
3. 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.

Los Angeles Historic Preservation Overlay Zone (HPOZ) Ordinance Eligibility Criteria

City of Los Angeles Ordinance Number 175891, found in Section 12.20.3 of the Los Angeles Municipal Code, describes the procedures for creation of new HPOZs, the powers and duties of HPOZ Boards, and the review processes for projects within HPOZs. The Ordinance was created in 1079 and most recently amended and re-adopted by the Los Angeles City Council in 2017.[16] An HPOZ is an area of the City which is designated as containing structures, landscaping, natural features or sites having historic, architectural, cultural or aesthetic significance. Before an HPOZ may move into the formal adoption process, an historic resources survey of the proposed district must be completed. The survey studies the historic and architectural significance of the neighborhood and identifies structures and features as either "contributing" or "non-contributing" to the district. A contributing structure is a building that was constructed during the predominant period of development in the neighborhood and that has retained most of its historic features. A

[16] "Citywide HPOZ Ordinance," City of Los Angeles Office of Historic Resources, http://www.preservation .lacity.org/hpoz/citywide-hpoz-ordinance, accessed July 24, 2013.

non-contributing structure is one that was either constructed after the major period of the neighborhood's development, or has been so significantly altered that it no longer conveys its historic character.[17]

According to Section 12.20.3 of the City of Los Angeles Municipal Code, features designated as contributing shall meet one or more of the following criteria:

- Adds to the Historic architectural qualities or Historic associations for which a property is significant because it was present during the period of significance, and possesses Historic integrity reflecting its character at that time; or
- Owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city; or
- Retaining the building, structure, Landscaping, or Natural Feature, would contribute to the preservation and protection of the resource and its environment.[18]

SurveyLA Eligibility Standards

SurveyLA was a citywide survey that identified and documented significant historic resources representing important themes in the City's history. The survey and resource evaluations were completed by consultant teams under contract to the City of Los Angeles and the supervision of the OHR. The program was managed by the OHR, which maintains a website for SurveyLA.[19] The field surveys covered the period from approximately 1850 to 1980 and included individual resources such as buildings, structures, objects, natural features and cultural landscapes as well as areas and districts (archaeological resources will be included in a future survey phase). Significant resources reflected important themes in the City's growth and development in various areas including architecture, city planning, social history, ethnic heritage, politics, industry, transportation, commerce, entertainment, and others. Field surveys, conducted from 2010-2017, were completed in three phases by Community Plan Area. All tools and methods developed for SurveyLA met state and federal professional standards for survey work.

Los Angeles' citywide Historic Context Statement (HCS) was designed for use by SurveyLA field surveyors and by all agencies, organizations, and professionals completing historic resources surveys in the city of Los Angeles. The context statement was organized using the Multiple Property Documentation (MPD) format developed by the National Park Service (NPS) for use in nominating properties related by theme to the National Register. This format provided a consistent framework for evaluating historic resources. It was adapted for local use to evaluate the eligibility of properties for city, state, and federal designation programs and to facilitate environmental review processes.[20] The HCS used Eligibility Standards to identify the character

17 "How to Establish an HPOZ," City of Los Angeles Office of Historic Resources, http://www.preservation .lacity.org/hpoz/how-establish-hpoz, accessed July 24, 2013.

18 "Citywide HPOZ Ordinance," City of Los Angeles Historic Resources, http://www.preservation.lacity.org/hpoz/ citywide-hpoz-ordinance, accessed July 24, 2013, pgs. 11-12.

19 SurveyLA: Los Angeles Historic Resources Survey, http://preservation.lacity.org/survey, accessed January 5, 2017.

20 Guide for Professionals Using the Historic Context Statement for Property Evaluations, http://preservation. lacity.org/sites/default/files/Guide%20for%20Professionals%20Using%20the%20Historic%20Context%20 Statement_Jan%202016_0.pdf, accessed January 5, 2017.

defining, associative features, and integrity aspects a property should retain to be a significant example of a type within a defined theme. Eligibility Standards also indicated the general geographic location, area of significance, applicable criteria, and period of significance associated with that type. These Eligibility Standards are guidelines based on knowledge of known significant examples of property types; properties do not need to meet all of them in order to be eligible. Moreover, there are many variables to consider in assessing integrity depending on why a resource is significant.

Environmental Setting

Historic Context

The historic context developed below presents the background necessary to evaluate the historical and architectural significance of the subject property, including the history of its construction and alterations, as well as the surrounding neighborhood's development. ESA evaluated the subject property under the following historical and architectural themes: Hollywood Early Multi-Family Residential Development (1880-1930), including Hollywood Ocean View Tract (1901); Spanish Colonial Revival Architecture (1915-1942); and Courtyard Apartments (1920-1960). Also presented below is the construction and occupancy history of 1719-1731 North Whitley Avenue.

Hollywood Early Multi-Family Residential Development (1880-1930)

The Hollywood community of Los Angeles consists of a five-mile stretch of land along the foothills of the Santa Monica Mountains. With the end of the Rancho era in the waning years of the 19th century, the area around Los Angeles – including the village of Hollywood – began to be developed in earnest. At this time Hollywood was predominately agricultural, with a small population of farmers and a store with a post office inside. The residents of Hollywood at that time lived a very rural lifestyle, with dirt roads, sparsely populated land, and limited services (**Figure 3**). However, the growth of the rail lines at the turn of the century brought settlement and development to the area, and in 1903 the City of Hollywood was incorporated.[21] However, the little city struggled with water supply issues and in 1910 was annexed by Los Angeles.[22]

[21] Marc Wanamaker and Robert W. Nudelman, Images of America: Early Hollywood (Charleston, South Carolina: Arcadia Publishing, 2007), 7-18.

[22] Dave Ockun, "Hollywood, California, History and Information," AboutHollywood.com, November 16, 2010, accessed April 15, 2015, http://www.abouthollywood.com/hollywood-neighborhoods/hollywood-california-history-and-information/.

SOURCE: LAPL

Figure 3
Aerial view of Hollywood, 1903

Before long the movie industry arrived in town and would soon make Hollywood a nationally known name. Old California, directed by D.W. Griffith, was the first film to shoot scenes in the city. By 1916, the merger between the Lasky Company, Paramount Pictures, and Zukor's Famous Players Company created Hollywood's first homegrown major studio.[23] The movie business continued to thrive in Hollywood in the early 20th century. Radio, which reached its peak years in the 1930s, also found a home in Hollywood. Famous broadcasters such as NBC and CBS took up residence along Sunset Boulevard, making Hollywood the core of radio programming in America. Nightclubs to cater to the stars of the movies and radio began to pop up in the 1930s and 1940s. The Palladium, the Earl Carroll Theater, and during World War II, the Hollywood Canteen were all dazzling entertainment venues in the heart of Hollywood.[24]

As the 20th century progressed, the rich and famous began to abandon Hollywood for the affluent residential communities to the west, such as Beverly Hills. After World War II, Hollywood began

23 Wanamaker, et al., Images of America: Early Hollywood, 31.

24 Amy Dawes, Sunset Boulevard: Cruising the Heart of Los Angeles (Los Angeles: Los Angeles Times Books, 2002), 82-89.

to lose hold as a commercial and residential hotspot as movie stars and movie studios alike abandoned it for greener pastures. These factors lead to the economic downturn in Hollywood beginning in the 1950s.[25]

Hollywood Ocean View Tract

The subject property is situated on lot 24 of block 1 in the Hollywood Ocean View Tract, subdivided on December 26, 1901 by H. J. Whitley, president of Los Angeles Pacific Boulevard and Development Company (included in full in **Appendix B**). The tract is located north of Prospect Avenue (Hollywood Boulevard today) from Whitley Avenue to west of Sycamore Avenue (**Figure 4**). The interurban railway operated along Prospect Avenue with service from downtown Los Angeles beginning in 1900, extending westward to Santa Monica by 1905.

The initial subdivision of lots featured parcels that "ranged in size from one-half to eight and one-half acres in size, and the entire tract was serviced with electricity and water. It featured graded and graveled streets with gutters, concrete curbs and sidewalks. Housing was restricted to single family only, and no dwelling could cost less than $3,000." The tract was said to have been sold out by 1905. Whitley built his own home in the tract at 1720 Whitley Drive in 1919 according to assessor records for the property. The home remains intact at the rear of the property.[26]

The Sanborn map of the area illustrates development of primarily single-family residences in the tract between 1906 and 1919 (**Figure 5**). In 1910 Hollywood was consolidated into the City of Los Angeles. Although Hollywood experienced a break in development during World War I, the area experienced a population and building boom shortly after the War ended. It was "during these years that the multi-story urban apartment houses became the new norm for blocks near Hollywood Boulevard."[27] Significant development in the neighborhood included single-family residential construction north of Franklin Avenue and multi-family residential construction south of Franklin Avenue, as well as commercial development along Hollywood Boulevard as indicated by the 1927 aerial photograph (**Figure 6**).

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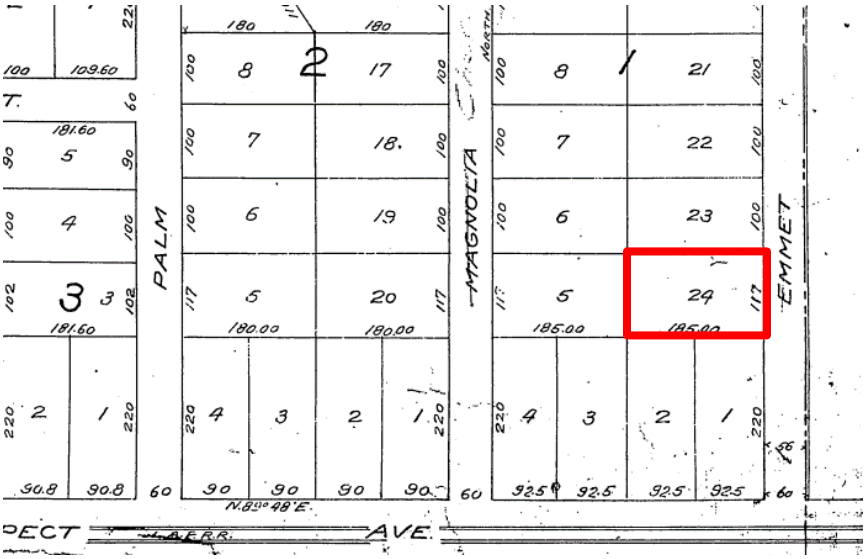
25 Chattel Architecture, Planning & Preservation, Inc., "Historic Resources Survey: Hollywood Redevelopment Project Area," February 2010, 60.

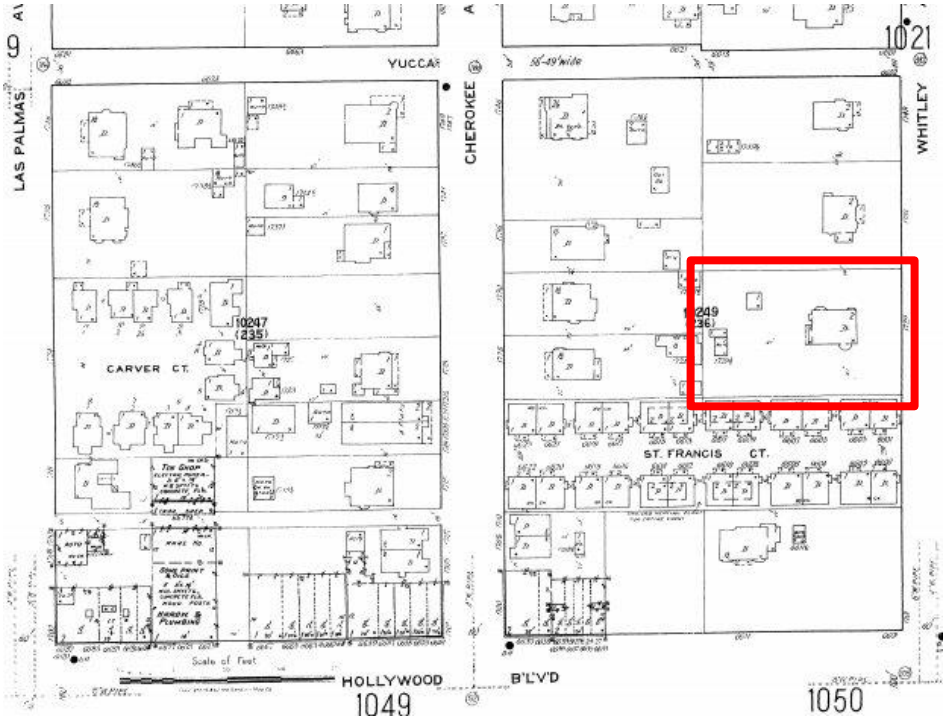
26 Los Angeles Citywide Historic Context Statement, Context: Pre-Consolidation Communities of Los Angles, 1862-1932, 66.

27 Los Angeles Citywide Historic Context Statement, Context: Pre-Consolidation Communities of Los Angles, 1862-1932, 79.



SOURCE: Los Angeles County Department of Public Works

Figure 4
Excerpt of Hollywood Ocean View Tract Map, 1901
(subject property outlined in red)



SOURCE: Los Angeles Public Library

Figure 5
Excerpt of Sanborn Map, 1919 (subject property outlined in red)

D170111.00

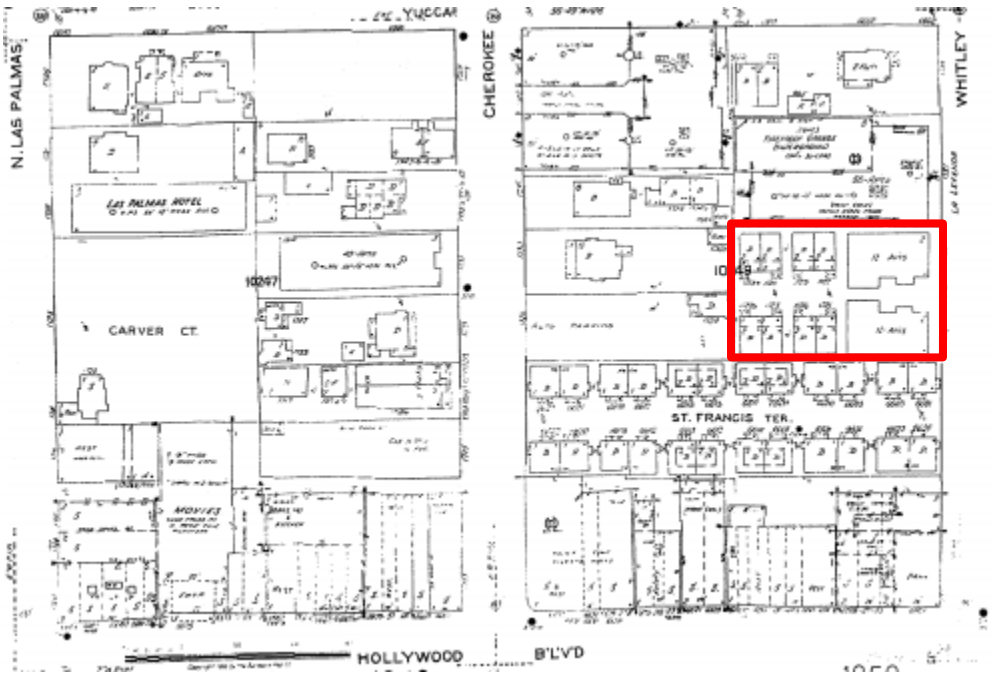
SOURCE: UCSB

1719-1731 Whitley Avenue in Hollywood, Los Angeles

Figure 6
Aerial View of the Subject Property and Surrounding Neighborhood, 1927

ESA

By the middle of the century, many of the original multi-family and single-family residences were being replaced by bigger more modern multi-family residences as shown by Sanborn Maps from 1955 (**Figure 7**). Full Sanborn maps of the subject property and surrounding neighborhood are included in **Appendix C**. Some of the buildings surrounding the subject property have remained since 1955, Although many were replaced between the 1960s and 1990s including the garden apartments south of the subject property which were demolished and redeveloped between 1989 and 1994.



SOURCE: Los Angeles Public Library

Figure 7
Excerpt of Sanborn Map, 1955 (subject property outlined in red)

Hollywood North MFR Historic District (1911-1945)

The subject property is located within the Hollywood North MFR Historic District, surveyed by Chattel Architecture, Planning & Preservation, Inc. The district is boarded by Cherokee Avenue to the west, Ivar Avenue to the east, Franklin Avenue to the north, and Yucca Street to the south **(Figure 8)**. The potential district is made up of a concentration of low-rise apartment housing in the immediate north area of Hollywood Boulevard. During the 1920s and 1930s, Hollywood was rapidly urbanizing with a significant rise in population density. Therefore, apartment housing became more popular in Hollywood. There are a wide variety of architectural styles represented by contributing properties ranging from two stories high to ten stories high. The contributors were

built with names and highly visible decorative elements in order to compete with other nearby multi-family residences.[28]

SOURCE: Chattel Architecture

Figure 8
Map of Hollywood North MFR Historic District; boundaries outlined in yellow, district contributor outlined in blue, and individually significant contributors outlined in red. The subject property is not outlined

Courtyard Apartments (1920-1960)

The existing developments on the Project Site, with its buildings arranged around a central landscaped courtyard, is typical of the many small-scale courtyard apartments that appeared in Los Angeles and throughout Southern California during the early twentieth century. The origin of the Courtyard style apartment reaches back to the period of the Los Angeles region's rapid growth in the early decades of the twentieth century when the bungalow court as a building type appeared and evolved. From its origins as tourist accommodations to its prevalence as high-density housing, the bungalow court became a common Southern California building type prior to World War II. Many of the earliest bungalow courts were located in popular tourist areas such as Pasadena and the Santa Monica area. Courtyard apartments integrated the automobile without allowing it to dominate the building environment. Typically, parking garages were located at the

[28] Chattel Architecture, Planning & Preservation, Inc., "Hollywood Redevelopment Project Area Historic Districts and Multi-Property Resources," *Historic Resources Survey: Hollywood Redevelopment Project Area*, February 2010, 204.

rear of the property with alleys or side service driveways providing access. This incorporation of the car into the complex was a major departure in the history of residential building and reflects the importance of the automobile in the region's culture.

The California climate profoundly influenced the architecture of the region, and the courtyard apartments were no exception. Single-family houses had capitalized on the use of exterior space before the courts and provided a tradition on which the courts were built. Porches, patios, and balconies all became various ways to amplify interior spaces. Planting in both semi-public and private spaces became a developed art and helped create the overall ambiance of the court. The effect of landscaping was often to heighten the oasis-like quality of the court, further differentiating it from surrounding development. This effect can be seen in the lush landscaping and trees incorporated into the project site's central courtyard.

As a building type, the courtyard apartment quickly became accessible to small developers. Inexpensive land and typically small units made the courtyard apartment affordable to build and to rent. The impact of the growing number of real estate developers and speculators grew as more profits led to more courtyard apartments, particularly in the 1920s. The Depression brought about a virtual halt in the construction of courtyard apartments in much of the Los Angeles region and elsewhere. A few were built in the mid to late 1930s, but most lacked the characteristics and style that distinguished the earlier courts. Additionally, during the 1930s, apartments, which had more parcel coverage and provided rear, and eventually underground, parking gradually supplanted courtyard apartments as the favored multi-family building type. The project site is indicative of this trend from two different eras and styles of development. Both the early Spanish Colonial Revival style duplexes constructed in 1920, and the Minimal Traditional apartment buildings constructed in 1949, feature mirrored plans facing each other, arranged around a landscaped courtyard area. As such, the resulting Courtyard style apartment setting of the project site was consistent with the arrangement of similar multi-family complexes in Hollywood and throughout Los Angeles appearing from the 1920s through the early 1950s. The arrangement of the apartment buildings provides a large central landscaped garden area capitalizing on the Mediterranean climate of Southern California, despite the density of the surrounding urban landscape.

Spanish Colonial Revival Architecture (1915-1942)

The beginnings of Spanish Revival style architecture date to 1915, when it was introduced at the Panama-California Exposition in San Diego. The period revival styles grew in popularity just after World War I, and were patterned after buildings of earlier historic periods. The most common style in the Southwest was the Spanish Revival. Inspired by the Panama-California Exposition, many architects found Southern California the ideal setting for this architectural style. Numerous publications argued in favor of this period revival style for the "Mediterranean environment" of California, including W. Sexton's *Spanish Influence on American Architecture and Decoration* (1926) and Rexford Newcomb's *The Spanish House for America Its Design, Furnishing, and Garden* (1927).

Architect Bertram Grosvenor Goodhue's comprehensive set of Spanish Revival structures for the Panama-California Exposition catalyzed a region-wide building trend that incorporated Spanish

and Moorish influences and even supplanted the previously popular Mission Revival style. The many Spanish Revival and Mediterranean Revival commercial, civic and residential structures that were built became a key component in the forging of regional identity and quest for legitimacy, since the style helped perpetuate powerful romantic myths about California's origins tied to New Spain. Decorative elements that were appropriated from indigenous American cultures (Native American, Mayan, Aztec) were sometimes incorporated into these eclectic designs to infuse exoticism, along with a certain brand of perceived cultural authenticity.

The Spanish Revival style and its variants were widely used throughout southern California for both commercial and residential properties. The typical identifying features of the Spanish Revival style are a low-pitched red tile roof with little or no eave overhang, the use of arches on principal fenestration, stucco walls, and an asymmetrical facade.[29]

Minimal Traditional Architecture

The Minimal Traditional style was popular for both single- and multi-family residences built during the prewar period. Incorporating a restrained use of ornamentation that reflected the popular revival styles, Minimal Traditional residences allowed developers to build affordable, yet stylish, homes that would attract homebuyers. Minimal Traditional residences were constructed on a budget, which is reflected in their limited ornamentation and use of low-cost materials, such as wood-frame construction and stucco cladding. What little ornamentation is present generally consists of mass-produced materials styled with Colonial flair.[30]

Minimal Traditional residences are found throughout the United States, many of which were constructed in the 1940s to meet the urgent need for worker housing during the war effort. The houses were designed to meet the requirements outlined in the FHA's *Principals for Planning Small Houses,* while remaining affordable and easy to build. Architectural historians Virginia and Lee McAlester briefly describe the conditions that gave rise to this style of house as follows: "It was the small house that could be built with FHA insured loans in the midst of the Great Depression between 1935 and 1940; the house that could be built quickly to accommodate millions of relocating World War II production-plant workers (1941-1945); and the house that could be built rapidly during the late 1940s in large post-World War II developments (1946-1949)."[31]

Suburban neighborhoods containing Minimal Traditional residences are often found near the outskirts of a community, where land was plentiful at the time of construction.[32] Minimal Traditional architecture emphasized simple Colonial style focal points: straight, molded, or

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29 David Gebhard, "The Myth and Power of Place," in Canizaro, Vincent. ed., *Architectural Regionalism: Collected Writings on Place, Identity, Modernity, and Tradition*, (Princeton, NJ: Princeton Architectural Press, 2007). Virginia Savage McAlester. *A Field Guide to American Houses*, (New York: Alfred A. Knopf, 2013), 520-534.

30 "Minimal Traditional Style," Glendale Design Guidelines for Residential Buildings in Adopted Historic Districts, Produced by Architectural Resources Group for the City of Glendale. 109-116.

31 Virginia McAlester and Lee McAlester, A Field Guide to American Houses, New York: Alfred A. Knopf, 1990. 588.

32 McAlester, A Field Guide to American Houses, 588.

scrolled belt-courses; small porticos with simplified porch elements or scrolled metal posts; single pane hexagonal or round windows; windows decorated with louvered or paneled shutters; and scalloped edging on both wood and metal elements.[33] Roof lines usually consisted of low- or intermediate-pitched roofs, often gabled. The eaves most often featured little or no overhang.[34]

Construction and Occupancy History of 1719-1731 Whitley Ave

Construction History

In 1920, two permits associated with the subject property were issued to W.M. J. Reunick for the construction of buildings C, D, E, and F. The permits listed Edwin C. Thorne as the architect and Lawrence B. Burck as the contractor. The permits document the construction of new duplexes at a cost of $10,000. The residences were described as two-stories high with concrete foundations, no chimneys, and composition roofs. The duplexes were constructed on the western portion of the lot because the eastern portion was occupied by a single family residence, which was to be relocated. A permit issued to B.R. Bequette in 1920, documents the relocation of a nine-room, two-story, Class D building from the subject property to 1808 Cherokee Avenue. The Class D building appears to be the original building constructed on the property seen in the 1919 Sanborn map (see Figure 5). Presumably, the plan was to relocate the house, freeing up the eastern portion of the lot for the construction of additional duplexes. However, the project was never completed and the eastern portion of the lot remained undeveloped until 1949.

On March 26, 1930, Effie A Nusbaum took out a permit for new floors on one side of 1723 Whitley Avenue to repair dry rot and termite damage. All buildings on the lot were treated. On October 3, 1932, Nusbaum had a permit for the removal of old canvas awnings on all four buildings. Later that month, Nusbaum was issued multiple permits for the construction of new roofs over the porches of 1723, 1725, and 1727 Whitley Avenue.

Buildings A and B located at the front of the lot were built in 1949 according to the assessor records. However, no builder or architect could be identified for these buildings. Building permits issued for the subject property after 1949 do not specify which buildings were altered. Thomas Wolfe was issued a permit on April 25, 1961 to remove existing non-bearing walls on unit one and to reroof the structure. He received a permit for the same work on January 2, 1962. On August 15, 1978, Thomas Wolfe was issued a permit to convert 16 guest rooms into 16 housekeeping rooms. Light Housekeeping Rooms are defined by Los Angeles City Planning thus: "Any guest room which is designed and used both as a bedroom and for the cooking and preparing of food, in conformance with the provisions of Section 91.4930.1 of Article 1, Chapter 9 of this Code. For the purpose of applying the lot area and automobile parking space requirements of the various zones, each light housekeeping room shall be considered as a separate guest room."[35] He received two more permits for the same thing on September 22, 1976 and received the Certificate of Occupancies for light housekeeping rooms on October 22, 1977.The

[33] "Minimal Traditional Style," Produced by Architectural Resources Group. 109-116.

[34] McAlester, A Field Guide to American Houses, 587.

[35] Los Angeles City Planning "Section 12.30-Defninitions," *Los Angeles City Zoning Code Manuel*, pg. 63.

permit history for the subject property is summarized below in **Table 1** and copies of the Building Permits are included in **Appendix D**.

TABLE 1
1719-1731 WHITLEY AVE
LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY BUILDING PERMITS

Address	Issued	Permit/Assessor Record	Owner	Architect/ Contractor	Valuation ($)	Description
1729 E&F	2/11/1920	2541	W. J. R	Edwin C. Thorne (A), Lawrence B. Burck Co (C)	$10,000	New ten room two family residence, two stories high. Concrete foundation, no chimney, composition roof.
1729 G&H	2/11/1920	2542	W. M. J. Reunick	Edwin C. Thorne (A), Lawrence B. Burck Co (C)	$10,500	New ten room two family residence two stories high, concrete foundation, no chimneys, and composition roof.
-	6/2/1920	7891	Miss B. R. Bequette	Lawrence Burck Contracting (C)(A)	$2,000	Move a nine room two story class D building from 1729 Whitley Ave to 1808 Cherokee Ave. Move and repair building, new concrete foundation. (illegible)
1723 Whitley Ave	3/26/1930	6670	Effie A Nushowin (?)	-	$225	New floor on one side. They found dry rot and a few termites. All buildings on ground treated on a rental building
-	10/3/1932	16094	Mrs. E. A. Nusbaum	-	$175	Remove old canvas awnings, construct wooden porch on four residences
1723 Whitley Ave	10/18/1932	16921	Effie A Nusbaum	-	$50	Roof over porch
1725 Whitley Ave	10/18/1932	16925	Effie A Nusbaum	-	$50	Roof over porch
1727 Whitley Ave	10/18/1932	16926	Effie A Nusbaum	-	$50	Roof over porch
1719 Whitley Ave	8/4/1948	23341	Archie Pressman and David May	Arthur W. Hawes (A), Phil Brinckerhoff (C)		
1731 Whitley Ave	4/25/1961	LA86760	Thomas Wolfe	Billy Campbell (C)	$101	Apartment: 4 two unit buildings: remove existing non-bearing walls on unit 1 , reroof
1719 Whitley Ave	1/2/1962	LA--87	Thomas Wolfe	Billy Campbell (C)	$101	Apartment/Hotel: Remove existing walls in closet, unit 1.
-	8/15/1973	LA76210	Thomas Wolfe	-	$1600	Illegible: 16 guest rooms into 16 housekeeping rooms (?)
1731 N. Whitley Ave	9/22/1976	LA22068	Whitley Co. L.T.D.	owner		Convert 16 guest rooms to 16 light house keeping rooms
1719 N Whitley Ave	9/22/1976	LA22069	Whitley CO. L.T.D.	Owner		Convert 16 guest rooms to 16 light house keeping rooms
1731 N Whitley Ave	8/22/1977	C of) LA33194-76	United General Industries, Inc.	-		2 story, type 4, 48'x68', 16 light house-keeping rooms converted from 16 guest room hotel. No parking required. H-3-Occupancy
1719 North Whitley Ave	8/22/1977	C of O LA33195-76	United General Industries,	-		2 story, type 4, 48'x68', 16 light house-keeping rooms converted from 16 guest room hotel. No

Address	Issued	Permit/Assessor Record	Owner	Architect/ Contractor	Valuation ($)	Description
			Inc.			parking required. H-3-Occupancy

Edwin C. Thorne, Architect and Lawrence B. Burck Co, Builder

Edwin Thorne was listed as the architect of buildings C, D, E, and F. Thorne was born in 1867 in Virginia. His occupation was listed as a carpenter in the 1900 United States Federal Census and as an Inspector in the building industry in the 1910 Census.[36] By 1922, Thorne was listed as an authorized architect who worked from his office at 620 Western Mutual Life Building in Los Angeles. He was contracted by the El Monte High School Board to build a new Manual Training Building in 1922.[37] Roy C. Wilson, The first licensed architect in Ventura County, married Thorne's daughter, Agnes. Wilson's first job was working as a draftsman in Thorne's architectural office which inspired Wilson to pursue architecture seriously.[38] In 1920, Thorne designed a new building on the corner of Fourth Street and Broadway in Santa Ana. It was a one story building with 100 square feet for lease to new store rooms. It was built for $25,000.[39] In 1922, Thorne perfected designs for an experimental apartment building in which each apartment was designed specifically for the family to live there and the whole building had shared space such as a Billiards Room located on the southwest corner of San Marino and Serrano Streets called Mira Monte Terrace.[40]

Lawrence C. Burck Co was listed as the contractor for the Residence. Burck was the president of the California Real Estate and Building Company. He was born in Texas in 1872. He began the Lawrence B. Burck Co. in Galveston in 1900 dealing the wholesale grocery industry. However, storms in 1900 hit Burck's business hard, and in 1905, he moved to Los Angeles and organized a real estate firm under the same name. His company was responsible for the construction of more than 2,200 buildings. He put 25 or more tracts on the market as subdivisions creating five thousand lots and many miles of city streets.[41] There are numerous ads in historic Los Angeles Times newspapers for lots that the company were selling in and around Los Angeles. Specifically, there was an advertisement for lots in the Normandie-Avenue Tract which the company subdivided.[42] He married Phila B. Johnson in 1906 and had three children: Gail J, Barbara L, and Laurence B.[43] He served as President of the California Real Estate & Building

36 United States Federal Census, 1900 and 1910.

37 "El Monte High School Building Notice to Contractors," *Southwest Builder and Contractor*, Volume 59, No. 14, Friday, April 7, 1922, pg. 62.

38 Charles J. Fisher, "Warring Stone House," August 2012, pg. 18; Mitch Stone, *The Oaks of Santa Paula*, (Fern Oaks Press, 2011), pg. 95.

39 "Is to Replace Old Structure," *Santa Ana Register* (Santa Ana, CA), July 8, 1020, pg. 9.

40 "Apartment is Nearly Completed," *The Los Angeles Times* (Los Angeles, CA), June 25, 1922, pg. 85.

41 "Biographical," *A History of California: An Extended History of Los Angeles and Environs*, Volume III, (Historic Record Company: Los Angeles, 1915), pg. 865.

42 Advertisement, *The Los Angeles Times* (Los Angeles, CA), May 19, 1912, pg. 75.

43 "Biographical," *A History of California: An Extended History of Los Angeles and Environs*, Volume III, (Historic Record Company: Los Angeles, 1915), pg. 865.

Co.; Vice-President of the Los Angeles Abstract & Trust Co; director of the Mortgage Guarantee Co. of Los Angeles; he was a member of the California, Los Angeles Athletic, Union League, Bolsa Chica Gun and Orpheus Clubs of Los Angeles, the Los Angeles Realty Board, and the Bohemian Club of San Francisco and a Congregationalist.[44]

Arthur W. Hawes, Architect and Philip J. Brinckerhoff, Builder

Arthur W. Hawes was born in England in 1874 and migrated to the United States in 1920.[45] Although his career as an architect is not well documented, Hawes has been credited with multiple significant buildings in Los Angeles and West Hollywood. "The diverse repertoire of Arthur W. Hawes includes synagogues, mortuary buildings, and residential structures. He worked in association with architect C. Hugh Kirk on the Los Angeles Ruppe Mortuary Building."[46] In 1937, Hawes contributed to the design of the Regency Moderne style Hollywood Reporter Building and in 1940, he designed the Westwood Theater (Bigfoot Crest Theater).[47] Many of the single- and multi-family residences designed by Hawes display elements of the Chateauesque, Moderne, and American Colonial Revival architectural styles.

Philip J. Brinkerhoff was born in Kansas in 1898 but relocated to the Los Angeles area by 1918. That year, Brinckerhoff's World War I draft registration card listed his address as 1844 Whitley Avenue. In 1920, the U.S. Census listed Brinckerhoff's occupation as drafter in the architectural industry. Very little is known about Brinckerhoff's career as an architect or builder. He is listed as the architect for a single-family residence at 410 S. Arden Boulevard in the Windsor Square neighborhood of Los Angeles. The Tudor Revival residence was constructed in 1925 in coordination with the S. M. Cooper Company.

Occupancy and Ownership History

City directories and building permits on file with the City's Building Division, as well as Assessor, U. S. Census, and other records, were reviewed to determine if the subject property has any significant associations with the productive lives of historic personages. The property demonstrated a high turnover of occupancy as expected with a rental property. **Table 2** below summarizes the occupancy and ownership history of 1719-1731 Whitley Avenue.

The subject property's first known resident was Ruth Hamilton in 1922, whose occupation was simply listed as "Student." Further information on Ruth Hamilton was unavailable. In 1930, Court Rivera was listed in the Los Angeles City Directory as living at 1725 Whitley Avenue. However, no further information on Rivera was found. Following them, Effie A. Nusbaum lived at 1723 ½ Whitley from approximately 1930 until her death in 1944. She was a widow of Lee

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44 W*ho's Who in the Pacific Southwest, a Compilation of Authentic Biographical Sketches of citizens of Southern California and Arizona* (Times-Mirror Printing and Binding House: Los Angeles, 1913), pg. 67.

45 1930 United States Federal Census.

46 Architectural Resources Group, *Historic Context for Multi-Family Housing*, prepared for the City of West Hollywood, November 2008.

47 Los Angeles Conservancy, *Arthur W. Hawes*, https://www.laconservancy.org/architects/arthur-w-hawes, 2016, accessed August 2, 2018.

Nusbaum, a physician. In building permits from that time, Effie was listed as the owner of the subject property. She and Lee had one daughter, Gladys. [48] Effie leased the property to Hollywood Business Properties Inc. in June of 1928 for 99 years at $891,000.[49]

The 1930 United States Federal Census lists two families that lived on the subject property. The first family lived at 1727 Whitley Avenue and consisted of Theodore Morgan, a retired man who was born in England in 1853, his daughter Mabel M Wentz, born in 1890 in Illinois, her husband Paul P. Wentz who worked as a jeweler, their daughter Charlotte H Wentz, and their niece, Mary J. Kring. The other family lived in 1727 ½ Whitley avenue and consisted of Richard L. Shelby, a sales manager for the oil industry, Lillian R. Shelby, and their son Richard L. Shelby. Richard and Lillian were born in 1896 in North Carolina.

In 1931, there were two known families in residence on the subject property. First in 1723, there was the De Neefe family including Grace K. De Neefe, her son, Hoolis (Hollis) De Neefe, a manager, and his wife, Dorothea De Neefe. In the 1930s Census, Grace K. De Neefe was a baker and both her son and daughter-in-law were involved in the retail bakery business. Dorothea and Hollis would go on to become embroiled in a death ray fraud in the early 1950s. They were accused by the FBI on charges of mail fraud for attempting to sell an interest in a "death-ray" machine which they claimed was more powerful than an atomic bomb. Although the death-ray machine was useless, many people invested in the invention.[50] The next year, Hollis was charged with fraud but acquitted, and Dorothea was cleared of all charges.[51]

Also living on the residence was Frank C. and Melba Goodwin. Frank was born in Utah in 1903 and worked as a shoe store manager. Melba was born in 1905 in California. The couple had two children named Richard and James.[52] In 1940, Lillian Moore, her daughter Mary Sherry, and her granddaughter, Ariel Sherry lived at 1723 Whitley Avenue. Lillian and Mary were both widows. Mary worked as a sales lady, while Ariel Sherry worked as an actress.[53] Ariel had two credits as an extra, but does not appear to have starred in any significant roles.[54]

Florina, Anita, and Eleanor Ramella lived at 1725 Whitley Avenue in 1940. Florina was born in Turkey in 1902 and was divorced. She worked as an operator. Her daughter, Anita, was born in California in 1919 and worked as a sales lady at a drug store. The younger sister was Eleanor who was 18 at the time.[55] Lila D. Breckinridge and two boarders, Manson Judell and Mildred Keith lived together in 1925 ½ Whitley Avenue. Lila was a widow born in 1875 in Kentucky who

48 1930 United States Federal Census.

49 "Long-Term Lease Set at $891,000," *The Los Angeles Times* (Los Angeles, CA), June 24, 1928, pg. 80; "Hollywood Deals," *The Los Angeles Times* (Los Angeles, CA), June 23, 1938, pg. 24.

50 "FBI Accuses Trio in 'Death Ray' Mail Fraud," *The Los Angeles Times* (Los Angeles, CA), October 24, 1951.

51 "'Death Ray' Device Maker Sentenced Upon Fraud Charges," *The San Bernardino County Sun* (San Bernardino, CA), October 22, 1952.

52 1930 United States Federal Census.

53 1940 United States Federal Census.

54 "Ariel Sherry," IMDB, accessed July 20, 2018, https://www.imdb.com/name/nm0792712/.

55 1940 United States Federal Census.

worked as a writer. No further information was found about her or her writing. Manson Judell was born in 1895 and worked as a story editor, which may be why he lived with Lila Breckinridge. Mildred Keith was born in 1917 and worked as a sales lady.[56] In the same year in 1727 ½ Whitley, Lenore Miller, a divorced woman at 38 years lived with her mother, Corine Ross, daughter Betty Miller, and nephew, Albert Ross. None of them appear to have been working at that time.[57] In 1953, both Lenore Miller and her mother, Corine Ross were charged with defrauding a man named Morton Strassman of $2,500. Strassman was a broker who invested money on Miss Miller's assurances that she had theatrical contracts and needed backing but the productions fell through. The women blamed the uncertainties of theatrical ventures.[58]

In 1943, Armond Saetta was arrested at 1727 N Whitley Ave, although it is unclear if that is where he lived. He was arrested on suspicion of an attack to Juanita Haase, an aircraft worker.[59] In 1944, a 24-year-old woman named Mary T. Cook was found dead in a bed in 1727 N Whitley Avenue. She was an entertainer. It appeared as though she died of natural causes.[60] No further information was found on this incident or about Mary upon further investigation. A woman named Mrs. Ethel Greer Smith lived in 1727 ½ Whitley in 1946. She was in the newspaper for her "marital adventures with twin brothers." She was married to Elmer J. in 1944, but divorced him when he was sent to the South Pacific during WWII and married his twin Henry V. However, she divorced him when he was sent to the Persian Gulf as an oil company representative and then remarried Elmer.[61]

In 1955, William G and Ruth Maidment lived at 1725 ½ Whitley Avenue. William was born in 1892 in Scotland and Ruth was born in 1987 in Oregon. William worked as a salesman in 1940.[62] However, at the time of his death, the Los Angeles Times listed him as the Hotel Manager. He could have possibly worked on the subject property as the hotel manager after it was converted from residences into a hotel.[63]

There were many residents of the subject property in 1958. Mrs. E. Cherylee lived in 1719 Whitley Ave, as did Mrs. M. Patricia Kay.[64] George and Tom Kirk lived in 1723 Whitley Avenue.no[65] John P. Morse lived in 1725 Whitley. Morse was a publications division editor at Douglas Aircraft Co and was the grandson of Samuel F. B. Morse, inventor of the telegraph. Morse was born in Germany in 1891. He served in World War I as one of the youngest commanders of a submarine chaser.[66] Howard and Elizabeth A. Bennett lived in 1727 Whitley

56 1940 United States Federal Census.
57 1940 United States Federal Census.
58 "Mother and Daughter to Face Theft Charge," *The Los Angeles Times* (Los Angeles, CA), May 27, 1953, pg. 29.
59 "Suspect Booked in Attack Case," *The Los Angeles Times* (Los Angeles, CA), June 13, 1943, pg. 11.
60 "Autopsy Ordered in Woman's Death," *The Los Angeles Times* (Los Angeles, CA), May 28, 1944, pg. 15.
61 "Mrs. Smith Sheds Second, Re-Weds First Twin Mate," *The Los Angeles Times* (Los Angeles, CA), July 24, 1946, pg. 2.
62 1940 United States Federal Census.
63 "William G. Maidment," *The Los Angeles Times* (Los Angeles, CA), February 21, 1955.
64 No further information was found on either of these women.
65 No further information was found about George or Tom Kirk.
66 "John P. Morse," *The Los Angeles Times*, (Los Angeles, CA), August 2, 1958.

Avenue. Howard worked as an Electrician at a rubber factory and was born in about 1890 in Pennsylvania. Elizabeth was born in 1895 also in Pennsylvania.

In 1960, many people lived on the subject property. Siv Ostlund lived in 1719 Whitley apartment 5, J. P. Cooney lived in apartment 10, Kenneth J. Higson lived in apartment 14, and Jack Goodman and Mitchell Allan in apartment 17.[67] Elmer S. Bennett also lived on 1727 Whitley Ave. In 1962, Robert Wark, Fred Jacobson, Shirley B. Ferruccio, Louis Hoffman, and Mrs. Sophie Marcus lived on the subject property. No further information was found on any of these residents.

TABLE 2
OCCUPANCY HISTORY FOR 1719-1731 WHITLEY AVE

Address	Year	Source	Occupant	Occupation
1723 ½ Whitley Ave	1922	Los Angeles City Directory	Ruth Hamilton	Student
1725 Whitley	1930	Los Angeles City Directory	Court Rivera	
1723 ½ Whitley Ave	1930-1944	Building Permits	Effie A. Nusbaum	https://search.ancestry.com/cgi-bin/sse.dll?db=1900usfedcen&indiv=try&h=3649800
1727 Whitley Ave	1930	1930 US Federal Census	Theodore Morgan	-
			Paul P. Wenz	
			Mabel M. Wentz	Jeweler
			Charlotte H. Wentz	-
			Mary J. Kring	
				-
				-
1727 ½ Whitley Ave	1930	1930 US Federal Census	Richard L Shelby	Sales Manager for oil
			Lillian R Shelby	-
			Richard L. Shelby	-
1723 N Whitley	1931	Los Angeles City Directory	Hollis De Neefe	Manager
			Dorothea De Neefe	
			Grace K. De Neefe	
				Baker
1725 N Whitley	1931	Los Angeles City Directory	Frank C. Goodwin	Manager Hamilton's Inc.
			Melba Goodwin	
1723 Whitley	1940	1940 US Federal Census	Lillian Moore	-
			Mary Sherry	Sales Lady
			Ariel Sherry	Actress
1725 Whitley Ave	1940	1940 US Federal Census	Florina Ramella	Operator
			Anita Ramella	Sales Lady
			Eleanor Ramella	
1725 ½ Whitley Ave	1940	1940 US Federal Census	Lila D. Breckinridge	Writer
			Manson Judell	
			Mildred Keith	Story Editor
				Sales lady

[67] No further information was found on any of these residents.

Address	Year	Source	Occupant	Occupation
1727 ½ Whitley Ave	1940	1940 US Federal Census	Corine Ross Lenore Miller Betty Miller Albert Ross	- - - -
1727 N Whitley Ave	1943	Los Angeles Times	Armond Saetta	-
1727 N Whitley Ave	1944	Los Angeles Times	Mary T. Cook	Entertainer
1727 ½ N. Whitley Ave	1946	Los Angeles Times	Mrs. Ethel Greer Smith	-
1725 ½ N Whitley Ave	1955	Los Angeles Times	William G. Maidment Ruth Maidment	Hotel manager
1719 Whitley Ave	1958	California Voter Registrations, 1900-1968	Mrs. E. Cherylee	
1719 N Whitley Ave	1958	California Voter Registrations, 1900-1968	Mrs. M. Patricia Kay	
1723 Whitley	1958	Los Angeles Times	George Kirk Tom Kirk	
1725 Whitley	1958	Los Angeles Times	John P. Morse	Publications division editor at Douglas Aircraft Co.
1727 Whitley Ave	1958	California Voter Registrations, 1900-1968	Howard Bennett Mrs. Elizabeth A. Bennett	Electrician at a rubber factory -
1719 Whitley Ave Apt 5	1960	Los Angeles Street Address Directory	Siv Ostlund	-
1719 Whitley Ave Apt. 10	1960	Los Angeles Street Address Directory	J.P. Cooney	-
1719 Whitley Ave Apt. 14	1960	Los Angeles Street Address Directory	Kenneth J. Higson	-
1719 Whitley Ave Apt. 17	1960	Los Angeles Street Address Directory	Jack Goodman Mitchell Allan	-
1727 Whitley Ave	1960	California Voter Registrations, 1900-1968	Elmer S. Bennett	-
1719 Whitley Ave	1962	California Voter Registrations, 1900-1968	Robert Wark	-
1719 Whitley Ave	1962	California Voter Registrations, 1900-1968	Fred Jacobson	-
1719 Whitley Ave	1962	California Voter Registrations, 1900-1968	Mess Shirley B. Ferruccio	-
1719 Whitley Ave	1962	California Voter Registrations, 1900-1968	Louis Hoffman	-
1719 Whitley Ave	1962	California Voter Registrations, 1900-1968	Mrs. Sophie Marcus	-

Identification of Potential Historical Resources within the Subject Property and Surrounding Area

Previous Evaluations of the Subject Property

The subject property was surveyed by Chattel Architecture, in a community-wide survey prepared for the Community Redevelopment Agency in February of 2010. The survey identified the buildings on the subject property as not significant for purposes of CEQA; however, they merit consideration in the local planning process (6DQ). The survey also identified the potential Hollywood North MFR (Multi-Family Residential) Historic District (District). However, the buildings on the subject property were not identified as contributors to the District. In 2015, the subject property was surveyed again as part of SurveyLA's documentation of the Hollywood Community Plan Area (CPA). Here again, none of the buildings located on the subject property were identified in the survey findings as individually eligible or as contributors to a historic district.

Hollywood North MFR (Multi-Family Residential) Historic District

The potential Hollywood North MFR (Multi-Family Residential) Historic District (District) is bounded by Cherokee Avenue on the west to Ivar Avenue on the east, with Franklin Avenue as the northern boundary and Yucca Street generally as the southern boundary, although there are some contributing properties located a few lots south of Yucca Street. There are 41 contributing properties, which are all examples of multi-family residential development. The District is in an area with a high concentration of multi-family residential properties that range from luxury apartment hotels to bungalow courts and retains a distinctly urban quality. Many of the properties are located at the street line, with few street trees and minimal landscaping in front of the properties.

This concentration of low-rise apartment housing in the area immediately north of Hollywood Boulevard afforded proximity to amenities and transportation located along the commercial corridor. During the 1920s and 1930s, Hollywood was undergoing rapid urbanization parallel with a significant rise in population density. As such, apartment housing became an increasingly attractive option to both prospective tenants as well as speculative land developers. Despite the availability of large parcels of land available for development on both sides of Hollywood Boulevard in the 1920s, a large concentration of larger-scale apartment dwellings was located north of the commercial corridor. During the 1920s, the Apartment House Association of Los Angeles made efforts to self-regulate where apartment buildings might be built, in an effort to forestall more official government regulations. The 2010 survey described the contributing buildings to the potential District as a wide variety of architectural styles and range from two- to ten-stories in height. The contributing buildings were often bestowed with names and decorative signage that was intended to further distinguish themselves from competing apartment houses. Common signage employed during this era included rooftop and blade signs, often utilizing neon lighting. The period of significance identified for the District is 1919 through 1940.

Identified Historical Resources Near the Subject Property

Archival research included a review of the National Register and its annual updates, the California Register, the Statewide Historical Resources Inventory (HRI) database maintained by the State Office of Historic Preservation (OHP), SurveyLA findings, and the City of Los Angeles's inventory of historic properties to identify any previously recorded properties within or near the subject property. The surrounding area is densely developed with large multi-family residential buildings, hotels, and commercial buildings. The extant buildings in the area are similar in height as the proposed project, which stands 10-stories tall. Due to the density of the existing development in the area, a search for previously identified historical resources was limited to Whitley Avenue, between Hollywood Boulevard to the south and Franklin Avenue to the north. This study area is where the Project has the greatest potential for indirect impacts affecting the eligibility of nearby historical resources.

As a result, four buildings listed as LAHCMs, one of which is also listed on the National Register and California Register, were identified, along with one National Register/California Register historic district (Hollywood Boulevard Commercial and Entertainment District). The identified resources are compiled in **Table 3**.

TABLE 3
PREVIOUSLY IDENTIFIED HISTORICAL RESOURCES NEAR THE PROJECT SITE (NATIONAL REGISTER, CALIFORNIA REGISTER, LAHCM)

Name and Address	Description	Eligibility	Date Recorded	Distance from Project Site
The Fontenoy 1811 N. Whitley Avenue	Multi-family residential, 1929 Chateauesque, Leland A. Bryant, architect	LAHCM - 882	2014	0.07 mi
La Leyenda Apartments 1737 N. Whitley Avenue	Multi-family residential, 1927 Spanish Colonial Revival, Leland A. Bryant, architect	LAHCM - 817	2014	0.02 mi (adjacent)
Whitley Court 1720-1728 Whitley Avenue	Single Family Residence, 1919, Whitley Family home	NR/CR, LAHCM - 448	1988	0.05 mi
Janes House 6541 Hollywood Boulevard	Single-family residence, 1902, Queen Anne/Dutch Colonial Revival	LAHCM – 227	1980	0.05 mi
Hollywood Boulevard Commercial and Entertainment District	The district contain commercial buildings located along Hollywood Boulevard, between N. orange Drive in the west and Argyle Avenue in the east	NR/CR	1985	0.06 mi

Archival Research

Records Search Results

A records search for the proposed project was conducted by ESA staff on February 6, 2019 at the South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton. The records search included a review of all previously documented historic architectural resources and cultural resources studies within 0.25-mile radius of the Project area. The records search also included a review of California Points of Historical Interest, California Historical Landmarks, the California Register, the National Register, California State Historic Resources Inventory listings, and the Los Angeles Historic Cultural Monuments listings. The results of the records search are included as **Appendix G**.

Previous Cultural Resources Investigations

The records search results indicate that 11 cultural resources studies have been conducted within a 0.25-mile radius of the Project area (**Table 4**). Of the 11 previous studies, none included portions of the Project area. Approximately 45 percent of the 0.25-mile records search radius appears to have been included in past cultural resources studies.

TABLE 4
PREVIOUS CULTURAL RESOURCES STUDIES CONDUCTED WITHIN 0.25-MILE OF THE PROJECT AREA

Author	SCCIC # (LA-)	Title	1983
Anonymous	LA-01578	*Technical Report Archaeological Resources Los Angeles Rapid Rail Transit Project Draft Environmental Impact Statement and Environmental Impact Report*	1987
Anonymous	LA-08020	*Technical Report: Cultural Resources Los Angeles Rail Rapid Transit Project "metro Rail" Core Study*	1983
Anonymous	LA-10507	*Technical Report - Historical/Architectural Resources - Los Angeles Rail Rapid Transit Project "Metro Rail" Draft Environmental Impact Statement and Environmental Impact Report*	2000
Atchley, Sara M.	LA-04909	*Cultural Resources Investigation for the Nextlink Fiber Optic Project, Los Angeles and Orange Counties, California*	2012
Bonner, Wayne and Kathleen Crawford	LA-12155	*Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA03615E (Wilcox) 1557 Wilcox Avenue, Los Angeles, Los Angeles County, California*	2010
Chattel, Robert	LA-11797	*Historic Resources Survey Hollywood Redevelopment Project Area*	1999
Duke, Curt	LA-04575	*Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 455-02, County of Los Angeles, California*	2004
Gust, Sherri and Heather Puckett	LA-08251	*Los Angeles Metro Red Line Project, Segments 2 and 3 Archaeological Resources Impact Mitigation Program Final Report of Findings*	1997
Romani, Gwendolyn R.	LA-03682	*Results of Phase 1 Archaeological Survey Located on the North Side of Yucca Street, Between North Las Palmas Avenue and North Cherokee Avenue, Hollywood, Los Angeles County, California*	1994

Author	SCCIC # (LA-)	Title	1983
Slawson, Dana N.	LA-08016	*Cultural Resources Technical Report Land Use History and Archaeological Evaluation Metro Rail Redline, Segment 3 Hollywood/highland Station*	2000
Sylvia, Barbara	LA-05070	*Negative Archaeological Survey Report:20290k*	1983

Previously Recorded Cultural Resources

The records search results indicate that 19 historic architectural resources have been previously recorded within a 0.25-mile radius of the Project area (**Table 5**). No historic architectural resources have been previously recorded within the Project area itself.

TABLE 5
PREVIOUSLY RECORDED CULTURAL RESOURCES WITHIN 0.25-MILE OF THE PROJECT AREA

Primary Number (P-19-)	Other Designation	Description	Date Recorded	Eligibility
P-19-167483	OHP Property Number - 021449; Resource Name - Whitley Heights Historic District	District	1982 (B. Moore, Whitley Heights Civic Association)	1S
P-19-167544	OHP Property Number - 021513; Resource Name - Hollywood Walk of Fame	Object	1978 (B. Ciella, C. Johnson, D. Miller, Hollywood Revitalizing); 2000	2S2
P-19-167554	OHP Property Number - 021525; Resource Name - Warner Theater Bldg; Other - Pacific Hollywood Bldg	Building, Element of district	1978 (B. Giella, C. Johnson)	1D and 3S
P-19-167559	OHP Property Number - 021530; Resource Name - Janes House	Building, Element of district	1985 (B. Giella, C. Johnson, & D. Miller, Hollywood Revitalization)	1D and 3S
P-19-167566	OHP Property Number - 021537; Resource Name - Shane Bldg	Building, Element of district	1978 (B. Gielle, C. Johnson, Hollywood Revitalization)	1D and 3S
P-19-168045	OHP Property Number - 025028; Resource Name - Marion Bldg; Voided - 19-171032	Building	1979 (D. Miller & C. Johnson, Hollywood Revitalization)	3S
P-19-168050	OHP Property Number - 022023; Resource Name - Hollywood Citizens News Building	Building	1979 (D. Miller & C. Johnson, Hollywood Revitalization)	3S

Primary Number (P-19-)	Other Designation	Description	Date Recorded	Eligibility
P-19-168051	OHP Property Number - 022024; Resource Name - U S Post Office; Other - Los Angeles, Hollywood Station, Post Office	Building	1984 (D. Robertson, Beland/Associates)	1S
P-19-169247	OHP Property Number - 023223; Resource Name - Street Lamps	Object	1980 (D. Miller & C. Johnson, Hollywood Revitalization Committee)	5S2
P-19-169320	OHP Property Number - 023296; Resource Name - Montecito Apts	Building	1984 (R. Hatheway & R. Starzak, Roger Hatheway & Associates)	1S
P-19-169323	OHP Property Number - 023299; Resource Name - El Cabrillo	Building	(C. McAvoy, J. Ritz, Historic Resources Group)	1S and 3S
P-19-169336	OHP Property Number - 023312; Resource Name - Whitley Court	Building, District	2003 (Christy Johnson McAvoy, Historic Resources Group)	1S; 3S; and 2S3
P-19-171016	OHP Property Number - 025010; Resource Name - Security Trust & Savings; Other - Security Pacific Bank	Building	1982 (C. Johnson, Questmark Associates)	1D; 1S; and 2S2
P-19-171033	OHP Property Number - 025029; Resource Name - Dept of Water & Power	Building	1979 (D. Miller & C. Johnson, Hollywood Revitalization Committee)	3S
P-19-171036	OHP Property Number - 124935; Resource Name - Avondale Apts; OHP Property Number - 025033	Building	2000 (R. Starzak & G. Miller, Myra L Franck & Associates)	6Y and 7N
P-19-174178	OHP Property Number - 074407; Resource Name - Hollywood Blvd Commercial & Entertainment Distri	District	1984 (C. McAvoy, Hollywood Heritage); 2010	1D
P-19-174200	OHP Property Number - 074474; Resource Name - Vogue Theater	Building		6X and 3S
P-19-175206	OHP Property Number - 097298; Resource Name - 6500 Yucca St	Building		2S2

Primary Number (P-19-)	Other Designation	Description	Date Recorded	Eligibility
P-19-190265	Resource Name - Hotel Wilcox; Other - T-Mobile West LLC LA03615E/Wilcox	Building	2012 (K.A. Crawford, Michael Brandman Associates)	5S2

Evaluation of the Subject Property

Architectural Description

Survey of the subject property identified six two-story multi-family residential buildings, constructed between 1920 and 1949 located at 1719-1731 Whitley Avenue (**Figure 9**). The buildings were documented through digital photography and recorded on DPR forms (**Appendix E**).

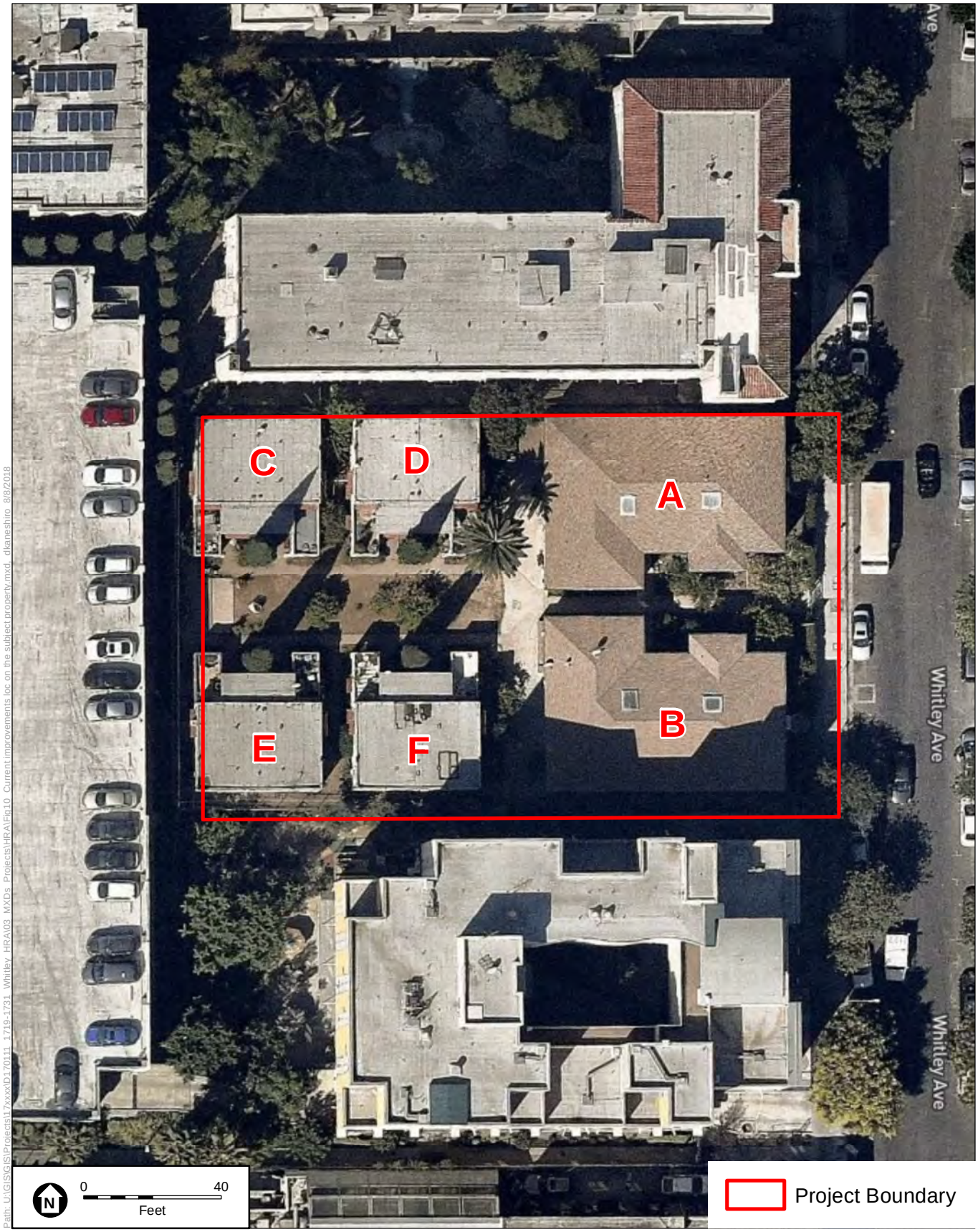
SOURCE: ESA 2018

Figure 9
Street view of the subject property, view west

The subject property occupies a single parcel on the west side of N. Whitley Avenue, between Yucca Street to the north and Hollywood Boulevard to the south. It is improved with two Minimal Traditional style courtyard apartments built in 1949 (Buildings A and B) and four Spanish Revival style courtyard apartments constructed in 1920 (Buildings C, D, E, and F) **(Figure 10)**. The subject property is surrounded by large apartment buildings constructed between 1955 and 1966. The six buildings on the subject property are oriented toward a central walkway and landscaped courtyard spaces. Landscaping throughout the subject property consists of manicured hedges and mature trees.

Buildings A and B

The two 1949 buildings (buildings A and B) are identical in design with mirrored floor plans and elevations. They are designed in the Minimal Traditional Style with stucco siding, hipped roofs, and shallow eaves. Second floor fenestration on both buildings include wood double-hung windows at each corner and one in the center. Fenestration on the first floor includes sliding windows (alterations) at each corner of the building (**Figure 11**). Both buildings feature a small stoop with metal railings, leading to the primary entryway in the center of their east elevation, featuring a single wood paneled, partially glazed door under a wood canopy (**Figure 12**).



Path: U:\GIS\GIS\Projects\17xxxx\D170111_1719-1731_Whitley_HRA\03_MXDs_Projects\HRA\Fig10_Current improvements loc on the subject property.mxd, dkaneshiro, 8/8/2018

SOURCE: Open Street Map, 2018.

1719-1731 Whitley Avenue in Hollywood, Los Angeles

Figure 10

Current Improvements Located on the Subject Property

ESA

SOURCE: ESA 2018

Figure 11
Fenestration on building A, view west

SOURCE: ESA 2018

Figure 12
Primary entrance on the east elevation of Building B, view northwest

The south elevation of Building A and north elevation of Building B are mirror images of each other. Fenestration on both buildings includes a combination of sliding aluminum frame windows and wood double-hung windows on the first and second story. A concrete stoop with a metal railing leads to a primary entrance, consisting of a wood paneled door **(Figures 13 and 14)**.

SOURCE: ESA 2018

Figure 13
Overview of Building B's north elevation, view southeast

SOURCE: ESA 2018

Figure 14
Overview of Building B's north elevation, view southwest

The rear elevations of the buildings feature no significant architectural details. Fenestration on the rear elevations consists of single and paired double hung wooden framed windows. Utility boxes, security lights (alterations), and a wooden framed awning (alteration) over washing machines occupy the rear elevations **(Figure 15)**.

SOURCE: ESA 2018

Figure 15
The (west) elevation of building A, view northeast

SOURCE: ESA 2018

Figure 16
The (west) elevation of building B, view southeast

Buildings C, D, E, and F

The four western buildings are Spanish-revival duplexes oriented towards the central courtyard. Red colored concrete walkways lead in front of each duplex with a lawn in the center. There are four mature Cyprus trees and other mature shrubbery **(Figure 17)**. All four buildings are identical

in plan, facing toward the interior of the property. (buildings C and D oriented to the south and Buildings E and F oriented to the north).

SOURCE: ESA 2018

Figure 17
View of Buildings C, D, E and F, view facing west

The buildings feature primary entrances with wood paneled doors at each corner of their primary elevations. The entries are located beneath porches that have three large arches topped with a row of block modillions just below the porch roofline (alteration). Above the porch is a patio accessible through a second story door underneath a Spanish S-style tiled awning. Fenestration on the primary elevations include casement windows with true-divided lites underneath Spanish S-style tiled awnings. On the second story there are smaller sliding windows (alterations) **(Figure 18)**.

SOURCE: ESA 2018

Figure 18
Primary elevation of building F, view south

The side elevations of the buildings consist of fenestration including a variety of window types. Two wood casement windows sit beneath Spanish S-style tiled awnings. Additional window types include a tripartite grouping of wood casement windows and aluminum framed sliding windows (alteration) **(Figure 19)**.

SOURCE: ESA 2018

Figure 19
Side elevation of Building F, view northeast

The south (rear) elevation of Building F is slightly obscured due to the proximity with the property line fence. All of the windows on the rear appear to be six replacement hung windows. Secondary entrances to each duplex are located on the buildings' rear elevation. The entries are accessed via concrete steps and a small concrete stoop **(Figure 20)**. The doors are wood paneled and partially glazed with a transom. Fenestration on the rear elevation consists of a combination of single wooden double-hung windows and aluminum framed sliding windows (alterations).

SOURCE: ESA 2018

Figure 20
South (rear) elevation Building B

Significance Evaluation

The subject property was evaluated under the following historical and architectural themes: Hollywood Early Multi-Family Residential Development (1880-1930), including Hollywood Ocean View Tract (1901); Spanish Colonial Revival Architecture (1915-1942); and Courtyard Apartments (1920-1960). ESA also conducted research on the subject property's construction and occupancy history. ESA evaluated the subject property against the criteria for listing in the National Register, California Register, and as a Los Angeles Historic Cultural Monument (LAHCM).

Broad Patterns of History

With regard to broad patterns of history, the following are the relevant criteria:

- **National Register Criterion A:** Is associated with events that have made a significant contribution to the broad patterns of our history.
- **California Register Criterion 1:** Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- **Los Angeles Historic Cultural Monument Criterion 1:** 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, city, or community.

The subject property is located in the Hollywood Ocean View Tract. Subdivided in 1905, the tract remained largely undeveloped until the 1920s when Hollywood experienced a population and construction boom. Significant development in the neighborhood included single-family residential construction north of Franklin Avenue and multi-family residential construction south of Franklin Avenue, as well as commercial development along Hollywood Boulevard during this

time. Buildings A and B were constructed in 1949, 44 years after the subdivision of the tract and 29 years after major construction began in the neighborhood. Therefore, Buildings A and B do not appear to have made a significant contribution to the settlement patterns of the area because the area had already been developed decades earlier. Additional research on Buildings A and B did not reveal any significant events associated with the buildings. **As a result, Buildings A and B do not appear to meet the significance requirements as individual resources under National Register Criterion A, California Register Criterion 1, or LAHCM Criterion 1.**

Buildings C, D, E, and F were all constructed on the subject property in 1920. The buildings appear to have been the first phase of what was supposed to have been a larger development of courtyard duplexes. The first four buildings (C, D, E, and F) are located on the western portion of the lot because at the time, the eastern portion of the lot was occupied by a single-family residence. In 1920, the single-family residence that was originally constructed on the subject property was relocated to a nearby lot, freeing up the remainder of the subject property for additional duplexes. However, the project was never completed and half of the lot remained undeveloped until 1949. While construction of Buildings C, D, E, and F occurred at the height of development for the tract, many multi- and single-family residential structures were being constructed at that time. Furthermore, research of the subject property's construction history indicates that the courtyard complex was never completed. Additional research of Buildings C, D, E, and F did not reveal any significant association with the area's development that would cause them to stand out from the other buildings constructed at the time. **Therefore, Buildings C, D, E, and F do not appear to meet the significance requirements as a grouping under National Register Criterion A, California Register Criterion1, or LAHCM Criterion 1.**

In 2010, Chattel Architecture identified the surrounding neighborhood as a potential historic district (Hollywood North MFR Historic District) for its illustration of the development patterns during the population and development boom following World War I. District contributors were identified as period revival style multi-family residential properties that range from luxury apartment hotels to bungalow courts constructed between 1919 and 1940. Based on this description of the District's contributors, Buildings A and B would not qualify as contributors to the District because they exhibit the Minimal Traditional style and are not the period revival styles that characterize the District. Furthermore, Buildings A and B were constructed in 1949, after the District's period of significance (1919-1940). **Buildings A and B do not qualify as contributors to the Hollywood North MFR Historic District, which is significant under National Register Criterion A, California Register Criterion1, or LAHCM Criterion 1.**

Designed in the Spanish Colonial Revival style in 1920, Buildings C, D, E, and F fit within the characteristics found among contributors to the District. However, the construction of the duplexes was incomplete, with only four out of a possible eight duplexes constructed on the subject property. Half of the lot remained undeveloped for nearly 30 years. Furthermore, the current condition of the subject property lacks integrity due to infill construction at the street front (Buildings A and B) constructed in 1949, which is outside of the District's period of significance (1919-1940). Buildings A and B obstruct views of buildings C, D, E, and F from the public right-of-way, obscuring any characteristics of the buildings that may otherwise contribute to the District. Furthermore, the subject property is located outside the District boundary as defined in

the 2010 survey. **Therefore, Buildings C, D, E, and F do not qualify as contributors to the Hollywood North MFR Historic District, which is significant under National Register Criterion A, California Register Criterion1, or LAHCM Criterion 1 because the buildings do not contribute to the physical character of the District.**

Significant Persons

With regard to associations with important persons, the following are the relevant criteria:

- **National Register Criterion B:** Is associated with the lives of persons significant in our past.
- **California Register Criterion 2:** Is associated with the lives of persons important in our past.
- **Los Angeles Historic Cultural Monument Criterion 2:** Is associated with the lives of historic personages important to national, state, city or local history.

The occupancy and ownership history for the subject property was researched by reviewing City directories, building permits, Los Angeles County Assessor records, and the U. S. Census. Research showed the buildings were used as income producing rental properties and featured high occupancy turnover. While the occupancy history revealed many interesting residents, such as Hollis and Dorthea Neefe who attempted to sell an interest in a "death-ray" machine and were arrested for mail fraud, none of the residents or property owners appear to have had a significant association with national, state, or local history. **Therefore, Buildings A, B, C, D, E, and F do not appear to be associated with significant personages or events as is required under National Register Criterion B, California Register Criterion 2 or the LAHCM Criteria.**

Architecture

With regard to architecture, design, or construction, the following are the relevant criteria:

- **National Register Criterion C:** Embodies 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.
- **California Register Criterion 3:** Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- **Los Angeles Historic Cultural Monument Criterion 3:** 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

Buildings A and B are examples of the Courtyard Apartment property type with elements of the Minimal Traditional architectural style. The Courtyard Apartment building type was prevalent throughout Southern California between 1920 and 1960. Its design is rooted in the earlier bungalow court developments. While bungalow courts consisted of small single-family dwellings arranged around a landscaped courtyard, Courtyard Apartments expanded on the idea by incorporating larger, often two-story multi-family housing. The arrangement of the apartment buildings provides a large central landscaped garden area capitalizing on the Mediterranean climate of Southern California, despite the density of the surrounding urban landscape. Unlike the

bungalow court, which is a rare property type remaining in Los Angeles, Courtyard Apartments can be found throughout the city in large groupings, some of which have been identified as potential historic districts by SurveyLA. For example, the Beverly Square Historic District identified by SurveyLA in 2015 described as an "Excellent example of a 1930s multi-family residential district containing a mix of multi-family property types, from duplexes to apartment houses." The district consists of multiple examples of the Courtyard Apartment property type reflecting a variety of Period Revival, Streamline Moderne, and Minimal Traditional architectural styles.

Buildings A and B are isolated examples of post-war multi-family residential development constructed throughout the Los Angeles area and Southern California. The buildings incorporate irregular massing, hipped roofs, overhanging eaves, stucco cladding, and general lack of applied ornamentation commonly associated with post-war residential architecture. The buildings are arranged in an irregular u-shaped footprint with central courtyards typical of the Courtyard Apartments made popular during the mid-century period. However, unlike other Courtyard Apartments, which sought to take advantage of Southern California's ideal climate by creating an outdoor common area, Buildings A and B fail to make use of the landscaped courtyard. The apartments have no balconies or patios and the landscaped courtyards are dominated by concrete pathways with minimal landscaping present. Furthermore, Buildings A and B are rudimentary examples of the Minimal Tradition style. Minimal Traditional architecture emphasized simple Colonial style focal points: straight, molded, or scrolled belt-courses; single pane hexagonal or round windows; windows decorated with louvered or paneled shutters; and scalloped edging on both wood and metal elements. Buildings A and B do not feature any of these architectural elements commonly characteristic of Minimal Traditional architecture. Review of the building permits for the subject property identified Arthur W. Hawes as the buildings' architect and Philip J. Brinckerhoff as the contractor. While little is known about the career of Brinckerhoff, Hawes appears to be a notable local architect who has been credited with multiple theaters, synagogues, mortuary buildings, and residential structures throughout the Los Angeles Metropolitan area. Significant examples of Hawes' work remain extant and include the Hollywood Report Building and the Westwood Theater (Bigfoot Crest Theater), as well as examples of Streamline Moderne and Period Revival single- and multi-family residential buildings. The simplistic design of Buildings A and B are not indicative of the work of Arthur W. Hawes. **Based upon this analysis, Buildings A and B do not meet the significance requirements under National Register Criterion C, California Register Criterion 3, or the LAHCM Criteria.**

Buildings C, D, E, and F are examples of Courtyard Apartments designed in the Spanish Colonial Revival style. The buildings were designed by architect Edwin Thorne and constructed by the Lawrence B. Burck Company in 1920. Although Thorne does not appear to be a significant architect in Los Angeles building history, Lawrence Burck's construction company appears to have played a significant role in the development of Los Angeles during the early twentieth century. The Lawrence B. Burck Company was responsible for the construction of more than 2,200 buildings. Furthermore, Burck was significantly involved in Los Angeles's financial and social affairs. He served as President of the California Real Estate & Building Company; Vice-President of the Los Angeles Abstract & Trust Company; and as director of the Mortgage Guarantee Company of Los Angeles. Burck was a member of the California, Los Angeles

Athletic, Union League, Bolsa Chica Gun and Orpheus clubs of Los Angeles, the Los Angeles Realty Board, and the Bohemian Club of San Francisco. Buildings C, D, E, and F are basic examples of the Spanish Colonial Revival style, popular throughout Southern California. The buildings exhibit fundamental elements of the Spanish Colonial Revival style such as stucco exterior cladding, and flat roofs. Canopies supported by simple wood brackets, topped with red clay Spanish tiles extend over windows and some doorways. The porch structures with arched openings and block modillions are not original to the buildings according to permits. These features were added in 1932, replacing cloth awnings.

While Buildings C, D, E, and F are examples of the Lawrence B. Burck Company's abundant catalog of work in Los Angeles, they appear to be simple in design and construction and do not reflect a high level of workmanship. The buildings are simple wood frame structures clad with stucco siding. Additionally, the duplexes on the subject property were part of an incomplete project. Construction on the first four buildings was permitted on February 11, 1920, while the remainder of the lot was occupied by a single-family residence. The residence was relocated to a nearby lot in October of 1920, allowing construction of additional duplexes on the remainder of the subject property. The project was never completed and the eastern half of the lot remained vacant for nearly 30 years. Although the buildings display elements of the Spanish Colonial Revival architectural style, they do so in a simplistic manner. Furthermore, the porch structures on each of the buildings are not original and reflect a major change to the buildings' design. Therefore, Buildings C, D, E, and F do not embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction and are not a notable work of a master builder, designer, or architect whose individual genius influenced his or her age. **Buildings C, D, E, and F do not meet the significance requirements under National Register Criterion C, California Register Criterion 3, or the LAHCM Criteria.**

Data

- **National Register Criterion D:** It yields, or may be likely to yield, information important in prehistory or history.
- **California Register Criterion 4:** Has yielded, or may be likely to yield, information important in prehistory or history.

While most often applied to archaeological districts and sites, Criterion D/4 can also apply to buildings, structures, and objects that contain important information. In order for these types of properties to be eligible under Criterion D/4, they themselves must be, or must have been, the principal source of the important information. None of the buildings on the subject property appear to yield significant information that would expand our current knowledge or theories of design, methods of construction, operation, or other information that is not already known about the period in which they were constructed (1949 and 1920), their method of construction, or their design. The buildings reflect common building practices and materials of the early twentieth century, which have already been well documented. Furthermore, buildings of the Spanish Colonial Revival and Minimal Traditional architectural styles, and Courtyard Apartment property type have been preserved and are available for study. **Therefore, Buildings A, B, C, D, E, and F**

on the subject property do not meet the significance requirements under National Register Criterion D and California Register Criterion 4.

Integrity Analysis

A property must have both significance and integrity to be considered a historical resource under federal, state, and local evaluation guidelines and CEQA. As *National Register Bulletin 15* notes that "only after significance is fully established can you proceed to the issue of integrity" (U.S. Department of the Interior, 2002). As explained above, the subject property is improved with six buildings (identified as Buildings A-F), two of which were constructed in 1949 in the Minimal Traditional style and four of which were built in 1920 in the Spanish Colonial Revival style. All six buildings are common examples of the Courtyard Apartment property type found throughout Los Angeles. None of the buildings on the subject property were found to be significant under any of the applicable National Register, California Register, or LAHCM Criteria as individual resources, nor do they contribute to the nearby Hollywood North MFD Historic District. Buildings A and B, located at the street front of the subject property along Whitley Avenue were constructed nine years after the period of significance for the District concludes (1919-1949) and do not represent the period revival styles characteristic of the District. Buildings C, D, E, and F have been blocked from view by the newer Buildings A and B, and are unable to contribute to the visual characteristics of the District as they are no longer readily visible from the public right-of-way. Because each of the buildings located on the subject property lack significance, an integrity analysis is not required.

Although the buildings lack the significance necessary to support an integrity assessment, it should be noted that Buildings C, D, E, and F have been altered with new porch coverings and appear to be the first four duplexes in what was planned as a larger development that was never completed. Unpermitted alterations include the replacement of original wood hung windows with aluminum sliding windows on the second stories of front facades and on side and rear facades. In October of 1920, a single-family residence was relocated from the subject property to another nearby lot, freeing the remainder of the property for additional development. However, additional duplexes were never constructed and the eastern half of the lot remained vacant for 30 years. Building permits from 1932 indicate that cloth awnings were removed and replaced with wood porch roofs. The permits do not provide any additional details regarding these alterations. The permits may refer to the extant stucco-clad, wood-framed porch enclosures on the front elevations of each building or they may refer to the wood framed canopies topped with red clay tile above many of the windows. However, either alteration would impose a significant change to the appearance of Buildings, C, D, E, and F. Additionally, the construction of Buildings A and B at the front of the subject parcel impose a significant alteration to the setting, feeling and association of Buildings C, D, E, and F.

Conclusion

A survey of the subject property identified two buildings constructed in 1949 in the Minimal Traditional style (Buildings A and B) and four constructed in 1920 in the Spanish Colonial Revival style (Buildings C, D, E, and F). The buildings were evaluated under the following historical and architectural themes: Hollywood Early Multi-Family Residential Development

(1880-1930), including Hollywood Ocean View Tract (1901); Spanish Colonial Revival Architecture (1915-1942); and Courtyard Apartments (1920-1960). ESA also conducted research on the subject property's construction and occupancy history and evaluated the subject property against the criteria for the National Register, California Register, and local listing.

The subject property was surveyed by Chattel Architecture, in a community-wide survey prepared for the Community Redevelopment Agency in February of 2010. The survey identified the buildings on the subject property as not significant for purposes of CEQA. The survey also identified the potential Hollywood North MFR (Multi-Family Residential) Historic District (District). However, the buildings on the subject property were not identified as contributors to the District. In 2015, the subject property was surveyed again as part of Chattel's documentation of the Hollywood Redevelopment Project Area. However, none of the buildings located on the subject property were identified in the survey findings as individually eligible or as contributors to a historic district. ESA's analysis of the subject property and buildings located within concurs with the previous surveys. Buildings A and B were constructed in 1949, over forty years after the subdivision was created and more than twenty years after substantial construction began in the area. Therefore, the buildings did not contribute to the settlement patterns of the area because they had already been established by earlier construction. The buildings are common examples of the Courtyard Apartment property type and the Minimal Traditional architectural style and do not reflect the career of Arthur W. Hawes.

Buildings C, D, E, and F were constructed in 1920 in the Spanish Colonial Revival style. Although the buildings were constructed at the height of development for the area, there is no significant association between them and the settlement patterns of the area that would allow the buildings to stand out as individually eligible historical resources. As multi-family residential buildings, constructed in 1920 in the Spanish Colonial Revival style, the buildings do share characteristics with the nearby Hollywood North MFR Historic District. However, buildings A and B constructed outside the District's period of significance (1919-1940) have altered the immediate setting of buildings C, D, E, and F, obstructing views of the duplexes so that they are unable to contribute to the visual character of the District. Furthermore, the buildings appear to be the first of a larger development intended for the subject property but never completed. The buildings were constructed on the western half of the lot because the eastern half was occupied by a single-family residence. The residence was relocated to a nearby lot in October of 1920, freeing up the remaining half of the subject property for the construction of additional duplexes. The project was never completed and the eastern half of the lot remained vacant for 30 years. Buildings C, D, E, and F are altered, unremarkable, and incomplete examples of the Courtyard Apartment property type and the Spanish Colonial Revival architectural style. Finally, none of the buildings appear to be associated with significant personages or possess important data related to our understanding of prehistory or history. Based on the above evaluation, none of the buildings were found to be eligible for listing in the National Register, California Register, and LAHCM and therefore they do not qualify as historical resources under CEQA Guidelines Section 15064.5(a)(1) or (2), and do not warrant consideration under CEQA Guidelines Section 15064.5(a)(3).

CEQA Analysis

The thresholds for determining the significance of environmental effects on historical resources identified below are derived from the CEQA Guidelines as defined in §15064.5 and the City of Los Angeles CEQA Thresholds Guide. Pursuant to this guidance, a project that would physically detract, either directly or indirectly, from the integrity and significance of the historical resource such that its eligibility for listing in the National Register of Historic Places ("National Register"), California Register or as a City Monument would no longer be maintained, is considered a project that would result in a significant impact on the historical resource. Adverse impacts, that may or may not rise to a level of significance, result when one or more of the following occurs to a historical resource: demolition, relocation, conversion, rehabilitation, or alteration, or new construction on the site or in the vicinity.[68]

Significance Thresholds

The thresholds for determining the significance of environmental effects on historical resources identified below are derived from the CEQA Guidelines as defined in §15064.5 and the City of Los Angeles CEQA Thresholds Guide. Pursuant to this guidance, a project that would physically detract, either directly or indirectly, from the integrity and significance of the historical resource such that its eligibility for listing in the National Register, California Register or as a HCM would no longer be maintained, is considered a project that would result in a significant impact on the historical resource. Adverse impacts, that may or may not rise to a level of significance, result when one or more of the following occurs to a historical resource: demolition, relocation, conversion, rehabilitation, or alteration, or new construction on the site or in the vicinity.[69]

CEQA Guidelines

According to the State *CEQA Guidelines*, Section 15064.5(b) a project involves a "substantial adverse change" in the significance of the resource when one or more of the following occurs:

- 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.

- The significance of a historical resource is materially impaired when a project:

  A. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register of Historical Resources; or

  B. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the PRC or its identification in a historical resources survey meeting the

[68] L.A. CEQA Thresholds Guide, Section D.3. Historical Resources, City of Los Angeles, 2006, p. D.3-1 (http://environmentla.org/programs/Thresholds/D-Cultural%20Resources.pdf, accessed 6/04/2013)

[69] L.A. CEQA Thresholds Guide, Section D.3. Historical Resources, City of Los Angeles, 2006, p. D.3-1 (http://environmentla.org/programs/Thresholds/D-Cultural%20Resources.pdf, accessed 6/04/2013)

requirements of Section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

C. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

The *L.A. CEQA Thresholds Guide* states that a project would normally have a significant impact on a significant resource if it would cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State *CEQA Guidelines* when one or more of the following occurs:

- Demolition of a significant resource that does not maintain the integrity and significance of a significant resource;
- Relocation that does not maintain the integrity and 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 ("Standards"); or
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.[70]

Under CEQA, a proposed development must be evaluated to determine how it may impact the potential eligibility of a structure(s) or a site for designation as a historic resource. The Standards were developed as a means to evaluate and approve work for federal grants for historic buildings and then for the federal rehabilitation tax credit (see 36 Code of Federal Regulations ("CFR") Section 67.7). Similarly, the Los Angeles Cultural Heritage Ordinance provides that compliance with the Standards is part of the process for review and approval by the Cultural Heritage Commission of proposed alterations to City Historic-Cultural Monuments (see Los Angeles Administrative Code Section 22.171.14.a.1). Therefore, the Standards are used for regulatory approvals for designated resources but not for resource evaluations.[71] Similarly, CEQA recognizes the value of the Standards by using them to demonstrate that a project may be approved without an EIR. In effect, CEQA has a "safe harbor" by providing either a categorical exemption or a negative declaration for a project which meets the Standards (see State *CEQA Guidelines* Section 15331 and 15064.5(b)(3)).

70 L.A. CEQA Thresholds Guide, Section D.3. Historical Resources, City of Los Angeles, 2006, p. D.3-1 (http://environmentla.org/programs/Thresholds/D-Cultural%20Resources.pdf, accessed 6/04/2013)

71 Century Plaza Hotel EIR, Appendix IV.D-3, Historic Thresholds Letter, from Michael J. Logrande, Director of Planning and Ken Bernstein, Manager, Office of Historic Resources, City of Los Angeles, to Bruce Lackow, President, Matrix Environmental, Los Angeles, California, December 15, 2010.

Based on the above considerations, the factors listed in the L.A. CEQA Thresholds Guide have been reviewed and refined for this analysis.[72] As such, the Project would have a significant impact on historic resources, if:

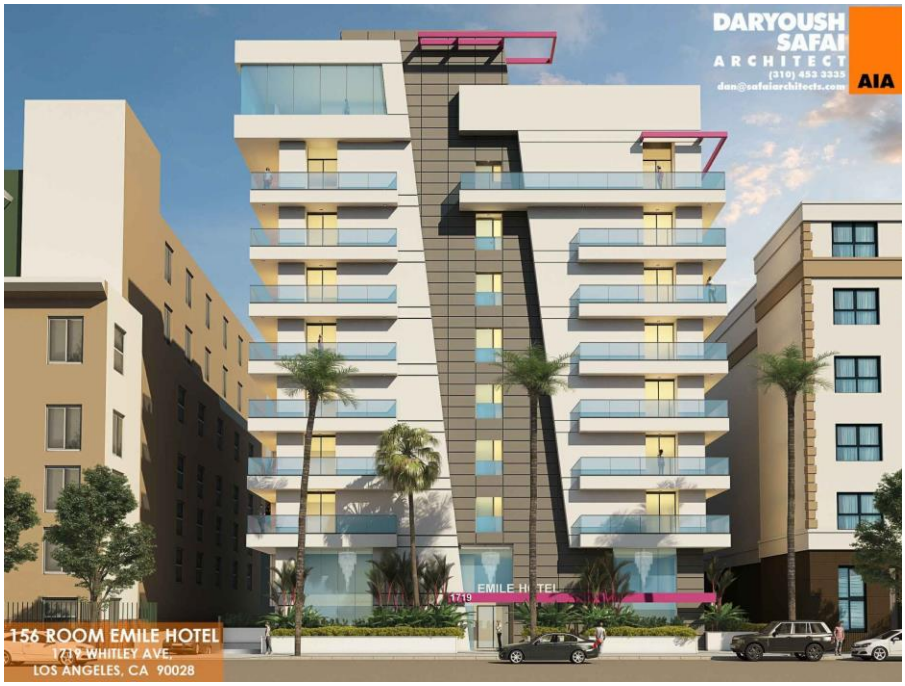
HIST-1 The Project would demolish, destroy, relocate, or alter a historical resource such that eligibility for listing on a register of historical resources would be lost (i.e., no longer eligible for listing as a historic resource); or

HIST-2 The Project would reduce the integrity or significance of important historic resources on the Project Site or in the vicinity such that their eligibility for listing on a register of historical resources would be lost (i.e., no longer eligible for listing as a historic resource).

Project Description

The Project proposes to redevelop the subject property with a new hotel, featuring a contemporary architectural design with contemporary materials (**Figures 21 and 22)**. The new building is 10-stories in height and includes three levels of subterranean parking. The total development would include 107,406 square feet floor area consisting of hotel lobby space and 156 hotel rooms of varying size, and 59,520 square feet of parking area resulting in 122 parking spaces. The subterranean parking garage will be accessed from Whitley Avenue, via a ramp located at the south side of the subject property. The building features a 15' setback from the property line along Whitley Avenue to the east. This area will consist of landscaped planters and hardscape leading to the hotel's main entry. The Project plans prepared by Daryoush Safai on June 15, 2016 are included in Appendix F.

72 As documented in the Assessment Report in Appendix F-3 of this Draft EIR, the refinements to the factors listed in the L.A. CEQA Thresholds Guide were concurred with by the City Planning Department's Office of Historic Resources.



SOURCE: Daryoush Safai, 2016

Figure 21
Rendering of the new construction proposed by the project with the La Leyenda Apartments to the right

SOURCE: Daryoush Safai, 2016

Figure 22
Rendering displaying alternate view of new building with the La Leyenda Apartments to the right

Analysis of Project Impacts

Direct Impacts

No historical architectural resources qualifying as historical resources under CEQA were identified within the subject property and therefore the proposed Project would not result in a direct impact under CEQA.

Indirect Impacts

ESA conducted a view-shed analysis of the visibility of the Project Site from nearby historical resources that have been previously listed on the National Register, California Register, or as LAHCMs. The surrounding area is densely developed with large multi-family residential buildings, hotels, and commercial buildings. The extant buildings in the area are similar in height as the proposed project, which stands 10-stories in height. Due to the density of the existing development in the area, a search for previously identified historical resources was limited to Whitley Avenue, between Hollywood Boulevard to the south and Franklin Avenue to the north.

Review of the National Register, California Register, and LAHCMs revealed five historical resources in the immediate area of the Project. Of the five historical resources identified, two would have a direct view of the Project. Whitley Court (NR/CR, LAHCM – 448) is located across the street from the subject property and consists of a two-story single family residence. It should be noted that the historical resource is obscured from the public right-of-way along Whitley

Avenue by infill development. Located adjacent to the subject property to the north is the La Leyenda Apartments (LAHCM-817), which is a six-story multi-family residential building designed in the Spanish Colonial Revival architectural style, facing east toward Whitley Avenue. The three remaining historical resources in the immediate area of the subject property are The Fontenoy, located 0.07 miles north, the Janes House, located 0.05 miles southeast, and the Hollywood Boulevard Commercial and Entertainment District, located 0.06 miles south. Each of these historical resources would have an indirect view of the Project.

Construction of the proposed Project would alter the setting of the identified resources resulting in an indirect impact. However, the setting has already changed due to infill development. Located at 1738 N. Whitley Avenue across the street from the subject property is a large hotel constructed in the Mid-Century Modern architectural style in 1962. Next to this hotel is a large contemporary multi-family residential building at 1746 N. Whitely Avenue built in 1987. At 6602 Yucca Street on the southwest corner of Yucca Street and Whitley Avenue is another contemporary multi-family residential building constructed in 1989. South of the subject property at 1715 N. Whitley Street is a contemporary multi-family residential building constructed in 1995. Furthermore, the Project would not alter the primary views of the nearby historical resources. The adjacent La Leyenda Apartments and The Fontenoy to the north, both face east toward Whitley Avenue, while the project is located south of these resources.

Whitley Court faces west toward the project but has been obscured by other infill development on the property. The Janes House and Hollywood Boulevard Commercial and Entertainment District both face toward Hollywood Boulevard to the south of the subject property. Therefore, upon Project completion the new building would alter the surrounding setting of the nearby historic resources but not block any significant views of their primary elevations, resulting in a less than significant impact.

Secretary of the Interior’s Standards Reviews

Under CEQA, a project that follows the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing, Historic Buildings or the Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the Historical Resource.[73] New construction adjacent to a historical resource is considered “related new construction” and numbers nine (9) and ten (10) of the Standards apply to this Project. Therefore, the Project was assessed for conformance to Standards nine and ten regarding “related new construction” constructed adjacent or in the vicinity of other historical resources.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

[73] California Environmental Quality Act, 15064.5 (b)(3).

The Project includes construction of a ten-story hotel building on the west side of Whitley Avenue. The surrounding area consists of multiple large-scale multi-family residential buildings of similar height. As illustrated in Figures X and X, the new building on the subject property shares a similar scale and massing with the neighboring buildings, including the adjacent La Leyenda Apartments (LAHCM – 817), which stands six-stories tall. To compensate for the difference in height, the new building steps down in height on the north side, adjacent to the La Leyenda Apartments. While the new building is compatible in scale and massing, it is differentiated from the adjacent Spanish Colonial Revival style La Leyenda Apartments by its contemporary design and use of modern materials, such as glass, concrete, and metal. The simple modern design of the new building, ensures that the ornate design of the adjacent La Leyenda Apartments remain a focal point along the west side of Whitley Avenue. Therefore, the Project is in conformance to Standard 9.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The Project does not propose to make any changes to historic materials or alter features that define the character of any historical resources in the immediate area. If the new construction were removed in the future, the essential form and integrity of the adjacent La Leyenda Apartments, and other historical resources in the Project vicinity would be unimpaired. The proposed Project conforms to intent of Standard 10.

Conclusion

The *L.A. CEQA Thresholds Guide* states that a project would normally have a significant impact on a significant resource if it would cause a substantial adverse change in the significance of a historical resource. In this case, the HRA resulted in recommending the buildings (A-F) on the subject property as individually ineligible for listing under the applicable federal, state, and local criteria. Furthermore, the buildings do not appear to contribute to the potential Hollywood North MFD Historic District identified by Chattel Architecture in 2010. Based on these findings, the buildings on the subject property are ineligible as historical resource under CEQA and the Project would not directly affect historical resources within the subject property. Five listed historical resources were identified in the immediate area of the subject property. Each of these resources would either have a direct or indirect view of the project. Therefore, the Project would alter the existing setting of these historical resources. However, the indirect impact to the setting would be less than significant because the setting has already been altered due to infill construction. Upon Project completion, the nearby historical resources would remain eligible for the National Register, California Register, and/or LAHCM listing.

As discussed above, the Project conforms with Standards 9 and 10 and therefore would not materially impair the significance of the adjacent La Leyenda Apartments, or the other historical resources identified in the immediate surroundings. The new building proposed by the Project is compatible in scale and massing with the adjacent La Leyenda Apartments and other infill construction along Whitley Avenue but is differentiated from the historical resource by its contemporary design and use of modern materials. If removed the new building were removed in

the future, the adjacent La Leyenda Apartments would remain eligible as an LAHCM. Therefore, pursuant to CEQA, the Project would have a less than significant impact on historical resources.

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Appendix A
Professional Qualifications

ESA PCR

Margarita Jerabek, Ph.D.

Director of Historic Resources

EDUCATION

Ph.D., Art History, University of California, Los Angeles

M.A., Architectural History, School of Architecture, University of Virginia

Certificate of Historic Preservation, School of Architecture, University of Virginia

B.A., Art History, Oberlin College

25 YEARS EXPERIENCE

AWARDS

2014 Preservation Award, The Dunbar Hotel, L.A. Conservancy

2014 Westside Prize, The Dunbar Hotel, Westside Urban Forum

2014Design Award: Tongva Park & Ken Genser Square, Westside Urban Forum

2012 California Preservation Foundation Award, RMS Queen Mary Conservation Management Plan, California Preservation Foundation

PROFESSIONAL AFFILIATIONS

California Preservation Foundation

Santa Monica Conservancy

Los Angeles Conservancy

Society of Architectural Historians

National Trust for Historic Preservation Leadership Forum

American Institute of Architects (AIA), National Allied Member

Margarita Jerabek has 25 years of professional practice in the United States with an extensive background in historic preservation, architectural history, art history and decorative arts, and historical archaeology. She specializes in Visual Art and Culture, 19th-20th Century American Architecture, Modern and Contemporary Architecture, Architectural Theory and Criticism, Urbanism, and Cultural Landscape, and is a regional expert on Southern California architecture. Her qualifications and experience meet and exceed the Secretary of the Interior's Professional Qualification Standards in History, Archaeology, and Architectural History. Margarita has managed and conducted a wide range of technical studies in support of environmental compliance projects, developed preservation and conservation plans, and implemented preservation treatment projects for public and private clients in California and throughout the United States.

Relevant Experience

Margarita has prepared a broad range of environmental documentation and conducted preservation projects throughout the Los Angeles metropolitan area and Southern California. She provides expert assistance to public agencies and private clients in environmental review, from due diligence through planning/design review and permitting and when necessary, implements mitigation and preservation treatment measures on behalf of her clients. As primary investigator and author of hundreds of technical reports, plan review documents, preservation and conservation plans, HABS/HAER/HALS reports, construction monitoring reports, salvage reports and relocation plans, she is a highly experienced practitioner and expert in addressing historical resources issues while supporting and balancing project goals.

She is an expert in the evaluation, management and treatment of historic properties for compliance with Sections 106 and 110 of the NHPA, NEPA, Section 4(f) of the Department of Transportation Act, CEQA, and local ordinances and planning requirements. Margarita regularly performs assessments to ensure conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties, and assists clients with adaptive reuse/rehabilitation projects by providing preservation design and treatment consultation, agency coordination, legally defensible documentation, construction monitoring and conservation treatment.

Margarita is a regional expert on Southern California architecture. She has prepared a broad range of environmental documentation and conducted preservation projects throughout the Los Angeles metropolitan area as well as in Ventura, Orange, Riverside, San Bernardino and San Diego counties. Beyond her technical skill, she is a highly experienced project manager with broad national experience throughout the United States. She currently manages PCR's on-call preservation services with the City of Santa Monica, County of San Bernardino Department of Public Works, City of Hermosa Beach, Los Angeles Unified School District, and Long Beach Unified School District.

JOEL LEVANETZ, M.A., AICP, RPA

Senior Architectural Historian/Cultural Resources Specialist

EDUCATION

M.A., Public History and Teaching, University of San Diego, 2008

B.S., Anthropology and Archaeology, University of Wisconsin-Madison, 2004

15 YEARS EXPERIENCE

CERTIFICATIONS/ REGISTRATION/ EDUCATION

Registered Professional Archaeologist

PROFESSIONAL AFFILIATIONS

American Institute of Certified Planners

American Planning Association

National Trust for Historic Preservation

California Preservation Foundation

AWARDS

[insert text]

Mr. Levanetz is a Secretary of Interior Professional Qualified Archaeologist, Historian and Architectural Historian. Mr. Levanetz has 15 years of experience specializing in projects involving cultural and historic resource assessments, Historic American Building Survey (HABS)/Historic American Engineering Record (HAER) documentation, and DPR 523 series form preparation.

Mr. Levanetz has overseen projects that range in scale and complexity. As project manager, Mr. Levanetz has coordinated surveys, supervised staff and subcontractors, provided quality control for data collection and technical report writing, interacted with regulatory agency personnel, maintained client communications, tracked budgets, met crucial project deadlines and established strong networks through business development.

Mr. Levanetz has a detailed understanding of relevant regulations and ordinances that affect cultural resources and historic properties, such as Sections 106 and 110 of National Historic Preservation Act (NHPA), the National Environmental Protection Act (NEPA), the California Environmental Quality Act (CEQA), and the Secretary of Interior Standards for the Treatment of Historic Properties. He has completed numerous impacts assessments and determinations of eligibility across a range of administrative levels including local, state, and National Register of Historic Places (NRHP). Among the agencies served by Mr. Levanetz are the California Department of Transportation (Caltrans), Federal Rail Administration (FRA), California High Speed Rail Authority, Federal Highway Administration, Department of Defense (DOD), Federal Emergency Management Agency (FEMA), Bureau of Land Management (BLM), National Park Service (NPS), California Energy Commission (CEC), Federal Communications Commission (FCC), Federal Aviation Administration (FAA), Department of Housing and Urban Development (HUD) and the General Services Administration (GSA)

Christian Taylor

Assistant Architectural Historian

EDUCATION

Master's Degree, Historic Preservation, University of Southern California

B.A., History, University of Oklahoma

3 YEARS EXPERIENCE

Christian Taylor is a historic resources specialist with academic and professional experience in assessing historic structures and contributing to California Environmental Quality Act (CEQA)-level documents. Chris has continued to hone his skills in management of rehabilitation and restoration projects, preparation of documentation of historic contexts, and the use of non-invasive material investigation methods.

Relevant Experience

Working for the California Department of Parks & Recreation (DPR), restoration contractors, and environmental consultants, he has become versed in the research, writing, and assessment of historic resources from the public and private perspective.

Serving first as a History Intern and then Interpretive Specialist for the DPR, Chris served as the lead representative for the Crystal Cove State Historic Park during the second phase of the cottage restoration project program. His primary role was to liaise with contractors ensure the project met both the Parks Department and Secretary of the Interior's Standards. Also with the DPR,

Chris worked alongside resident historians to organize the contributing documentation and assist with the historic landscape report documenting La Purisima Mission's structures and their significance in relation to the original restoration work done in the 1930s.

He also familiarized himself with historic restoration field through the preparation of thousands of pages of documentation associated with the Wilshire Temple and Atascadero City Hall projects.

While with ESA PCR, Chris has performed architectural history research, survey and assessment work for the Hermosa Beach General Plan Update, the Capitol Mills project in Los Angeles, and assisted with historic resources assessments for a commercial property and an education center in West Hollywood, as well as multiple residential properties in Venice and Los Angeles.

Hanna Winzenried

Architectural Historian

EDUCATION

MSc Historic Conservation, Oxford Brookes University

BA, European Studies, Brigham Young University

2 YEARS EXPERIENCE

PROFESSIONAL AFFILIATIONS

The Society for the Protection of Ancient Buildings

Historic England

National Trust for Places of Historic Interest or Natural Beauty

Hanna is an architectural historian intern with 3 years of academic and professional experience performing building conservation, historic research, and field surveys and conducting plan reviews for conformance with local regulations and ordinances. She has 1.5 years of experience with the City of Los Angeles, Department of Planning, in the Office of Historic Resources Historic Preservation Overlay Zones (HPOZ) Unit. Her experience and education both in California and abroad have given her a wide set of interdisciplinary skills, including strong technical and research skills.

Relevant Experience

9120 W. Olympic Boulevard Preliminary Assessment and Character Defining Features Analysis for the Harkham Hillel Hebrew Academy, Beverly Hills, CA. *Contributor.* ESA prepared a Phase I Historic Resources Assessment for the modernist educational building at 9120 W. Olympic Boulevard. The purpose of the report is to identify and evaluate potential historic resources. The subject property was built in 1963 as the largest Jewish day school. It was built in the Modernist architectural style by the renowned architect Sydney Eisenshtate. The Academy enrollment has outgrown the existing space, and the school is looking for a way to expand its square footage. Hanna is performing research and assisting in the preparation of the reports.

3325 Monterey Road Historic Resources Assessment for 3325 Monterey Road, San Marino, CA. *Contributor*. ESA prepared a Historic Resources Assessment for the Moderne residence at 3325 Monterey road. The purpose of the report is to identify and evaluate potential historic resources. The subject property was built in 1927 as a retirement residence for William F. Tempel, a real estate broker from Chicago. It was designed by Frederick Hust, an architect from Salt Lake City who would go on to design the new China Town in Los Angeles. The homeowners are looking for a way to expand square footage of the residence. Hanna is performing research and assisting in the preparation of the report.

Universal Hilton Environmental Impacts Report and Historic Resources Technical Report for 555 W Universal Terrace Parkway, Los Angeles, CA. *Contributor.* ESA prepared an Environmental Impacts Report including a Historic Resources Technical Report. The Universal Hilton Hotel was designed by master architect, William L. Pereira in 1983 in the postmodern style. The hotel was designed to accommodate visitors to the Universal Theme Parks. The hotel management wants to expand the number of rooms by building a large addition. Hanna is performing research and assisting in the preparation of the report.

Appendix B

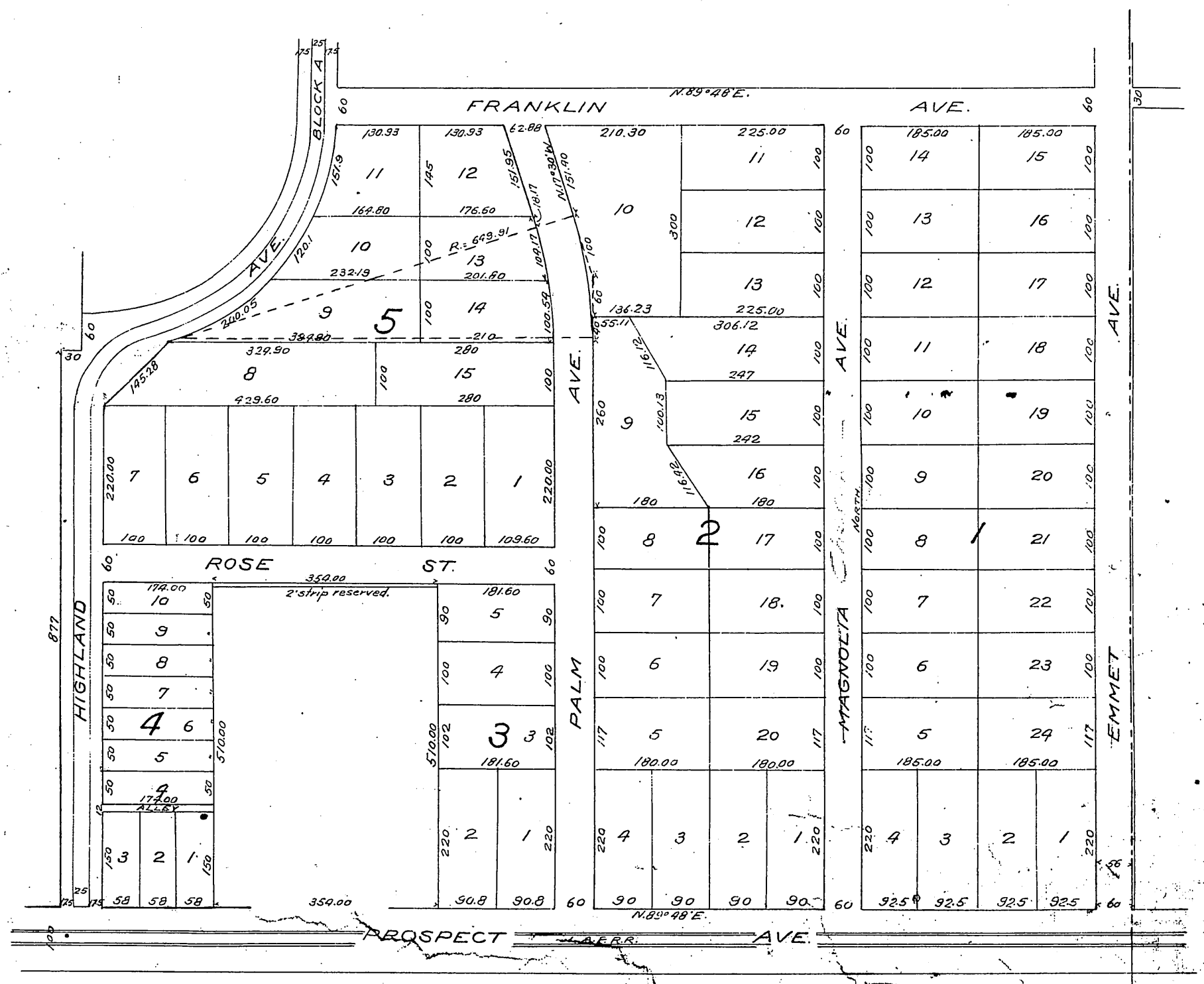
Hollywood Ocean View Tract Map

HOLLYWOOD OCEAN VIEW TRACT

Being a subdivision of a portion of
RANCHO LA BREA
and a portion of
Sec. 3, T. 1 S. - R. 14 W. S.B.M.
Surveyed in Dec. 1901.
by E.G. Jones.
Scale 1 inch = 200 feet.

Note: - All areas calculated to center of streets.
All distances to sides of streets.

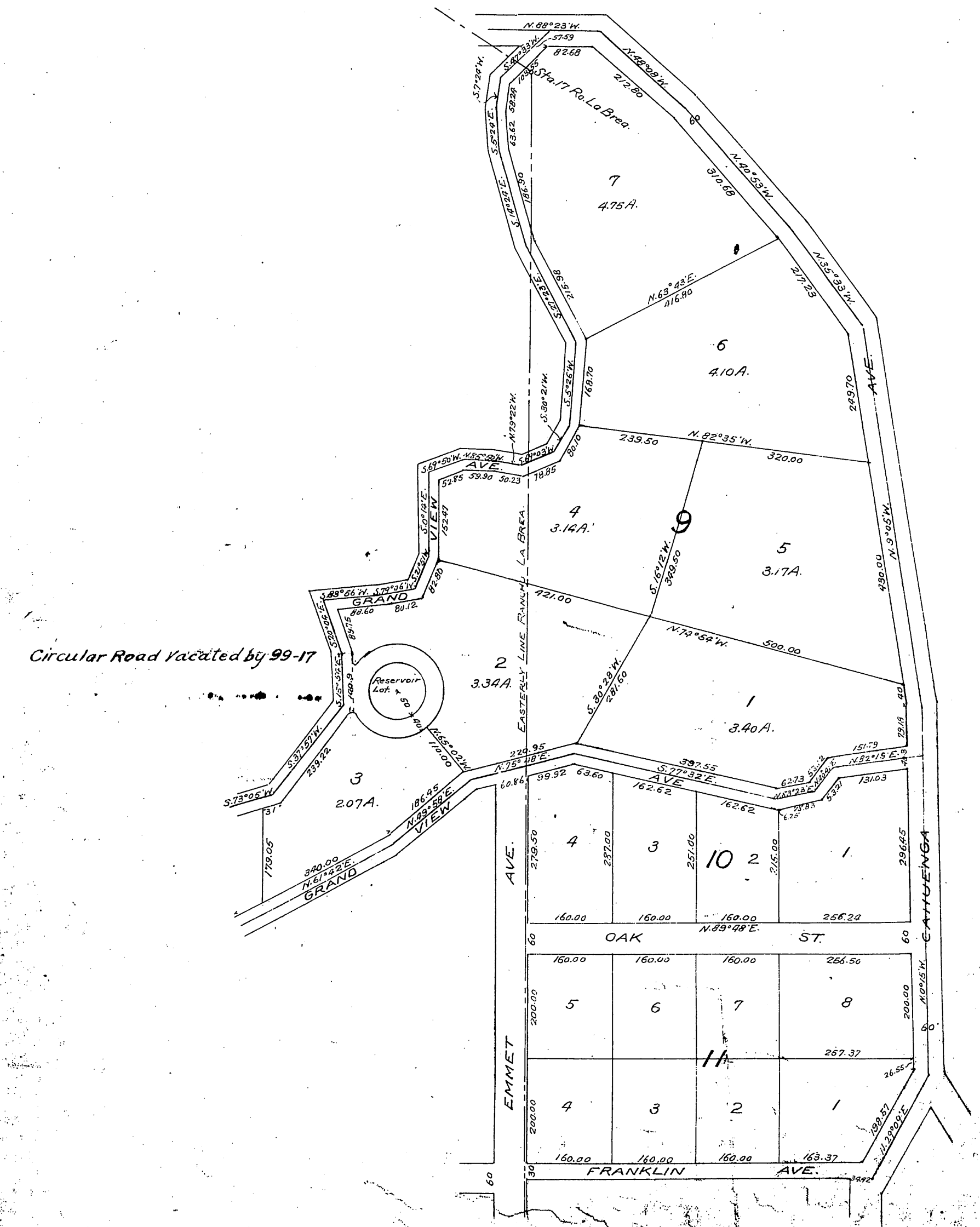
Palm Ave. changed to Estelle Ave. Ord. 25092
Estelle Ave. " " Los Palmas Ave. Ord. 25608



Deed Rose St in Blks 1 + 2 D: 3-82 D: 1634-246
Deed to Blk A & interest in Highland Ave D: 8-174 D: 3207-247
Alley in Blk 4 vacated M.R. 84-31
Widening Whitley Ave D: 2737-153 - D: 8-161
Widening Highland Ave See D: 8-186 to 193 + D: 3561-170 + 3624-33

Owner: -
Los Angeles Pacific Boulevard & Development Company
By: H. J. Whitley President
By Thos. F. Keefe Assistant Sec'y

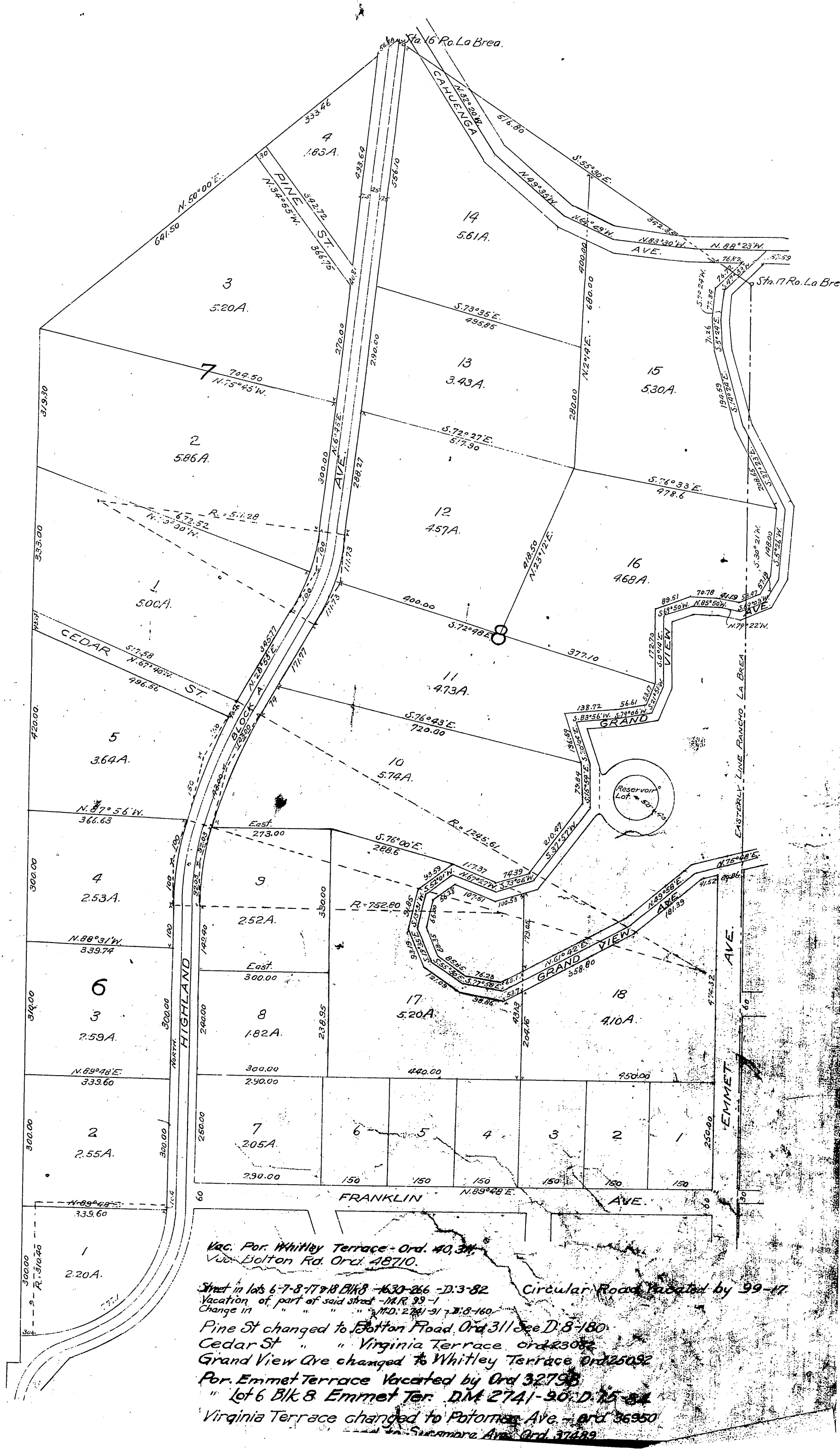
Prospect Ave. changed to Hollywood Blvd. 2115-84
Magnolia Ave. " " Cherokee Ave. Ord. 25417
Por. lot 10, Blk. 2 for St. purp. D: 47-290 OR 5668-99 + D: 64-6608



Recorded Dec. 26, 1901.

For [illegible]

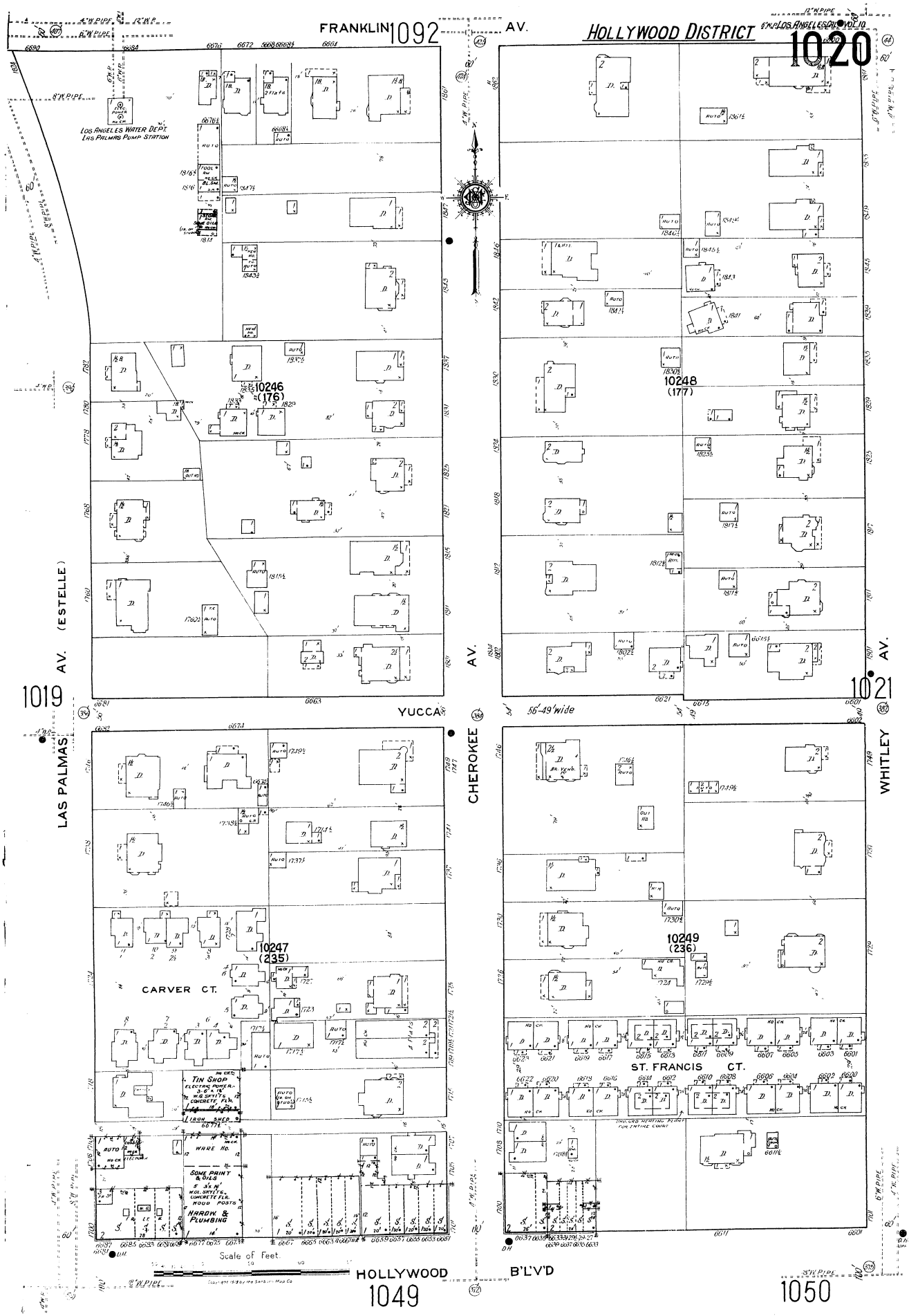
For Lots 6-7-8 for Watsona Terrace D.47-79. D.5-444-2-5

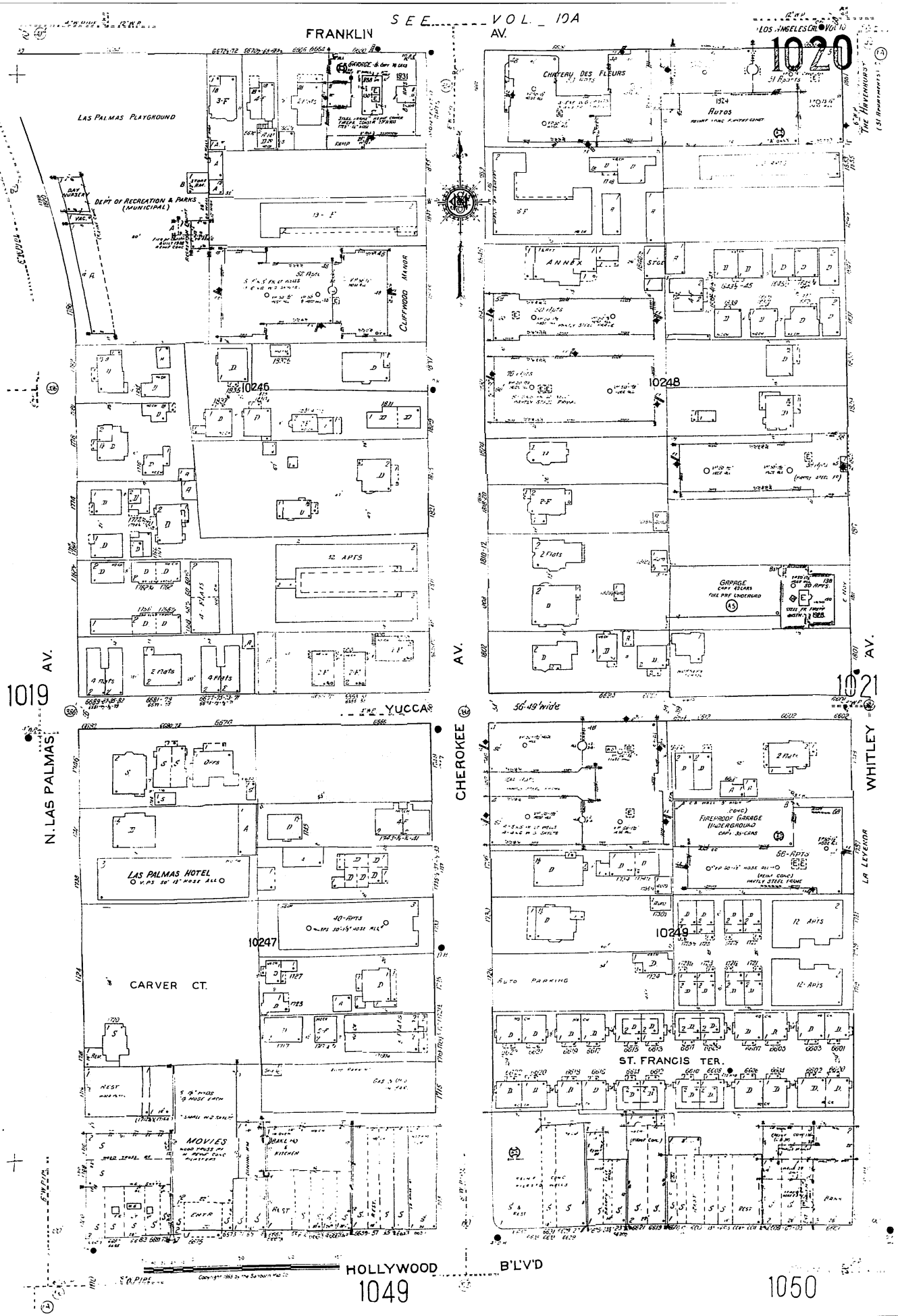


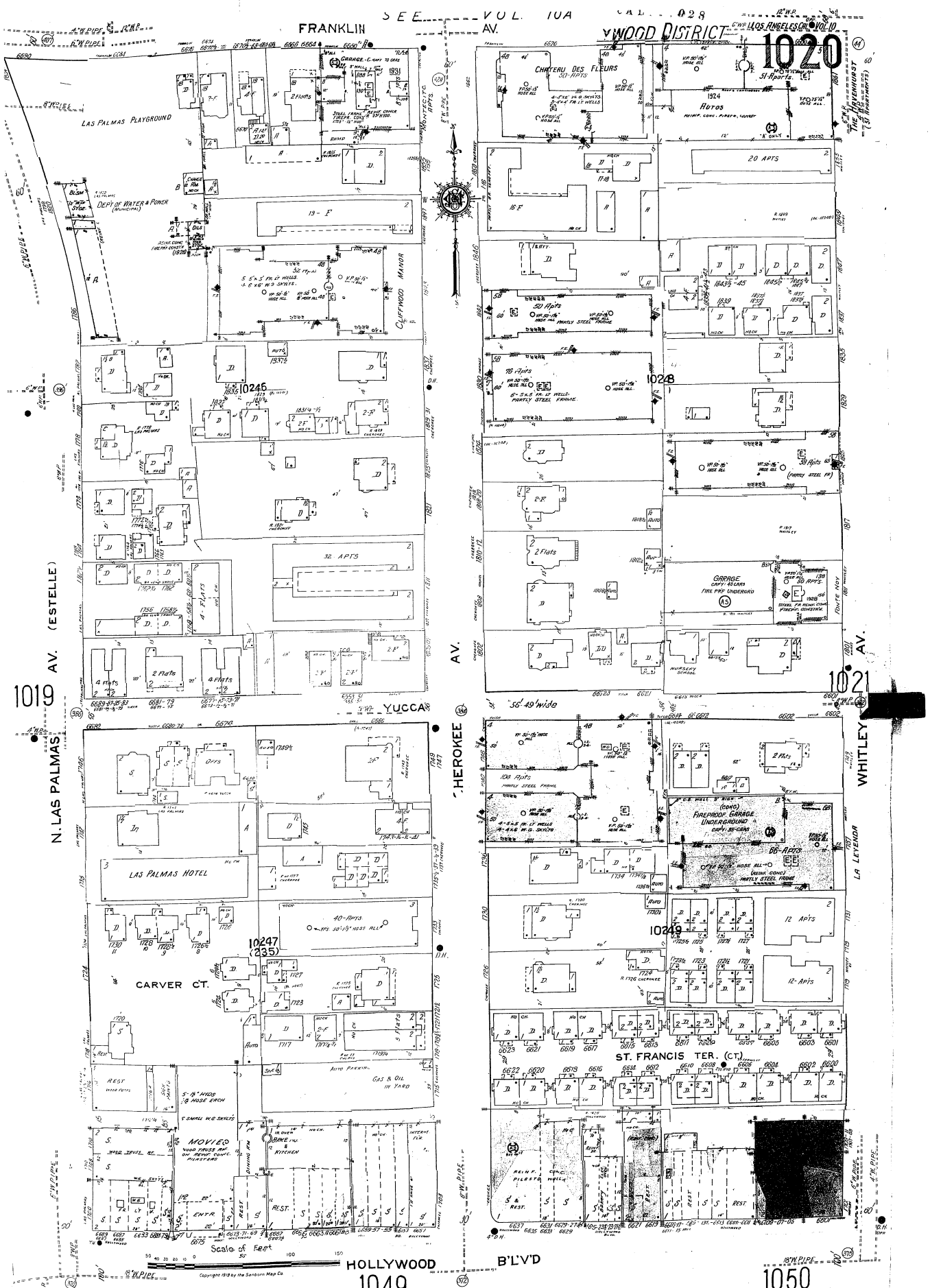
Vac. Por. Whitley Terrace - Ord. 40,341.
Vac. Bolton Rd. Ord. 48710.

Street in lots 6-7-8-17 & 18 Blk 8 - M.30-266 - D.3-82 Circular Road Vacated by 99-17
Vacation of part of said street - M.R. 99-1
Change in " " " " M.D. 2741-91 - D.8-160
Pine St changed to Bolton Road Ord 311 See D.8-180
Cedar St " " Virginia Terrace ord 123082
Grand View Ave changed to Whitley Terrace Ord 25092
Por. Emmet Terrace Vacated by Ord 32793
" Lot 6 Blk 8 Emmet Ter. DM 2741-90 D.75-84
Virginia Terrace changed to Potomac Ave. - ord 36950
" " to Sycamore Ave. Ord. 37489

Appendix C
Sanborn Maps


HOLLYWOOD DISTRICT
1020
FRANKLIN AV.
1092
LOS ANGELES WATER DEPT
LAS PALMAS PUMP STATION
10246
(176)
10248
(177)
LAS PALMAS AV. (ESTELLE)
CHEROKEE AV.
WHITLEY AV.
1019
1021
YUCCA
56'-49' wide
10247
(235)
10249
(236)
CARVER CT.
ST. FRANCIS CT.
TIN SHOP
WARE HO.
HARDW. & PLUMBING
Scale of Feet.
HOLLYWOOD B'L'V'D
1049
1050


SEE VOL. 10A
FRANKLIN AV.
LOS ANGELES CO. VOL. 10
1020
LAS PALMAS PLAYGROUND
DAY NURSERY
DEPT OF RECREATION & PARKS (MUNICIPAL)
CLIFFWOOD MANOR
CHATEAU DES FLEURS
AUTOS
ANNEX
10246
10248
32 APTS
GARAGE
1019
1021
YUCCA
N. LAS PALMAS AV.
CHEROKEE AV.
WHITLEY AV.
LA LEVENOR
LAS PALMAS HOTEL
40-APTS
10247
CARVER CT.
MOVIES
FIREPROOF GARAGE (UNDERGROUND)
66-APTS
10249
12 APTS
AUTO PARKING
ST. FRANCIS TER.
HOLLYWOOD B'LV'D
1049
1050



Appendix D
Building Permits

Int.
117' x

ZONE

ZONE LINE

APPROVALS
Z.A. 9579
PKG 43
CD
FIRST ZONE
L.A.
OUT SIDE
YES
SHADING
YES
HIGHWAY DED

FLOOD
---

3 FLOOR

Compo Wood

Whitley Avenue

$1,600.00

Convert 16 guest rooms to 16 apartment house keeping rooms.

GROUP U.B. H-3	SIZE OF ADDITION ---	STORIES ---	HEIGHT ---
MAX. GRD. H	TOTAL ---	PLANS CHECKED	CONS. Yes
		PLANS APPROVED	SIGNED BY P. Barker
GUEST ROOMS 16	PARKING REQ'D ---	PROVIDED	APPLICATION APPROVED Thompson
CONT. INSP.		INSPECTION ACTIVITY COMB GEN MAJ S CONB	FILE WITH Cons. Bur.
			INSPECTOR N. Burns

S.P.C.	B.P. $14.50	T.P.	G.P.J.	O.S.	C/O	TYPIST mm

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.

476210 AUG 15-73 15343 W — 1 CK 14.50

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 or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed Dave Wolfe
(Owner or Agent)

			Signature/Date
Bureau of Engineering	ADDRESS APPROVED		Shum 8-15-73
	SEWERS	NO SEWER/PLUMBING REQ'D.	
		SFC NOT APPLICABLE	Sewer Available Jam 8-15-73
		SFC PAID	
		SFC DUE	
	DRIVEWAY		No New Dwy - Sh 8-15-73
	HIGHWAY DEDICATION	REQUIRED	
		COMPLETED	
	FIRE CLEARANCE		
Conservation	APPROVED FOR FILE BASIS X	NO FILE ☐	Thompson 8-15-73
Fire	APPROVED UNDER TITLE 19 L.A.M.C. 5700		
Plumbing	PRIVATE SEWAGE SYSTEM APPROVED		
Planning	APPROVED UNDER CASE #		
Traffic	APPROVED FOR		

All Applications Must be Filled Out by Applicant

PLANS AND SPECIFICATIONS and other data must also be filed

Bldg. Form 3

3

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Application to Alter, Repair 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	
TAKE TO ROOM No. 248 (2ND FLOOR) CITY CLERK PLEASE VERIFY	Lot ..... Block ..... Tract	Lot ..... Block ..... Tract ..... Whitley	O. K. City Clerk By ..... Deputy
TAKE TO ROOM No. 5 (MAIN ST. FLOOR) ENGINEER PLEASE VERIFY	Book ..... Page ..... F. B. Page ..... From No. ~~1721 1723~~ To No.	Book ..... Page ..... F. B. Page ..... 1723 Whitley Ave Street But Yucca & Hollywood Street	O. K. City Engineer By ..... Deputy

(USE INK OR INDELIBLE PENCIL)

1. What purpose is the present Building now used for? rental
2. What purpose will Building be used for hereafter? "
3. Owner's name Effie A Nusbaum Phone Exp. 6588
4. Owner's address 855 S. New Hampshire ave
5. Architect's name ~~[illegible]~~ Phone ..... (Not to be filled in unless with name of Certificated Architect or Licensed Engineer under State Act)
6. Contractor's name ..... Phone .....
7. Contractor's address .....
8. VALUATION OF PROPOSED WORK (Including all Material, Labor, Finishing, Equipment and Appliances in Completed Building.) $225.00
9. Class of present Building ..... No. of rooms at present 60
10. Number of stories in height ..... Size present Building 2 x .....
11. State how many buildings are on this lot 4
12. State purpose buildings on lot are used for rental (Apartment House, Hotel, Residence, or any other purpose.)
13. What Zone is Property in? .....

STATE ON FOLLOWING LINES EXACTLY WHAT ALTERATIONS, ADDITIONS, ETC., WILL BE MADE TO THIS BUILDING:

New floor on one side

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) Effie A Nusbaum (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.	Valid 1 Year from date when permit is issued
6670	Plan Examiner	3-26-30 Clerk	MAR 26 1930

A L Ouellette

14. Size of new addition repaid No. of Stories in height lower

15. Material of foundation Size footings size wall Depth below ground

16. Size of Redwood Mudsills x Size of interior bearing studs x

17. Size of exterior studs x Size of interior non-bearing studs x

18. Size of first floor joists x Second floor joists x

19. Will all Lathing and Plastering Comply with Ordinance? yes

20. Will all provisions of State Housing Act be complied with? yes

I have carefully examined and read the above blank 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) Effie A Nustaeuer
(Owner or Authorized Agent.)

FOR DEPARTMENT USE ONLY

APPLICATION	O. K.
CONSTRUCTION	O. K.
ZONING	O. K.
SET-BACK LINE	O. K.
ORD. 33761 (N. S.)	O. K.
FIRE DISTRICT	O. K.

REMARKS

They found dry rot + a few termites - they said get 10 gal creosote - I got 25 gal & will see that all buildings on ground are treated

The building referred to in this application will be more than 100 feet from Hallgrave Street

Owner or Authorized Agent

Effie A Nustaeuer

3

APPLICATION TO ALTER - REPAIR - DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

Form B-3

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 24	BLK. 1	TRACT Hollywood Ocean View	ADDRESS APPROVED LD
2. BUILDING ADDRESS 1719 Whitley Ave				DIST. MAP 4901
3. BETWEEN CROSS STREETS Hollywood Blvd. AND Yucca St.				ZONE R-5-4
4. PRESENT USE OF BUILDING Apartment Hotel		NEW USE OF BUILDING SAME		FIRE DIST.
5. OWNER'S NAME Thomas Wolfe		PHONE HU16138		INSIDE X KEY
6. OWNER'S ADDRESS 1195 Rancheros Rd.		P. O. Pasadena	ZONE	COR. LOT REV. COR.
7. CERT. ARCH.		STATE LICENSE	PHONE	LOT SIZE
8. LIC. ENGR. Billy Campbell		STATE LICENSE	PHONE	185x117
9. CONTRACTOR OWNER		STATE LICENSE	PHONE	REAR ALLEY SIDE ALLEY
10. CONTRACTOR'S ADDRESS		P. O.	ZONE	BLDG. LINE
11. SIZE OF EXISTING BLDG.	STORIES 2	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE	BLDG. AREA NC
3 1719 Whitley Ave				DISTRICT OFFICE LA

SEWER (Available) (Not Available)

12. MATERIAL ☐ WOOD ☐ METAL ☐ CONC. BLOCK EXT. WALLS: ☐ STUCCO ☐ BRICK ☐ CONCRETE	ROOF CONST. ☐ WOOD ☐ STEEL ☐ CONC. ☐ OTHER	ROOFING	SPRINKLERS REQ'D. SPECIFIED	
13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $ 101			VALUATION APPROVED	AFFIDAVITS
14. SIZE OF ADDITION	STORIES	HEIGHT	APPLICATION CHECKED MILLER*	
15. NEW WORK: (Describe) Remove exist walls, [redacted] 'in closet, unit 1	EXT. WALLS	ROOFING	PLANS CHECKED	DWELL. UNITS NC
			CORRECTIONS VERIFIED	SPACES PARKING NC
			PLANS APPROVED	GUEST ROOMS NC
			APPLICATION APPROVED	FILE WITH LA86760/61
			INSPECTOR	CONT. INSP.

CRITICAL SOIL

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 [signature]

This Form When Properly Validated is a Permit to Do the Work Described.

TYPE	GROUP	MAX. OCC.	P.C.	S.P.C.	G.P.I.	B.P.	I.F.	O.S.	C/O
NC	NC	—	1			2			

CASHIER'S USE ONLY

LA	JAN-2 -62	00331	C — 2 CS	1.00
87				
	JAN-2 -62	00332	C — 1 CS	2.00

P.C. No. ..... GRADING ..... CRIT. SOIL ..... CONS. .....

LEGAL DESCRIPTION

All of Lot 3 and the
and County of Los
Book 118, Pages 22

...IL BUILDING ON LOT AND USE OF EACH

Legal Description

3 CITY OF LOS ANGELES

APPLICATION FOR INSPECTION — TO ADD-ALTER-REPAIR-DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

B&S B-3—R1.76
DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: Applicant to Complete Numbered Items Only.

1. LEGAL DESCR.	LOT: 24	BLK: 1	TRACT: Hollywood Ocean View	DIST. MAP: 4901 / CENSUS TRACT: 1902.00
2. PRESENT USE OF BUILDING: (11) Hotel	NEW USE OF BUILDING: (Light Housekeeping			ZONE: R5-4
3. JOB ADDRESS: 1719 N. Whitley Avenue				FIRE DIST.: one
4. BETWEEN CROSS STREETS: Hollywood	AND: Yucca			LOT (TYPE): int.
5. OWNER'S NAME: Whitley Co. LT.D.		PHONE		LOT SIZE: 117'x185'
6. OWNER'S ADDRESS: 1195 Rancheros Road	CITY	ZIP		
7. ENGINEER	ACTIVE STATE LICENSE No.	PHONE		ALLEY: —
8. ARCHITECT OR DESIGNER	ACTIVE STATE LICENSE No.	PHONE		BLDG. LINE: —
9. CONTRACTOR: owner	ACTIVE STATE LICENSE No.	PHONE		AFFIDAVITS: A.9528 pkg 43
10. BRANCH LENDER	ADDRESS	CITY		

11. SIZE OF EXISTING BLDG. WIDTH 68' LENGTH 48'	STORIES: 2	HEIGHT:	NO. OF EXISTING BUILDINGS ON LOT AND USE: 3	
12. CONST. MATERIAL OF EXISTING BLDG.	EXT. WALLS: stucco	ROOF: compo	FLOOR: wood	

3

13. JOB ADDRESS: 1719 N. Whitley AVenue	DIST. OFFICE: L.A.
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING: $ 1,600.00	CRIT. SOIL: yes
15. NEW WORK: (Describe) convert 16 guest rooms to 16 light house keeping rooms.	GRADING: yes
	HIGHWAY DED.: —

NEW USE OF BUILDING: H-3	SIZE OF ADDITION: —	STORIES: —	HEIGHT: —	FLOOD: —
TYPE: V	GROUP OCC.: H	BLDG. AREA	PLANS CHECKED	CONS.: yes
DWELL. UNITS: N/C	MAX OCC.: —	TOTAL	PLANS APPROVED	ZONED BY: P. BARKER
GUEST ROOMS: N/C	PARKING REQ'D: No	PARKING PROVIDED STD. COMP.	APPLICATION APPROVED	FILE WITH: cons.
SPRINKLERS REQ'D SPECIFIED	CONT. INSP.		INSPECTION ACTIVITY: COMB / GEN / MAJ. S. / CONS	INSPECTOR: N. Burns

P.C.	S.P.C.	B.P. 16.60	T.I.	P.M.	I.F.	G.P.I.	C/O	O.S.

P.C. No. — PLAN CHECK EXPIRES ONE YEAR AFTER FEE IS PAID. PERMIT EXPIRES TWO YEARS AFTER FEE IS PAID OR 180 DAYS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED. — TYPIST

CASHIER'S USE ONLY

SEP-22-76 22069 5 033195 V — 1 CC 16.60

STATEMENT OF RESPONSIBILITY

I certify that in doing the work specified herein 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 Whitley Co. LTD — Richard M. Stern (in escrow)
(Owner or Agent having Property Owner's Consent)

				Signature/Date
Bureau of Engineering	ADDRESS APPROVED			
	DRIVEWAY			
	HIGHWAY DEDICATION		REQUIRED	
			COMPLETED	
	FLOOD CLEARANCE			
	SEWERS		SEWERS AVAILABLE	
			NOT AVAILABLE	
	NO SEWER/PLUMBING REQ'D.		SFC PAID	
	SFC NOT APPLICABLE		SFC DUE	
Conservation	APPROVED FOR ISSUE ☒	NO FILE ☐		Thompson 5-31-76
Fire	APPROVED (TITLE 19) (L.A.M.C.-S700)			
Housing	HOUSING AUTHORITY APPROVAL			
Planning	APPROVED UNDER CASE #			
Traffic	APPROVED FOR			

LEGAL DESCRIPTION

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH

3 CITY OF LOS ANGELES

APPLICATION FOR INSPECTION — TO ADD-ALTER-REPAIR-DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

B&S B-3—R1.76
DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: Applicant to Complete Numbered Items Only.

1. LEGAL DESCR.	LOT: 24	BLK: 1	TRACT: Hollywood Ocean View	DIST. MAP: 4901 / CENSUS TRACT: 1902.00
2. PRESENT USE OF BUILDING: (11) Hotel	NEW USE OF BUILDING: ( ) Light Housekeeping			ZONE: R5-4
3. JOB ADDRESS: 1731 N. Whitley Avenue				FIRE DIST.: one
4. BETWEEN CROSS STREETS: Hollywood	AND: Yucca			LOT (TYPE): int.
5. OWNER'S NAME: Whitley Co. L.T.D.		PHONE		LOT SIZE: 117x185
6. OWNER'S ADDRESS: 1195 Rancheros Road	CITY	ZIP		
7. ENGINEER	ACTIVE STATE LICENSE No.	PHONE		ALLEY: –
8. ARCHITECT OR DESIGNER	ACTIVE STATE LICENSE No.	PHONE		BLDG. LINE: –
9. CONTRACTOR: Owner	ACTIVE STATE LICENSE No.	PHONE		AFFIDAVITS: Z.A.9528 PKG 43
10. BRANCH LENDER	ADDRESS	CITY		

11. SIZE OF EXISTING BLDG. WIDTH 66 LENGTH 48	STORIES 2	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE 3	
12. CONST. MATERIAL OF EXISTING BLDG.	EXT. WALLS stucco	ROOF compo	FLOOR wood	

3

13. JOB ADDRESS: 1731 N. Whitley Avenue — DIST. OFFICE: L.A.

14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING: $ 1,600.00 — CRIT. SOIL: yes

15. NEW WORK: (Describe) convert 16 guest rooms to 16 light house keeping rooms. — GRADING: yes — HIGHWAY DED.: –

NEW USE OF BUILDING: H-3	SIZE OF ADDITION: –	STORIES –	HEIGHT –	FLOOD: –
TYPE: V	GROUP OCC.: H	BLDG. AREA	PLANS CHECKED	CONS.: yes
DWELL. UNITS: n/c	MAX OCC.	TOTAL	PLANS APPROVED	ZONED BY: P.Barker
GUEST ROOMS: n/c	PARKING REQ'D: NO	PARKING PROVIDED STD. COMP.	APPLICATION APPROVED	FILE WITH: cons.bur.
SPRINKLERS REQ'D SPECIFIED	CONT. INSP.		INSPECTION ACTIVITY: COMB GEN MAJ. S. CONS	INSPECTOR: N.Burns

P.C.	S.P.C.	B.P.	T.I.	P.M.	I.F.	G.P.I.	C/O	O.S.
		16.60						

P.C. No. — PLAN CHECK EXPIRES ONE YEAR AFTER FEE IS PAID. PERMIT EXPIRES TWO YEARS AFTER FEE IS PAID OR 180 DAYS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED. — TYPIST

CASHIER'S USE ONLY

SEP-22-76 220685 033194 V — 1 CC 16.60

STATEMENT OF RESPONSIBILITY

I certify that in doing the work specified herein 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: Richard M. Stein for Whitley Co. L.T.D. (via Edraw) — Signature/Date
(Owner or Agent having Property Owner's Consent)

Bureau of Engineering	ADDRESS APPROVED		
	DRIVEWAY		
	HIGHWAY DEDICATION	REQUIRED	
		COMPLETED	
	FLOOD CLEARANCE		
	SEWERS	SEWERS AVAILABLE	
		NOT AVAILABLE	
	NO SEWER/PLUMBING REQ'D.	SFC PAID	
	SFC NOT APPLICABLE	SFC DUE	
Conservation	APPROVED FOR ISSUE ☒	NO FILE ☐	8-31-76
Fire	APPROVED (TITLE 19) (L.A.M.C.-S700)		
Housing	HOUSING AUTHORITY APPROVAL		
Planning	APPROVED UNDER CASE #		
Traffic	APPROVED FOR		

LEGAL DESCRIPTION

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH

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 effect 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: 1725 Whitley Ave (House Number and Street)

New location of building: ..... (House Number and Street)

Between what cross streets: Hudson + Los Palmas

Approved by City Engineer. ..... Deputy.

1. Purpose of PRESENT building: residence (Store, Residence, Apartment House, or any other purpose.) Families 2 Rooms.....
2. Use of building AFTER alteration or moving: residence Families..... Rooms.....
3. Owner (Print Name): Effie A. Muskamm Phone.....
4. Owner's address: 1723 Whitley Ave
5. Certificated Architect..... State License No..... Phone.....
6. Licensed Engineer..... State License No..... Phone.....
7. Contractor..... State License No..... Phone.....
8. Contractor's address.....
9. VALUATION OF PROPOSED WORK {Including all Material, Labor, Finishing, Equipment and Appliances in Completed Building.} $ 50.00
10. State how many buildings NOW on lot and give use of each: 4 residence 3 bungalows (Residence, Hotel, Apartment House, or any other purpose.)
11. Size of existing building.....x.....Number of stories high 2 Height to highest point.....
12. Class of building.....Material of existing walls stucco Exterior framework Wood (Wood or Steel)

Describe briefly and fully all proposed construction and work:

roof over porch

(No bearing partitions cut)

Fill in Application on other Side and Sign Statement (OVER)

FOR DEPARTMENT USE ONLY			
PERMIT NO. 16925	Plans and Specifications checked	Zone R2	Fire District No. 40
	Corrections verified	Set Back 40 Ft.	Street Widening 40 Ft.
PLANS Rec'd.....	Plans, Specifications and Applications rechecked and approved	Application checked and approved 10-18-32 Clerk.	
	For Plans See	Filed with	SPRINKLER Required Specified Valuation Included Yes No

Fee.....

Stamp here when Permit is issued

OCT 18 1932

Inspector

PLANS, SPECIFICATIONS, and other data must be filed if required.

NEW CONSTRUCTION

Size of Addition.....x.....Size of Lot.....x.....Number of Stories when complete.....

Material of Foundation.....Width of Footing.....Depth of footing below ground.....

Width Foundation Wall.....Size of Redwood Sill.....x.....Material Exterior Walls.....

Size of Exterior Studs.....x.....Size of Interior Bearing Studs.....x.....

Joists: First Floor.....x.....Second Floor.....x.....Rafters.....x.....Roofing Material.....

I have carefully examined and read both sides of this completed Application and know the same is true and correct and hereby certify and agree, if a Permit is issued, that all the provisions of the Building Ordinances and State Laws will be complied with whether herein specified or not; also certify that plans and specifications, if required to be filed, will conform to all of the provisions of the Building Ordinances and State laws.

Sign Here.....E. A. Nusbaum.....
(Owner or Authorized Agent)

By.....W. J. Shesler.....

FOR DEPARTMENT USE ONLY

Application.....Jha	Fire District.....Jha	Set back.....(	Termite Inspection .....
Construction.....Jha	Zoning	Street Widening.....	Forced Draft Ventil.....

(1)
REINFORCED CONCRETE

Barrels of Cement.....

Tons of Reinforcing Steel.....

(2)
The building (and, or, addition) referred to in this Application is, or will be when moved, more than 100 feet from

.....Street

Sign Here.....
(Owner or Authorized Agent)

(3)
No required windows will be obstructed.

Sign Here .....
Owner or Authorized Agent.

(4)
There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign Here .....
(Owner or Authorized Agent)

REMARKS: .....

I HEREBY CERTIFY THAT I AM [illegible]
AS AN ARCHITECT ENGINEER OR CONTRACTOR
FURTHER CERTIFY THAT THERE IS NO ARCHITECT
ENGINEER OR GENERAL CONTRACTOR
JOB EXCEPT AS NOTED ON THIS APPLICATION.

W. J. Shesler

Address of Building 1731 North Whitley Avenue

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 Law—for following occupancies:

Issued 8/22/77 Permit No. and Year LA 33194-76

2-story, Type V, 48' x 68', 16 light house-keeping rooms converted from existing 16 guest room hotel. No parking required
H-3-Occupancy

Owner United General Industries, Inc.
Owner's Address 20121 Ventura Blvd.
Woodland Hills, CA 91364

Form B-95b

BY R. GREGORY/jlb

3

APPLICATION TO ALTER - REPAIR - DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

Form B-3

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: 24	BLK.: 1	TRACT: Hollywood Ocean View	ADDRESS APPROVED: LD
2. BUILDING ADDRESS: 1731 Whitley Ave., L.A. 28				DIST. MAP: 4901
3. BETWEEN CROSS STREETS: Hollywood Blvd. AND Yucca St.				ZONE: R-5-4
4. PRESENT USE OF BUILDING: APARTMENT ~~HOTEL~~ HOUSE	NEW USE OF BUILDING: SAME			FIRE DIST.: /
5. OWNER'S NAME: Thomas Wolfe	PHONE: MU 16138			INSIDE X / KEY
6. OWNER'S ADDRESS: 1195 Rancheros Rd. Pasadena	P. O.	ZONE: MU 16138		COR. LOT / REV. COR.
7. CERT. ARCH. x	STATE LICENSE	PHONE		LOT SIZE: 185x117
8. LIC. ENGR. ~~Billy Campbell~~	STATE LICENSE	PHONE		
9. CONTRACTOR: Owner BILLY CAMPBELL	STATE LICENSE	PHONE		REAR ALLEY / SIDE ALLEY /
10. CONTRACTOR'S ADDRESS	P. O.	ZONE		BLDG. LINE /
11. SIZE OF EXISTING BLDG.: ~~22~~ 48×67	STORIES: 2	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE: ~~6 Tourist~~ 2 apts House 4-2UNIT BLDGS	BLDG. AREA
3 1731 Whitley Ave.				DISTRICT OFFICE: L.A.

12. MATERIAL: ☒ WOOD ☐ METAL ☐ CONC. BLOCK; EXT. WALLS: ☒ STUCCO ☐ BRICK ☐ CONCRETE	ROOF CONST.: ☒ WOOD ☐ STEEL ☐ CONC. ☐ OTHER	ROOFING: Comp	SPRINKLERS REQ'D. / SPECIFIED	
13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $ ~~60.00~~ 101	VALUATION APPROVED: [illegible]		AFFIDAVITS: BK 43 ZA 9528	
14. SIZE OF ADDITION: NO STRUCTURAL	STORIES	HEIGHT	APPLICATION CHECKED: Miller#	
15. NEW WORK: (Describe) EXT. WALLS: No Usage	ROOFING: change		PLANS CHECKED: [illegible]	DWELL. UNITS: 16 EX.
Remove exist wall, 8' in LENGTH ~~Closet~~ IN N.B.U Unit 1 Non Bearing Wall			CORRECTIONS VERIFIED	SPACES PARKING: NC
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]			PLANS APPROVED: [illegible]	GUEST ROOMS: NC
			APPLICATION APPROVED: [illegible]	FILE WITH
This Form When Properly Validated is a Permit to Do the Work Described.			INSPECTOR	CONT. INSP.

SEWER (Available) (Not Available)

CRITICAL SOIL

TYPE	GROUP	MAX. OCC.	P.C.	S.P.C.	G.P.I.	B.P.	I.F.	O.S.	C/O
V	H2	x	1		X	2			

CASHIER'S USE ONLY

LA86760 APR-25-61 29627 NL — 2 CS 1.00
APR-25-61 29628 NL — 1 CS 2.00

P.C. No. ..... GRADING yes CRIT. SOIL yes CONS. .....

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 } ~~1727~~ 1723 Whitley Ave (House Number and Street)

New location of building } ..... (House Number and Street)

Between what cross streets } Hudson + Los Palmas

Approved by City Engineer.

.....
Deputy.

1. Purpose of PRESENT building residence (Store, Residence, Apartment House, or any other purpose.) Families 2 Rooms.....
2. Use of building AFTER alteration or moving..... Families..... Rooms.....
3. Owner (Print Name) Effie A Nusbaum Phone.....
4. Owner's address 1723 Whitley Ave
5. Certificated Architect..... State License No..... Phone.....
6. Licensed Engineer..... State License No..... Phone.....
7. Contractor..... State License No..... Phone.....
8. Contractor's address.....
9. VALUATION OF PROPOSED WORK {Including all Material, Labor, Finishing, Equipment and Appliances in Completed Building.} $ 50.00
10. State how many buildings NOW on lot and give use of each. } 1 : 2 fam. flat (Residence, Hotel, Apartment House, or any other purpose.)
11. Size of existing building.....x.....Number of stories high 2 Height to highest point.....
12. Class of building..... Material of existing walls frame Exterior framework Wood (Wood or Steel)

Describe briefly and fully all proposed construction and work:

roof over porch

(No legal mandamus connected)

Fill in Application on other Side and Sign Statement (OVER)

PERMIT NO.	FOR DEPARTMENT USE ONLY			Fee
16921	Plans and Specifications checked	Zone A 4	Fire District No. 70	Stamp here when Permit is issued
	Corrections verified	Set Back Ft.	Street Widening Ft.	OCT 18 1932
	Plans, Specifications and Applications rechecked and approved	Application checked and approved Clerk.		
PLANS Rec'd	For Plans See / Filed with	SPRINKLER Required Valuation Included / Specified Yes—No		Inspector

October 18

PLANS, SPECIFICATIONS, and other data must be filed if required.

NEW CONSTRUCTION

Size of Addition.....x.....Size of Lot.....x.....Number of Stories when complete.....

Material of Foundation.....Width of Footing.....Depth of footing below ground.....

Width Foundation Wall.....Size of Redwood Sill.....x.....Material Exterior Walls.....

Size of Exterior Studs.....x.....Size of Interior Bearing Studs.....x.....

Joists: First Floor.....x.....Second Floor.....x.....Rafters.....x.....Roofing Material.....

I have carefully examined and read both sides of this completed Application and know the same is true and correct and hereby certify and agree, if a Permit is issued, that all the provisions of the Building Ordinances and State Laws will be complied with whether herein specified or not; also certify that plans and specifications, if required to be filed, will conform to all of the provisions of the Building Ordinances and State laws.

Sign Here.....E. A. Nusbaum.....
(Owner or Authorized Agent)

By.....W. J. Sheisler.....

FOR DEPARTMENT USE ONLY

Application.....Th	Fire District.....Th	Set back.....1	Termite Inspection .....
Construction.....Th	Zoning	Street Widening.....	Forced Draft Ventil.....

(1)
REINFORCED CONCRETE

Barrels of Cement.....

Tons of Reinforcing Steel.....

(2)
The building (and, or, addition) referred to in this Application is, or will be when moved, more than 100 feet from

.....Street

Sign Here.....
(Owner or Authorized Agent)

(3)
No required windows will be obstructed.

Sign Here .....
Owner or Authorized Agent.

(4)
There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign Here .....
(Owner or Authorized Agent)

REMARKS: .....

I HEREBY CERTIFY THAT I AM NOT REQUIRED TO HAVE A LICENSE FROM THE STATE OF CALIFORNIA AS AN ARCHITECT, ENGINEER OR CONTRACTOR AND FURTHER CERTIFY THAT THERE IS NO ARCHITECT, ENGINEER OR GENERAL CONTRACTOR FOR THIS JOB, EXCEPT AS NOTED ON THIS APPLICATION

W. J. Sheisler

All Applications must be filled out by Applicant

BLDG. FORM 8 #5

PLANS AND SPECIFICATIONS and other data must also be filed

2

BOARD OF PUBLIC WORKS

DEPARTMENT OF BUILDINGS

Application for the Erection of Frame Building

CLASS "D"

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

TAKE TO ROOM No. 6 FIRST FLOOR CITY CLERK PLEASE VERIFY

Lot No. 24 Block 1
(Description of Property)
Hollywood Orchard Tract
District No. 22 M. B. Page 1 F. B. Page
O. K. City Clerk By Deputy.

TAKE TO ROOM No. 405 SOUTH ANNEX ENGINEER PLEASE VERIFY

No. 1729 G & H Whitley Ave
(Location of Job)
Street
(USE INK OR INDELIBLE PENCIL)
O. K. City Engineer By Deputy.

1. Purpose of Building Residence No. of Rooms 10 No. of Families 2
2. Owner's name Wm. J. Reminick Phone
3. Owner's address 1729 Whitley Ave
4. Architect's name Edwin C. Thorne Phone 62356
5. Contractor's name LAWRENCE B. BURCK CO. Phone 10685-HA6661
6. Contractor's address 325 So. Hill Street
7. ENTIRE COST OF PROPOSED WORK {Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, etc.} $10500.00
8. Any other building on the lot? Yes How used? Residence
9. Size of the proposed building 36' x 33' Height to highest point 28'-0" feet
10. Number of stories in height Two Character of ground Clay
11. Material of foundation Concrete Size footings 21" Size wall 9'-12" Depth below ground 7'-6"
12. Material of chimneys None Number of inlets to flues None Interior size of flues None
13. Give sizes of following materials: REDWOOD MUDSILLS 2" x 6" Girders 8" x 12" EXTERIOR studs 2" x 4" INTERIOR BEARING studs 2" x 4" Interior Non-Bearing studs 2" x 3" Ceiling joists 2" x 4" Roof rafters 2" x 4" FIRST FLOOR JOISTS 2" x 12" Second floor joists 2" x 10" 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.

LAWRENCE B. BURCK CO.

(Sign here) By (Owner or Authorized Agent)

OVER

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.	Stamp here when permit is issued
2542	Frank S. Hodge Plan Examiner	FEB 11 1920 Clerk	ISSUED FEB 11 1920

2

2015

NOTE---Answer the Following Questions For Dwellings and Flats Only:---

STATE DWELLING HOUSE ACT

14. Are there any living rooms in basement?.....
15. What is least area of any room, other than kitchens, bathrooms, or closets?.....
16. What is the least width of any room, other than kitchens, bathrooms, or closets?.....
17. What is the minimum ceiling height?.....
18. Give least size of window courts (width and length).....

{ A window court is the unoccupied ground area, in front of any and all windows, as required by the State Law, and such area must be entirely open and uncovered, and be at least 4 feet in width, and at least 36 sq. ft. in area. Eaves or cornices may project into such window courts not to exceed 8 inches; if a greater projection is desired, window court must be increased in width as much as eaves. }

19. Give maximum cornice projection into such court.....
20. Will windows in each room be equal to one-eighth (1/8) of floor area?.....
21. Give maximum width of porch to edge of cornice or eaves.....
22. What is the minimum height of floor joists above ground?.....
23. Will entire space underneath building be enclosed and be provided with ventilating screens?.....
24. Will a water-closet be provided for each family?.....
25. Give least width of water-closet compartment or room, when finished.....
26. Give size of windows for toilet and bathrooms.....
27. Will all provisions of State Dwelling House Act be complied with?.....Yes

I have carefully examined and read the above blank 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) LAWRENCE B. BURCK CO.
(Owner or Authorized Agent)

By [signature]

All Applications must be filled out by Applicant

BLDG. FORM 8

(6)

2

PLANS AND SPECIFICATIONS
and other data must also be filed

BOARD OF PUBLIC WORKS

DEPARTMENT OF BUILDINGS

Application for the Erection of Frame Building

CLASS "D"

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

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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. 24 Block 1
(Description of Property)
Hollywood Acres Tract
District No. 22 1/2 M. B. Page 13 F. B. Page
O. K. City Clerk By Deputy.

TAKE TO ROOM No. 405 SOUTH ANNEX ENGINEER PLEASE VERIFY

No. 1729 E & F Whitley Ave
(Location of Job)
Street
(USE INK OR INDELIBLE PENCIL)
O. K. City Engineer By Deputy.

1. Purpose of Building Residence No. of Rooms 10 No. of Families 2
2. Owner's name Wm J. Rennick Phone
3. Owner's address 1729 Whitley Ave
4. Architect's name Edwin C. Thorne Phone 62356
5. Contractor's name LAWRENCE B. BURCK CO. Phone 16685-W6661
6. Contractor's address 325 So. Hill Street
7. ENTIRE COST OF PROPOSED WORK {Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, etc.} $10,000.00
8. Any other building on the lot? Yes How used? Residence
9. Size of the proposed building 86 x 33 Height to highest point 23'-0" feet
10. Number of stories in height Two Character of ground Clay
11. Material of foundation Concrete Size footings 16" Size wall 8" Depth below ground 12"
12. Material of chimneys None Number of inlets to flues X Interior size of flues X x
13. Give sizes of following materials: REDWOOD MUDSILLS 2" x 6" Girders 3" x 4" EXTERIOR studs 2" x 4" INTERIOR BEARING studs 2" x 4" Interior Non-Bearing studs 2" x 3" Ceiling joists 2" x 4" Roof rafters 2" x 4" FIRST FLOOR JOISTS 2" x 6" Second floor joists 2" x 10" 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.

LAWRENCE B. BURCK CO.

(Sign here) By (Owner or Authorized Agent)

OVER

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.	Date when permit is issued.
2541	Thos. S. Hodge Plan Examiner.	FEB 11 1920 Clerk	FEB 11 1920

2

20.00

NOTE---Answer the Following Questions For Dwellings and Flats Only:---

STATE DWELLING HOUSE ACT

14. Are there any living rooms in basement?.....

15. What is least area of any room, other than kitchens, bathrooms, or closets?.....

16. What is the least width of any room, other than kitchens, bathrooms, or closets?.....

17. What is the minimum ceiling height?.....

18. Give least size of window courts (width and length).....

{ A window court is the unoccupied ground area, in front of any and all windows, as required by the State Law, and such area must be entirely open and uncovered, and be at least 4 feet in width, and at least 36 sq. ft. in area. Eaves or cornices may project into such window courts not to exceed 8 inches; if a greater projection is desired, window court must be increased in width as much as eaves. }

19. Give maximum cornice projection into such court.....

20. Will windows in each room be equal to one-eighth (1/8) of floor area?.....

21. Give maximum width of porch to edge of cornice or eaves.....

22. What is the minimum height of floor joists above ground?.....

23. Will entire space underneath building be enclosed and be provided with ventilating screens?.....

24. Will a water-closet be provided for each family?.....

25. Give least width of water-closet compartment or room, when finished.....

26. Give size of windows for toilet and bathrooms.....

27. Will all provisions of State Dwelling House Act be complied with? Yes

I have carefully examined and read the above blank 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.

LAWRENCE B. BURCK CO.

(Sign here).....

(Owner or Authorized Agent)

Address of Building 1719 North Whitley Avenue

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 Law—for following occupancies

Issued 8/22/77 Permit No and Year LA 33195-76

2-story, Type V, 48' x 68', 16 light house-keeping rooms converted from existing 16 guest room hotel. No parking required
H-3-Occupancy

Owner United General Industries, Inc. ~~1 5 2~~

Owner's Address 20121 Ventura Blvd.
Woodland Hills, CA 91364

R. GREGORY/jlb

Form B-95b 50002172005000003317 BY _____

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 } 1727 Whitley Ave (House Number and Street)

New location of building } ..... (House Number and Street)

Between what cross streets } Hudson + Los Palmas

Approved by City Engineer. ..... Deputy.

1. Purpose of PRESENT building ..... residence ..... Families 2 ..... Rooms ..... (Store, Residence, Apartment House, or any other purpose.)
2. Use of building AFTER alteration or moving ..... residence ..... Families ..... Rooms .....
3. Owner (Print Name) ..... Effie A. Nusbaum ..... Phone .....
4. Owner's address ..... 1723 Whitley Ave .....
5. Certificated Architect ..... State License No. ..... Phone .....
6. Licensed Engineer ..... State License No. ..... Phone .....
7. Contractor ..... State License No. ..... Phone .....
8. Contractor's address .....
9. VALUATION OF PROPOSED WORK {Including all Material, Labor, Finishing, Equipment and Appliances in Completed Building.} $ 50.00
10. State how many buildings NOW on lot and give use of each. } 4 ..... residence ..... (Residence, Hotel, Apartment House, or any other purpose.)
11. Size of existing building ..... x ..... Number of stories high 2 ..... Height to highest point .....
12. Class of building ..... Material of existing walls stucco ..... Exterior framework Wood (Wood or Steel)

Describe briefly and fully all proposed construction and work:

roof over porch

(No Exp Inspection Card)

Fill in Application on other Side and Sign Statement (OVER)

FOR DEPARTMENT USE ONLY

PERMIT NO.	Plans and Specifications checked	Zone	Fire District
16926	Corrections verified	Set Back ... Ft.	Street Widening ... Ft.
PLANS	Plans, Specifications and Applications rechecked and approved	Application checked and approved	Clerk.
Rec'd	For Plans See / Filed with	SPRINKLER Required / Specified / Valuation Included / Yes—No	Inspector

Fee .....

Stamp here when Permit is issued

OCT 18 1962

TOWLER

O-K to Iss

PLANS, SPECIFICATIONS, and other data must be filed if required.

NEW CONSTRUCTION

Size of Addition..........x..........Size of Lot..........x..........Number of Stories when complete..........

Material of Foundation..........Width of Footing..........Depth of footing below ground..........

Width Foundation Wall..........Size of Redwood Sill..........x..........Material Exterior Walls..........

Size of Exterior Studs..........x..........Size of Interior Bearing Studs..........x..........

Joists: First Floor.......x.......Second Floor.......x.......Rafters.......x.......Roofing Material..........

I have carefully examined and read both sides of this completed Application and know the same is true and correct and hereby certify and agree, if a Permit is issued, that all the provisions of the Building Ordinances and State Laws will be complied with whether herein specified or not; also certify that plans and specifications, if required to be filed, will conform to all of the provisions of the Building Ordinances and State laws.

Sign Here E. C. Nusbaum
(Owner or Authorized Agent)

By W. J. Shesler

FOR DEPARTMENT USE ONLY

Application Th	Fire District Vh	Set back..........	Termite Inspection ....
Construction Th	Zoning	Street Widening..........	Forced Draft Ventil..........

(1)
REINFORCED CONCRETE

Barrels of Cement..........

Tons of Reinforcing Steel..........

(2)
The building (and, or, addition) referred to in this Application is, or will be when moved, more than 100 feet from

..........Street

Sign Here..........
(Owner or Authorized Agent)

(3)
No required windows will be obstructed.

Sign Here ....
Owner or Authorized Agent.

(4)
There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign Here ....
(Owner or Authorized Agent)

REMARKS: ....

[illegible]
AL AN [illegible]
FURTHER CERTIFY THAT [illegible] CONTRACTOR FOR THIS
ENGINEER OR GENERAL
JOB, EXCEPT AS NOTED ON THIS APPLICATION

W. J. Shesler

Bldg. Form 3

3

USE INK OR INDELIBLE PENCIL

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 } 1721 - 1727 1/2 Whitley Ave (House Number and Street)

New location of building } ..... (House Number and Street)

Between what cross streets } Hollywood & Yucca

Approved by City Engineer. ..... Deputy.

1. Purpose of PRESENT building Residences (Store, Residence, Apartment House, or any other purpose.) Families 2 Rooms.....
2. Use of building AFTER alteration or moving Duplex Families 2 Rooms.....
3. Owner (Print Name) MRS. E. A. NUSBAUM Phone.....
4. Owner's address 1723 1/2 Whitley Ave
5. Certificated Architect..... State License No..... Phone.....
6. Licensed Engineer..... State License No..... Phone.....
7. Contractor..... State License No..... Phone.....
8. Contractor's address.....
9. VALUATION OF PROPOSED WORK {Including all Material, Labor, Finishing, Equipment and Appliances in Completed Building.} $175.00
10. State how many buildings NOW on lot and give use of each. } 4 Residence (Residence, Hotel, Apartment House, or any other purpose.)
11. Size of existing building.....x.....Number of stories high 2 Height to highest point.....
12. Class of building D Material of existing walls Frame (Wood or Steel) Exterior framework.....

Describe briefly and fully all proposed construction and work:

Remove old canvas awning. Construct wooden porch

(Two legal windows covered.)

Fill in Application on other Side and Sign Statement (OVER)

PERMIT NO.	FOR DEPARTMENT USE ONLY 10/3/32			Fee 2.00
16094	Plans and Specifications checked	Zone R 4	Fire District No. 110	Stamp here when Permit is issued
	Corrections verified	Set Back 110 Ft.	Street Widening 110 Ft.	OCT 3 1932
PLANS 1 Rec'd.....	Plans, Specifications and Applications rechecked and approved	Application checked and approved 10/3/32 Clerk.		Inspector
	For Plans See / Filed with	SPRINKLER Required / Specified / Valuation Included Yes—No		

OKmapped

PLANS, SPECIFICATIONS, and other data must be filed if required.

NEW CONSTRUCTION

Size of Addition 9' x 24 Size of Lot ..... x ..... Number of Stories when complete .....

Material of Foundation Concrete Width of Footing 16" Depth of footing below ground 12"

Width Foundation Wall 8" Size of Redwood Sill 2 x 6 Material Exterior Walls .....

Size of Exterior Studs 2" x 4" Size of Interior Bearing Studs 2" x 4"

Joists: First Floor 2 x 6 Second Floor ..... x ..... Rafters 2" x 4" Roofing Material Shingles

I have carefully examined and read both sides of this completed Application and know the same is true and correct and hereby certify and agree, if a Permit is issued, that all the provisions of the Building Ordinances and State Laws will be complied with whether herein specified or not; also certify that plans and specifications, if required to be filed, will conform to all of the provisions of the Building Ordinances and State laws.

Sign Here Rudolph Stangler
(Owner or Authorized Agent)

By .....

FOR DEPARTMENT USE ONLY

Application No	Fire District No	Set back 0	Termite Inspection .....
Construction No	Zoning C	Street Widening 0	Forced Draft Ventil .....

(1)
REINFORCED CONCRETE

Barrels of Cement .....

Tons of Reinforcing Steel .....

(2)
The building (and, or, addition) referred to in this Application is, or will be when moved, more than 100 feet from
H Clymond Blvd Street

Sign Here Rudolph Stangler
(Owner or Authorized Agent)

(3)
No required windows will be obstructed.

Sign Here .....
Owner or Authorized Agent.

(4)
There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign Here .....
(Owner or Authorized Agent)

REMARKS: .....

Bldg. 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

Application to Alter, Repair or Demolish

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:

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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	
TAKE TO ROOM No. 6 FIRST FLOOR	Lot 21 Block 1	Lot 9 Block 1	O. K. City Clerk By ..... Deputy.
CITY CLERK PLEASE VERIFY	Tract Hollywood Ocean View	Tract Hollywood Ocean View Tract	
	Book 32 1/2 Page 12 F. B. Page 131	Book 32 1/2 Page 12 F. B. Page 131	
TAKE TO ROOM No. 405 SOUTH ANNEX	From No. 1724 Whitley Ave Street		O. K. City Engineer By ..... Deputy.
ENGINEER PLEASE VERIFY	To No. 1808 Cherokee Street		

(USE INK OR INDELIBLE PENCIL)

1. What Purpose is the present Building used for? Residence
2. Owner's name Miss B. R. Bequette Phone
3. Owner's address 325 So Hill
4. Architect's name Lawrence Burk Const Co Phone M6661
5. Contractor's name " " " " Phone
6. Contractor's address 325 So Hill Street
7. ENTIRE COST OF PROPOSED WORK {Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, etc.} $2000.00
8. Class of Present Building D No. of Rooms at present 9
9. Number of stories in height 2 Size of present building 32 x 47
10. State how many buildings are on this lot 1
11. State purpose buildings on lot are used for Residence. (Double)
(Tenement House, Hotel, Residence, or any other purpose.)

STATE ON FOLLOWING LINES EXACTLY WHAT ALTERATIONS, ADDITIONS, ETC., WILL BE MADE TO THIS BUILDING: Alter & Repair Bldg

New Concrete Foundation with & Underpinning

Re Paint ing & Decorations Tile Bath Room

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) Lawrence Burk Const Co
(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.	Stamp
7891	Plan Examiner.	6-2-20 Clerk.	JUN 2 1920

2 Hitch

5 00

12. Size of new addition ..... x ..... No. of Stories in height 1

13. Material of foundation Concrete Size footings 16" Size wall 8" Depth below ground 12"

14. Size of Redwood Mudsills 2" x 6" Size of interior bearing studs ..... x .....

15. Size of exterior studs ..... x ..... Size of interior non-bearing studs ..... x .....

16. Size of first floor joists ..... x ..... Second floor joist ..... x .....

NOTE---Answer the Following Questions For Dwellings and Flats Only:—

STATE DWELLING HOUSE ACT

17. Are there any living rooms in basement? .....

18. What is least area of any room, other than kitchens, bath rooms or closets? .....

19. What is the least width of any room, other than kitchens, bath rooms or closets? .....

20. What is the minimum ceiling height? .....

21. Give least size of window courts (width and length) .....

(A window court is the unoccupied ground area, in front of any and all windows, as required by the State Law, and such area must be entirely open and uncovered, and be at least 4 feet in width, and at least 36 sq. ft. in area. Eaves or cornices may project into such window courts not to exceed 8 inches; if a greater projection is desired, window court must be increased in width as much as eaves.)

22. Give maximum cornice projection into such court .....

23. Will windows in each room be equal to one-eighth (1/8) of floor area? .....

24. Give maximum width of porch to edge of cornice or eaves .....

25. What is the minimum height of floor joists above ground? .....

26. Will entire space underneath building be enclosed and be provided with ventilating screens? .....

27. Will a water-closet be provided for each family? .....

28. Give least width of water-closet compartment or room, when finished .....

29. Give size of windows for toilet and bath rooms .....

30. Will all provisions of State Dwelling House Act be complied with? Yes

I have carefully examined and read the above blank 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) Lawrence Beach Dent Co.
(Owner or Authorized Agent.)

Appendix E
DPR Forms

State of California ☐ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #____
HRI #
Trinomial
NRHP Status Code

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 **of** 10 ***Resource Name or #:** (Assigned by recorder) 1719-1731 Whitley Avenue
P1. Other Identifier: 1719-1731 Whitley Avenue

*P2. **Location:** ☐ **Not for Publication** ☒ **Unrestricted**
*a. **County** Los Angeles County **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. **USGS 7.5' Quad** _____ **Date** _____ **T** ; **R** ; __ ☐ **of** __ ☐ **of Sec** ; ____**B.M.**
c. Address 1719-1731 Whitley Avenue City Los Angeles Zip 90028
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)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Survey of the subject property identified six two-story multi-family residential buildings, constructed between 1920 and 1949 located at 1719-1731 Whitley Avenue. The subject property occupies a single parcel on the west side of N. Whitley Avenue, between Yucca Street to the north and Hollywood Boulevard to the south. It is improved with two Minimal Traditional style courtyard apartments built in 1949 (Buildings A and B) and four Spanish Revival style courtyard apartments constructed in 1920 (Buildings C, D, E, and F). The subject property is surrounded by large apartment buildings constructed between 1955 and 1966. The six buildings on the subject property are oriented toward a central walkway and landscaped courtyard spaces. Landscaping throughout the subject property consists of manicured hedges and mature trees. (See Continuation Sheet)
***P3b. Resource Attributes:** (List attributes and codes) HP3 Multiple Family Property

***P4. Resources Present:**

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

☒ Building ☐ Structure ☐ Object
☐ Site ☐ District ☐ Element of District
☐ Other (Isolates, etc.)
P5b. Description of Photo: (view, date, accession #) View of subject property from street, view to the west, 7/25/2019

***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric
☐ Both
1920 and 1949
***P7. Owner and Address:**
Whitley Apartments LLC
P. O. Box 49953
Los Angeles, California 90049
***P8. Recorded by:** (Name, affiliation, and address) Christian Taylor, ESA, 626 Wilshire Blvd. Los Angeles, CA 90017
***P9. Date Recorded:** 8/22/2018
***P10. Survey Type:** (Describe) Historic Resource Assessment

***P11. Report Citation**: (Cite survey report and other sources, or enter "none.")
Jerabek, Margarita, et al., *1719-1731 Whitley Avenue, Los Angeles, California*, Historic Resource Assessment Prepared by ESA for Whitley Apartments, LLC., 2018.

***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 ☐ The Resources Agency Primary # _____
DEPARTMENT OF PARKS AND RECREATION HRI# _____

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) 1719-1731 Whitley Avenue ***NRHP Status Code** _____
Page 2 **of** 10

B1. Historic Name: 1719-1731 Whitley Avenue
B2. Common Name: 1719-1731 Whitley Avenue
B3. Original Use: Multiple Family Residence B4. Present Use: Multiple Family Residence
***B5. Architectural Style:** Minimal Traditional and Spanish Colonial Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations)
In 1920, two permits associated with the subject property were issued to W.M. J. Reunick for the construction of buildings C, D, E, and F. The permits listed Edwin C. Thorne as the architect and Lawrence B. Burck as the contractor. The permits document the construction of new duplexes at a cost of $10,000. The residences were described as two-stories high with concrete foundations, no chimneys, and composition roofs. The duplexes were constructed on the western portion of the lot because the eastern portion was occupied by a single family residence, which was to be relocated. A permit issued to B.R. Bequette in 1920, documents the relocation of a nine-room, two-story, Class D building from the subject property to 1808 Cherokee Avenue. The Class D building appears to be the original building constructed on the property seen in the 1919 Sanborn map (see Figure 5). Presumably, the plan was to relocate the house, freeing up the eastern portion of the lot for the construction of additional duplexes. However, the project was never completed and the eastern portion of the lot remained undeveloped until 1949. (See Continuation Sheet)
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** _____ **Original Location:**_____
***B8. Related Features:**
None

B9a. Architect: Edwin C. Thorne **b. Builder**: Lawrence B. Burck
***B10. Significance: Theme** Hollywood Early Multi-Family Residential Development (1880-1930), including Hollywood Ocean View Tract (1901); Spanish Colonial Revival Architecture (1915-1942); and Courtyard Apartments (1920-1960) history **Area** _____
Period of Significance N/A **Property Type** HP3 Multiple Family Residential **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 subject property is located in the Hollywood Ocean View Tract. Subdivided in 1905, the tract remained largely undeveloped until the 1920s when Hollywood experienced a population and construction boom. Significant development in the neighborhood included single-family residential construction north of Franklin Avenue and multi-family residential construction south of Franklin Avenue, as well as commercial development along Hollywood Boulevard during this time. Buildings A and B were constructed in 1949, 44 years after the subdivision of the tract and 29 years after major construction began in the neighborhood. Therefore, Buildings A and B do not appear to have made a significant contribution to the settlement patterns of the area because the area had already been developed decades earlier. Additional research on Buildings A and B did not reveal any significant events associated with the buildings. (See Continuation Sheet)

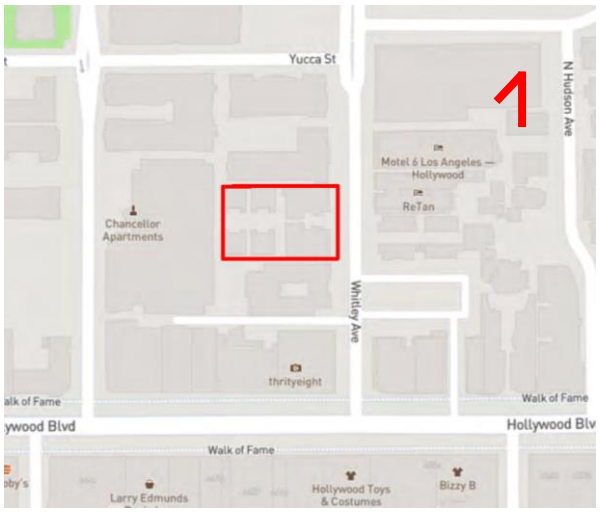
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See Continuation Sheet
B13. Remarks:

***B14. Evaluator:** Christian Taylor
***Date of Evaluation:** 8/22/2018

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



P3a. Description

Buildings A and B

The two 1949 buildings (buildings A and B) are identical in design with mirrored floor plans and elevations. They are designed in the Minimal Traditional Style with stucco siding, hipped roofs, and shallow eaves. Second floor fenestration on both buildings include wood double-hung windows at each corner and one in the center. Fenestration on the first floor includes sliding windows (alterations) at each corner of the building. Both buildings feature a small stoop with metal railings, leading to the primary entryway in the center of their east elevation, featuring a single wood paneled, partially glazed door under a wood canopy. The south elevation of Building A and north elevation of Building B are mirror images of each other. Fenestration on both buildings includes a combination of sliding aluminum frame windows and wood double-hung windows on the first and second story. A concrete stoop with a metal railing leads to a primary entrance, consisting of a wood paneled door. The rear elevations of the buildings feature no significant architectural details. Fenestration on the rear elevations consists of single and paired double hung wooden framed windows. Utility boxes, security lights (alterations), and a wooden framed awning (alteration) over washing machines occupy the rear elevations.

Buildings C, D, E, and F

The four western buildings are Spanish-revival duplexes oriented towards the central courtyard. Red colored concrete walkways lead in front of each duplex with a lawn in the center. There are four mature Cyprus trees and other mature shrubbery. All four buildings are identical in plan, facing toward the interior of the property. (buildings C and D oriented to the south and Buildings E and F oriented to the north). The buildings feature primary entrances with wood paneled doors at each corner of their primary elevations. The entries are located beneath porches that have three large arches topped with a row of block modillions just below the porch roofline. Above the porch is a patio accessible through a second story door underneath a Spanish S-style tiled awning. Fenestration on the primary elevations include casement windows with true-divided lites underneath Spanish S-style tiled awnings. On the second story there are smaller sliding windows (alterations). The side elevations of the buildings consist of fenestration including a variety of window types. Two wood casement windows sit beneath Spanish S-style tiled awnings. Additional window types include a tripartite grouping of wood casement windows and aluminum framed sliding windows (alteration). The south (rear) elevation of Building F is slightly obscured due to the proximity with the property line fence. All of the windows on the rear appear to be six replacement hung windows. Secondary entrances to each duplex are located on the buildings' rear elevation. The entries are accessed via concrete steps and a small concrete stoop. The doors are wood paneled and partially glazed with a transom. Fenestration on the rear elevation

consists of a combination of single wooden double-hung windows and aluminum framed sliding windows (alterations).

B6. Construction History

On March 26, 1930, Effie A Nusbaum took out a permit for new floors on one side of 1723 Whitley Avenue to repair dry rot and termite damage. All buildings on the lot were treated. On October 3, 1932, Nusbaum had a permit for the removal of old canvas awnings on all four buildings. Later that month, Nusbaum was issued multiple permits for the construction of new roofs over the porches of 1723, 1725, and 1727 Whitley Avenue.

Buildings A and B located at the front of the lot were built in 1949 according to the assessor records. However, no builder or architect could be identified for these buildings. Building permits issued for the subject property after 1949 do not specify which buildings were altered. Thomas Wolfe was issued a permit on April 25, 1961 to remove existing non-bearing walls on unit one and to reroof the structure. He received a permit for the same work on January 2, 1962. On August 15, 1978, Thomas Wolfe was issued a permit to convert 16 guest rooms into 16 housekeeping rooms. Light Housekeeping Rooms are defined by Los Angeles City Planning thus: "Any guest room which is designed and used both as a bedroom and for the cooking and preparing of food, in conformance with the provisions of Section 91.4930.1 of Article 1, Chapter 9 of this Code. For the purpose of applying the lot area and automobile parking space requirements of the various zones, each light housekeeping room shall be considered as a separate guest room." He received two more permits for the same thing on September 22, 1976 and received the Certificate of Occupancies for light housekeeping rooms on October 22, 1977.

B10. Significance

Buildings C, D, E, and F were all constructed on the subject property in 1920. The buildings appear to have been the first phase of what was supposed to have been a larger development of courtyard duplexes. The first four buildings (C, D, E, and F) are located on the western portion of the lot because at the time, the eastern portion of the lot was occupied by a single-family residence. In 1920, the single-family residence that was originally constructed on the subject property was relocated to a nearby lot, freeing up the remainder of the subject property for additional duplexes. However, the project was never completed and half of the lot remained undeveloped until 1949. While construction of Buildings C, D, E, and F occurred at the height of development for the tract, many multi- and single-family residential structures were being constructed at that time. Furthermore, research of the subject property's construction history indicates that the courtyard complex was never completed. Additional research of Buildings C, D, E, and F did not reveal any significant association with the area's development that would cause them to stand out from the other buildings constructed at the time. Therefore, Buildings C, D, E, and F do not appear to meet the significance requirements as a grouping under National Register Criterion A, California Register Criterion1, or LAHCM Criterion 1.

In 2010, Chattel Architecture identified the surrounding neighborhood as a potential historic district (Hollywood North MFR Historic District) for its illustration of the development patterns during the population and development boom following World War I. District contributors were

identified as period revival style multi-family residential properties that range from luxury apartment hotels to bungalow courts constructed between 1919 and 1940. Based on this description of the District's contributors, Buildings A and B would not qualify as contributors to the District because they exhibit the Minimal Traditional style and are not the period revival styles that characterize the District. Furthermore, Buildings A and B were constructed in 1949, after the District's period of significance (1919-1940). Buildings A and B do not qualify as contributors to the Hollywood North MFR Historic District, which is significant under National Register Criterion A, California Register Criterion1, or LAHCM Criterion 1.

Designed in the Spanish Colonial Revival style in 1920, Buildings C, D, E, and F fit within the characteristics found among contributors to the District. However, the construction of the duplexes was incomplete, with only four out of a possible eight duplexes constructed on the subject property. Half of the lot remained undeveloped for nearly 30 years. Furthermore, the current condition of the subject property lacks integrity due to infill construction at the street front (Buildings A and B) constructed in 1949, which is outside of the District's period of significance (1919-1940). Buildings A and B obstruct views of buildings C, D, E, and F from the public right-of-way, obscuring any characteristics of the buildings that may otherwise contribute to the District. Furthermore, the subject property is located outside the District boundary as defined in the 2010 survey. Therefore, Buildings C, D, E, and F do not qualify as contributors to the Hollywood North MFR Historic District, which is significant under National Register Criterion A, California Register Criterion1, or LAHCM Criterion 1 because the buildings do not contribute to the physical character of the District.

The occupancy and ownership history for the subject property was researched by reviewing City directories, building permits, Los Angeles County Assessor records, and the U. S. Census. Research showed the buildings were used as income producing rental properties and featured high occupancy turnover. While the occupancy history revealed many interesting residents, such as Hollis and Dorthea Neefe who attempted to sell an interest in a "death-ray" machine and were arrested for mail fraud, none of the residents or property owners appear to have had a significant association with national, state, or local history. Therefore, Buildings A, B, C, D, E, and F do not appear to be associated with significant personages or events as is required under National Register Criterion B, California Register Criterion 2 or the LAHCM Criteria.

Buildings A and B are examples of the Courtyard Apartment property type with elements of the Minimal Traditional architectural style. The Courtyard Apartment building type was prevalent throughout Southern California between 1920 and 1960. Its design is rooted in the earlier bungalow court developments. While bungalow courts consisted of small single-family dwellings arranged around a landscaped courtyard, Courtyard Apartments expanded on the idea by incorporating larger, often two-story multi-family housing. The arrangement of the apartment buildings provides a large central landscaped garden area capitalizing on the Mediterranean climate of Southern California, despite the density of the surrounding urban landscape. Unlike the bungalow court, which is a rare property type remaining in Los Angeles, Courtyard Apartments can be found throughout the city in large groupings, some of which have been identified as potential historic districts by SurveyLA. For example, the Beverly Square Historic District identified by SurveyLA in 2015 described as an "Excellent example of a 1930s multi-

family residential district containing a mix of multi-family property types, from duplexes to apartment houses." The district consists of multiple examples of the Courtyard Apartment property type reflecting a variety of Period Revival, Streamline Moderne, and Minimal Traditional architectural styles.

Buildings A and B are isolated examples of post-war multi-family residential development constructed throughout the Los Angeles area and Southern California. The buildings incorporate irregular massing, hipped roofs, overhanging eaves, stucco cladding, and general lack of applied ornamentation commonly associated with post-war residential architecture. The buildings are arranged in an irregular u-shaped footprint with central courtyards typical of the Courtyard Apartments made popular during the mid-century period. However, unlike other Courtyard Apartments, which sought to take advantage of Southern California's ideal climate by creating an outdoor common area, Buildings A and B fail to make use of the landscaped courtyard. The apartments have no balconies or patios and the landscaped courtyards are dominated by concrete pathways with minimal landscaping present. Furthermore, Buildings A and B are rudimentary examples of the Minimal Tradition style. Minimal Traditional architecture emphasized simple Colonial style focal points: straight, molded, or scrolled belt-courses; single pane hexagonal or round windows; windows decorated with louvered or paneled shutters; and scalloped edging on both wood and metal elements. Buildings A and B do not feature any of these architectural elements commonly characteristic of Minimal Traditional architecture. Review of the building permits for the subject property identified Arthur W. Hawes as the buildings' architect and Philip J. Brinckerhoff as the contractor. While little is known about the career of Brinckerhoff, Hawes appears to be a notable local architect who has been credited with multiple theaters, synagogues, mortuary buildings, and residential structures throughout the Los Angeles Metropolitan area. Significant examples of Hawes' work remain extant and include the Hollywood Report Building and the Westwood Theater (Bigfoot Crest Theater), as well as examples of Streamline Moderne and Period Revival single- and multi-family residential buildings. The simplistic design of Buildings A and B are not indicative of the work of Arthur W. Hawes. Based upon this analysis, Buildings A and B do not meet the significance requirements under National Register Criterion C, California Register Criterion 3, or the LAHCM Criteria.

Buildings C, D, E, and F are examples of Courtyard Apartments designed in the Spanish Colonial Revival style. The buildings were designed by architect Edwin Thorne and constructed by the Lawrence B. Burck Company in 1920. Although Thorne does not appear to be a significant architect in Los Angeles building history, Lawrence Burck's construction company appears to have played a significant role in the development of Los Angeles during the early twentieth century. The Lawrence B. Burck Company was responsible for the construction of more than 2,200 buildings. Furthermore, Burck was significantly involved in Los Angeles's financial and social affairs. He served as President of the California Real Estate & Building Company; Vice-President of the Los Angeles Abstract & Trust Company; and as director of the Mortgage Guarantee Company of Los Angeles. Burck was a member of the California, Los Angeles Athletic, Union League, Bolsa Chica Gun and Orpheus clubs of Los Angeles, the Los Angeles Realty Board, and the Bohemian Club of San Francisco. Buildings C, D, E, and F are basic examples of the Spanish Colonial Revival style, popular throughout Southern California. The buildings exhibit fundamental elements of the Spanish Colonial Revival style such as

stucco exterior cladding, and flat roofs. Canopies supported by simple wood brackets, topped with red clay Spanish tiles extend over windows and some doorways. The porch structures with arched openings and block modillions are not original to the buildings according to permits. These features were added in 1932, replacing cloth awnings.

While Buildings C, D, E, and F are examples of the Lawrence B. Burck Company's abundant catalog of work in Los Angeles, they appear to be simple in design and construction and do not reflect a high level of workmanship. The buildings are simple wood frame structures clad with stucco siding. Additionally, the duplexes on the subject property were part of an incomplete project. Construction on the first four buildings was permitted on February 11, 1920, while the remainder of the lot was occupied by a single-family residence. The residence was relocated to a nearby lot in October of 1920, allowing construction of additional duplexes on the remainder of the subject property. The project was never completed and the eastern half of the lot remained vacant for nearly 30 years. Although the buildings display elements of the Spanish Colonial Revival architectural style, they do so in a simplistic manner. Furthermore, the porch structures on each of the buildings are not original and reflect a major change to the buildings' design. Therefore, Buildings C, D, E, and F do not embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction and are not a notable work of a master builder, designer, or architect whose individual genius influenced his or her age. Buildings C, D, E, and F do not meet the significance requirements under National Register Criterion C, California Register Criterion 3, or the LAHCM Criteria.

While most often applied to archaeological districts and sites, Criterion D/4 can also apply to buildings, structures, and objects that contain important information. In order for these types of properties to be eligible under Criterion D/4, they themselves must be, or must have been, the principal source of the important information. None of the buildings on the subject property appear to yield significant information that would expand our current knowledge or theories of design, methods of construction, operation, or other information that is not already known about the period in which they were constructed (1949 and 1920), their method of construction, or their design. The buildings reflect common building practices and materials of the early twentieth century, which have already been well documented. Furthermore, buildings of the Spanish Colonial Revival and Minimal Traditional architectural styles, and Courtyard Apartment property type have been preserved and are available for study. Therefore, Buildings A, B, C, D, E, and F on the subject property do not meet the significance requirements under National Register Criterion D and California Register Criterion 4.

Integrity Analysis

A property must have both significance and integrity to be considered a historical resource under federal, state, and local evaluation guidelines and CEQA. As National Register Bulletin 15 notes that "only after significance is fully established can you proceed to the issue of integrity" (U.S. Department of the Interior, 2002). As explained above, the subject property is improved with six buildings (identified as Buildings A-F), two of which were constructed in 1949 in the Minimal Traditional style and four of which were built in 1920 in the Spanish Colonial Revival

style. All six buildings are common examples of the Courtyard Apartment property type found throughout Los Angeles. None of the buildings on the subject property were found to be significant under any of the applicable National Register, California Register, or LAHCM Criteria as individual resources, nor do they contribute to the nearby Hollywood North MFD Historic District. Buildings A and B, located at the street front of the subject property along Whitley Avenue were constructed nine years after the period of significance for the District concludes (1919-1949) and do not represent the period revival styles characteristic of the District. Buildings C, D, E, and F have been blocked from view by the newer Buildings A and B, and are unable to contribute to the visual characteristics of the District as they are no longer readily visible from the public right-of-way. Because each of the buildings located on the subject property lack significance, an integrity analysis is not required.

Although the buildings lack the significance necessary to support an integrity assessment, it should be noted that Buildings C, D, E, and F have been altered with new porch coverings and appear to be the first four duplexes in what was planned as a larger development that was never completed. Unpermitted alterations include the replacement of original wood hung windows with aluminum sliding windows on the second stories of front facades and on side and rear facades. In October of 1920, a single-family residence was relocated from the subject property to another nearby lot, freeing the remainder of the property for additional development. However, additional duplexes were never constructed and the eastern half of the lot remained vacant for 30 years. Building permits from 1932 indicate that cloth awnings were removed and replaced with wood porch roofs. The permits do not provide any additional details regarding these alterations. The permits may refer to the extant stucco-clad, wood-framed porch enclosures on the front elevations of each building or they may refer to the wood framed canopies topped with red clay tile above many of the windows. However, either alteration would impose a significant change to the appearance of Buildings, C, D, E, and F. Additionally, the construction of Buildings A and B at the front of the subject parcel impose a significant alteration to the setting, feeling and association of Buildings C, D, E, and F.

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Appendix F
Project Plans

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:

WHITLEY APARTMENTS LLC

P.O. BOX 49953
LOS ANGELES, CA. 90049

Project Title:

156 ROOM WHITLEY HOTEL

1719 WHITLEY AVE.
LOS ANGELES, CA.

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:

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S H E E T I N D E X

WHITLEY HOTEL
156 ROOM

SEPARATE PERMIT

- GRADING WORK
- BLOCK FENCE WALLS
- SIGNS
- FIRE SPRINKLER SYSTEMS
- A SEPARATE STRUCTURE
- ELECTRICAL
- MECHANICAL
- PLUMBING
- SHORING
- DEMOLITION

TABLE 803.9
INTERIOR WALL AND CEILING FINISH REQUIREMENTS BY OCCUPANCY*

GROUP	SPRINKLERED[1]		
	VERTICAL EXITS & EXIT PASSAGEWAYS a,b	EXIT ACCESS CORRIDORS & OTHER EXITWAYS	ROOMS AND ENCLOSED SPACES c
R–2	C	C	C
S	C	C	C
A	B	B	C

a. Class C interior finish materials shall be permitted for wainscotting or paneling of not more than 1,000 s/f of applied surface area in grade lobby where applied directly to a noncombustible base or over furring strips applied to a noncombustible base and fireblocked as required by Section 803.11.1
b. In other than Group I–2 occupancies in buildings less than three stories above grade plane of other than Group I–3, Class B interior finish for nonsprinklered buildings and Class C interior finish for sprinklered buildings shall be permitted in interior exit stairways and ramps.
c. Requirements for rooms and enclosed spaces shall be based upon spaces enclosed by partitions. Where a fire–resistance rating is required for structural elements, the enclosing partitions shall extend from the floor to the ceiling. Partitions that do not comply with this shall be considered enclosing spaces and the rooms or spaces on both sides shall be considered one. In determining the applicable requirements for rooms and enclosed spaces, the specific occupancy thereof shall be the governing factor regardless of the group classification of the building or structure.
1. Applies when the vertical exits, exit passageways, exit access corridors or exitways, or rooms and spaces are protected by a sprinkler system installed in accordance with Section 903.3.1.1 or 903.3.3.1.2

BUILDING DATA

1. PROJECT ADDRESS:

1731 N. WHITLEY AVE
LOS ANGELES, CA 90028

2. LEGAL DESCRIPTION:

LOT NO. = 24
BLOCK NO. = 1
TRACT NO. = HOLLYWOOD OCEAN VIEW TRACT

3. ZONING: [Q]R5-2

4. FIRE DISTRICT : NO.1

5. LAND AREA : 21,645 S/F

6. FAR BUILDABLE:

R5-2
[184.91 - (15 + 15)] x [117 - (5 + 5)] = 16,575.37 S/F
16,575.37 x 6 **= 99,452 S/F**

7. DENSITY:

HOTEL / NO RESTRICTION IN R5 ZONE

8. OCCUPANCY : R2 / S2

9. SETBACK:

10-STORY.
FRONTYARD : 15 FT. = 15 FT.
SIDEYARD : 5 FT. (2-STORY) + 1 FT. (EA. STORY AFTER) (16 FT. MAX.) = 12 FT.
REARYARD : 15 FT. (3-STORY) + 1 FT. (EA. STORY AFTER) (20 FT. MAX.) = 20 FT.

10. NO. OF ROOM'S PER FLOOR

FLOOR LEVEL	ROOM	SUITE RM.	TOTAL
1ST FLOOR	7	0	7
2ND FLOOR	16	0	16
3RD FLOOR	17	2	19
4TH FLOOR	17	2	19
5TH FLOOR	17	2	19
6TH FLOOR	17	2	19
7TH FLOOR	17	2	19
8TH FLOOR	17	2	19
9TH FLOOR	17	2	19
TOTAL ROOM	142	14	156

11. REQUIRED PARKING:

1ST 30 ROOM	1 CAR (30 X 1)	= 30
NEXT 30 ROOM	.5 CAR (30 X .5)	= 15
REMAINING ROOM	.33 CAR (96 X .33)	= 32
TOTAL PARKING REQUIRED		= 77 STALL

12. PROVIDED PARKING:

FLOOR LEVEL	STANDARD	HANDICAPPED	COMPACT	TOTAL
P1	31	4	0	35
P2	42	0	0	42
P3	44	0	1	45
TOTAL	117	4	1	122

13. FLOOR AREA : (ZONING CODE) FAR

FLOOR AREA ZONING:				
FAR:				
1ST FLOOR		10,890	S/F	
2ND FLOOR		8,815	S/F	
3RD FLOOR		11,050	S/F	
4TH FLOOR		11,050	S/F	
5TH FLOOR		11,050	S/F	
6TH FLOOR		11,050	S/F	
7TH FLOOR		11,050	S/F	
8TH FLOOR		11,050	S/F	
9TH FLOOR		11,050	S/F	
10TH FLOOR		1,850	S/F	
TOTAL		98,905	S/F	= 99,452

14. FLOOR AREA SCHOOL FEE :

NOT APPLICABLE

BUILDING DATA

15. FLOOR AREA BUILDING CODE: (GROSS)

FLOOR	S-2		R-2	
P1	19,660	S/F		
P2	20,950	S/F		
P3	18,910	S/F		
1ST FLOOR			11,730	S/F
2ND FLOOR			9,760	S/F
3RD FLOOR			11,900	S/F
4TH FLOOR			11,900	S/F
5TH FLOOR			11,900	S/F
6TH FLOOR			11,900	S/F
7TH FLOOR			11,900	S/F
8TH FLOOR			11,900	S/F
9TH FLOOR			11,900	S/F
10TH FLOOR			2,616	S/F
TOTAL	59,520	S/F	107,406	S/F

16. BICYCLE PARKING (PER ORD. 182386)

HOTEL (156-ROOM)		REQUIRED	PROVIDED
LONG TERM @ P1 GARAGE	1 PER 20 GUEST ROOM	8	8
SHORT TERM @ 1ST FLR.	1 PER 20 GUEST ROOM	8	8
TOTAL		16 =	16

17

18 BUILDING CODE:

CBC	2013
LABC	2014
LACITY GREEN BLDG.	2014

19 BUILDING CONSTRUCTION:

10-STORY HOTEL
TYPE I-B CONSTRUCTION
OVER 3-STORY TYPE I -A SUBTERRANEAN GARAGE
"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.

20 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:

"THIS PROJECT IS 100% PRIVATELY FUNDED & NO TAX CREDIT INCENTIVE".

CONSULTANTS

DEVELOPER

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P.O. BOX 49953
LOS ANGELES CA 90049
TEL.
EMAIL: -

ARCHITECT

DARYOUSH SAFAI, AIA Architect **Lic. #C13017**
2932 WILSHIRE BLVD., STE. # 210
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STRUCTURAL ENGINEER

Englekirk Partners **Lic. # SE 3248**
Consulting Structural Engineers Inc.
Tony Ghadsi, S.E.
3621 Harbor Boulevard, Suite 125
Santa Ana, CA 92704
Tel (714) 557-8551 Fax (714) 557-5530

SHORING ENGINEER

CEFALI & ASSOCIATES, INC **Lic. #**
4344 Laurel Cnyn. Blvd. Suite 3
Studio City, CA 91604
Tel. (818) 752-1812 Fax. (818) 752-1819
dcefali@cefali.com

SOIL ENGINEER

BYER GEOTECHNICAL, INC. **Lic. #**
RAFFI S. BABAYAN
1461 E. CHEVY DR. SUIT #200
GLENDALE, CA. 91206
Tel. (818) 549-9959
EMAIL:

ELECTRICAL ENGINEER

Lic. #

MECH., PLUMB & Air Co.(MPA) ENGINEER

- **Lic. # -**
-
-
-
-

LANDSCAPE ARCHITECT

Lic. #

SURVEYOR & CIVIL ENGINEER:

M&G CIVIL ENGINEERING & LAND SURVEYING
347 SOUTH ROBERTSON BLVD.
BEVERLY HILLS, CA 90211
TEL : (310)659-0871
FAX: (310)659-0845
EMAIL: info@mglandsur.com

LAND USE CONSULTANT

Lic. #

CIVIL ENGINEER:

Lic. #

GENERAL CONTRACTOR

-
-
-
-

PERMIT NUMBER & PLAN CHECKER

PERMIT APPLICATION NO.	: -
PLAN CHECK NO.	: -
BUILDING PLAN CHECK ENGINEER	: -
DAS PLAN CHECK ENGINEER	: -
FIRE DEPT. PLAN CHECK	: -
GREEN BLDG.	: -

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WHITLEY
HOTEL

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Architect:

D A R Y O U S H
S A F A I
A I A
A r c h i t e c t

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Gen. Notes	G1-02	General Building Notes
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H Notes	G2-02	Handicapped Notes
H Notes	G2-03	Handicapped Notes
Title 24	G3-01	Title 24
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Gen. Notes	G5-01	Modifications
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Gen. Notes	G7-02	Site Plan Review
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Code	G9-02	Fire Access 150 Ft. - P2 Level
Code	G9-03	Fire Access 150 Ft. - P1 Level
Code	G9-04	Fire Access 150 Ft. - 1ST Floor
Code	G9-05	Fire Access 150 Ft. - 2ND Floor
Code	G9-06	Fire Access 150 Ft. - 3RD Floor
Code	G9-07	Fire Access 150 Ft. - 4TH Floor
Code	G9-08	Fire Access 150 Ft. - 5TH Floor
Code	G9-09	Fire Access 150 Ft. - 6TH Floor
Code	G9-10	Fire Access 150 Ft. - 7TH Floor
Code	G9-11	Fire Access 150 Ft. - 8TH Floor
Code	G9-12	Fire Access 150 Ft. - 9TH Floor
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Site Drainage	AS-03	Site Drainage

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	A1-P3	P3 - Slab Depression Plan
P2	A1-P2	P2 - Basement Garage Parking
	A1-P2e	P2 - Slab Depression Plan
P1	A1-P1	P1 - Basement Garage Parking
	A1-P1a	P1 - Slab Depression Plan
1ST	A1-01	1ST Floor Plan
	A1-01a	Enlarge Plan (1ST FLR.)
	A1-01b	Enlarge Plan (1ST FLR.)
	A1-01c	Slab Depression Plan 1ST Flr.
	A1-01d	1ST Floor Reflected Ceiling Plan
	A1-01e	Garage & Superstructure Grid Interface
2ND	A1-02	2ND floor Plan
	A1-02a	Enlarge Plan (2ND FLR.)
	A1-02b	Enlarge Plan (2ND FLR.)
	A1-02c	Slab Depression Plan 2nd Flr.
	A1-02d	Reflected Ceiling Plan 2ND FLR.
3RD	A1-03	3RD Floor Plan
	A1-03a	Enlarge Plan (3RD FLR.)
	A1-03b	Enlarge Plan (3RD FLR.)
	A1-03c	Slab Depression Plan 3rd Flr.
	A1-03d	Reflected Ceiling Plan 3RD FLR.
4TH	A1-04	4TH Floor Plan
	A1-04a	Enlarge Plan (4TH FLR.)
	A1-04b	Enlarge Plan (4TH FLR.)
	A1-04c	Slab Depression Plan 4th Flr.
	A1-04d	Reflected Ceiling Plan 4TH FLR.
5TH	A1-05	5TH Floor Plan
	A1-05a	Enlarge Plan (5TH FLR.)
	A1-05b	Enlarge Plan (5TH FLR.)
	A1-05c	Slab Depression Plan 5th Flr.
	A1-05d	Reflected Ceiling Plan 5TH FLR.
6TH	A1-06	6TH Floor Plan
	A1-06a	Enlarge Plan (6TH FLR.)
	A1-06b	Enlarge Plan (6TH FLR.)
	A1-06c	Slab Depression Plan 6th Flr.
	A1-06d	Reflected Ceiling Plan 6TH FLR.
7TH	A1-07	7TH Floor Plan
	A1-07a	Enlarge Plan (7TH FLR.)
	A1-07b	Enlarge Plan (7TH FLR.)
	A1-07c	Slab Depression Plan 7th Flr.
	A1-07d	Reflected Ceiling Plan 7TH FLR.
8TH	A1-08	8TH Floor Plan
	A1-08a	Enlarge Plan (8TH)
	A1-08b	Enlarge Plan (8TH)
	A1-08c	Slab Depression Plan 8th
	A1-08d	Reflected Ceiling Plan 8TH FLR.
9TH	A1-09	9TH Floor Plan
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	A1-09c	Slab Depression Plan 9th
	A1-09d	Reflected Ceiling Plan 9TH FLR.
Roof	A1-10	Roof Plan
	A1-10a	Enlarge Plan (ROOF)
	A1-10b	Enlarge Plan (ROOF)
	A1-10c	Roof Plan - Stairs
	A1-10d	Roof Plan - Equipments
	A1-10e	Slab Depression Plan Roof

Elevation

East	A2-01	East Elevation
	A2-01a	East Elevation Section PART 1
	A2-01b	East Elevation Section PART 2
West	A2-02	West Elevation (REAR YARD)
South	A2-03	South Elevations
	-	-
	-	-
North	A2-04	North Elevations (REARYARD)

Section

A	A3-01	Section A
	A3-01a	Section A Enlarge Part 1
	A3-01b	Section A Enlarge Part 2
B	A3-02	Section B
	A3-02a	Section B Enlarge Part 1
	A3-02b	Section B Enlarge Part 2
C	A3-03	Section - C
	A3-03a	Section C Enlarge Part 1
	A3-03b	Section C Enlarge Part 2
D	A3-04	Section - D
	A3-04a	Section D Enlarge Part 1
	A3-04b	Section D Enlarge Part 2

Enlarged Plans

Room	A4-01	Room Plan (A, B, C, D)
	A4-01a	Reflected Ceiling Room (A, B, C, D)
	A4-02	Room Plan (E, F, G, H & H1)
	A4-02a	Reflected Ceiling Room (E, F, G, H & H1)
Plans	A4-10	Enlarge Plans (Bathroom)
	A4-11	Enlarge Plan (Lobby)
	A4-12	Enlarge Plan (Recreation Room @ 1ST FLR.)
Stairs	A4-19	Stair # 1 (Plans & Section)
	A4-20	Stair # 2 (Plans & Section)
	A4-21	Stair # 3 (Plans & Section)

Detail

	A5-01	Flashing Details
	A5-02	Flashing Details
	A5-03	Flashing Details
	A5-04	Stair & Handrail Details
	A5-05	Door & Jamb Details
	A5-06	Handicapped Details
	A5-07	Handicapped Details
	A5-08	Handicapped Details
	A5-09	WALL PER BEAM SIZE_1
	A5-10	WALL PER BEAM SIZE_2
	A5-11	Wall Details - Interior
	A5-12	Wall Details - Interior
	A5-13	Wall Details - Interior
	A5-14	Wall Details - Exterior
	A3-16	Elevation Details
	A3-17	Elevation Details
	A3-18	Elevation Details
	A3-19	Elevation Details
	A3-20	Elevation Details
	A3-21	Elevation Details

Schedules

	A6-01	Door & Window Schedule

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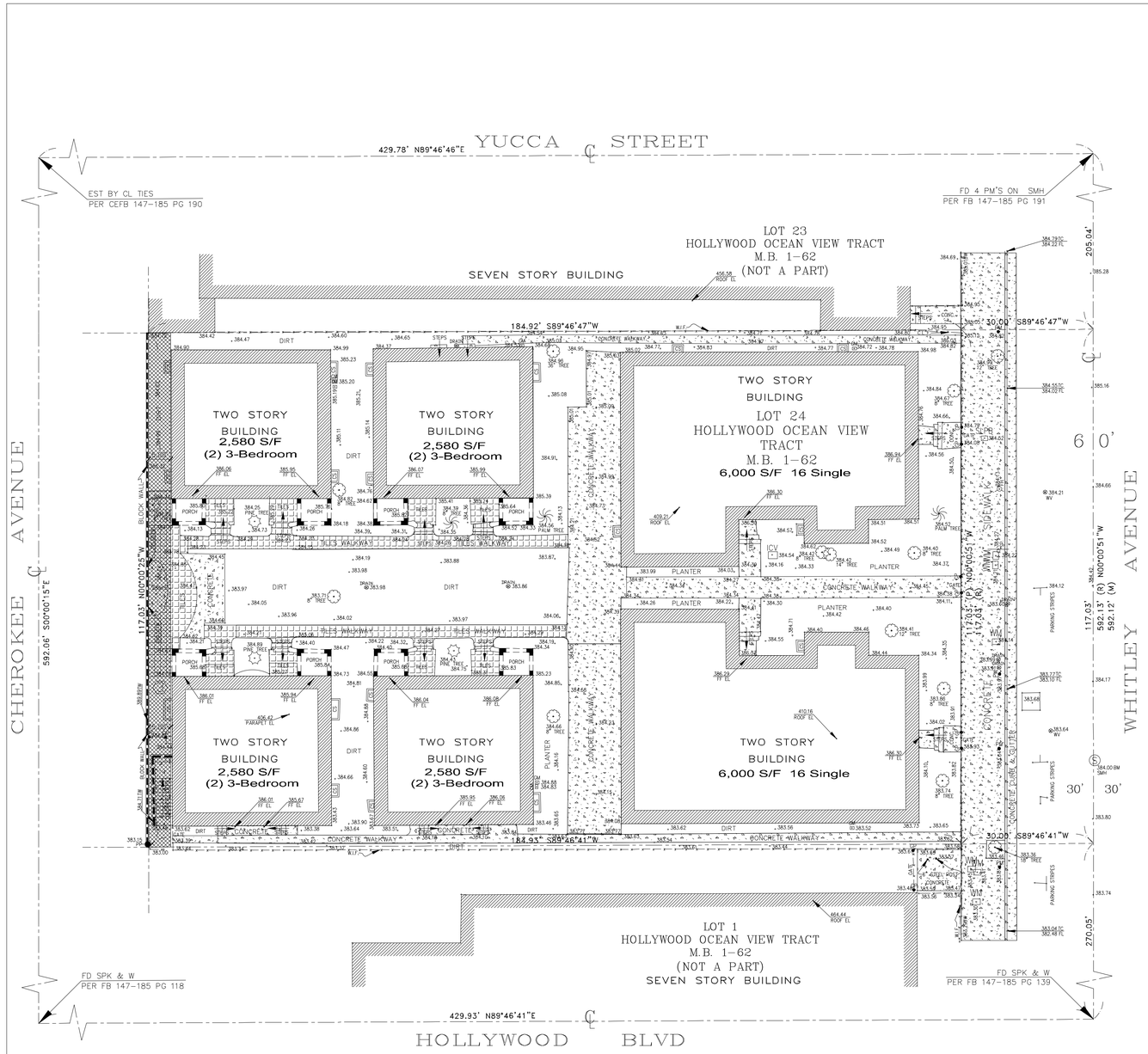


LEGEND:

BM	–	BENCHMARK
BW	–	BACK OF WALK
CEFB	–	CITY ENGINEER'S FIELD BOOK
℄/CL	–	CENTERLINE
C.L.F.	–	CHAIN LINK FENCE
COL	–	COLUMN
CONC	–	CONCRETE
CS	–	CRAWL SPACE
EST	–	ESTABLISH
FB	–	FIELD BOOK
FD	–	FOUND
FF	–	FINISH FLOOR ELEV.
FL	–	FLOWLINE ELEV.
LS	–	LAND SURVEYOR
L & T	–	LEAD & TACK
(M)	–	MEASURED
MB	–	MAP BOOK

SYMBOLS:

- CTVB – CABLE TV BOX
- COL – COLUMN
- DRAIN
- FH – FIRE HYDRANT
- GM – GAS METER
- GP – GATE POST
- IVB – IRRIGATION VALVE
- PALM TREE
- PM – PARK METER
- PINE TREE
- PP – POWER POLE
- SMH – SEWER MANHOLE
- SP – SIGN POST
- PROPERTY LINE
- CENTERLINE
- BLOCK WALL
- BUILDING LINE
- FENCE LINE

LEGAL DESCRIPTION:

THE LAND REFERRED TO IN THIS SURVEY IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF LOS ANGELES, AND IS DESCRIBED AS FOLLOWS:

LOT 24 OF HOLLYWOOD OCEAN VIEW TRACT AS PER MAP RECORDED IN BOOK 1 PAGE 62 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

BASIS OF BEARINGS:

THE BEARING NORTH 00°00'51" WEST, ON THE CENTERLINE OF WHITLEY AVENUE AS SHOWN ON RECORD OF SURVEY 125, COUNTY OF LOS ANGELES, AS PER MAP RECORDED IN R.S. BOOK 125, PAGE 7, OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

LAND AREA:

CONTAINING AN AREA OF 21,642 SQ. FT., OR 0.50 ACRES, MORE OR LESS.

BENCHMARK:

STRUCTURE ID: 46913010
FOUND SMH AT CENTERLINE OF
WHITLEY AVENUE.
ELEV. = 384.00 FT.

REFERENCE DOCUMENT:

PER PRELIMINARY TITLE REPORT FROM
CHICAGO TITLE COMPANY.

ORDER NO. 00027372-992-K26

DATED AS OF: AUGUST 04, 2014

SCHEDULE B / EASEMENT(S):

3. ANY RIGHTS, INTERESTS OR CLAIMS WHICH MAY EXIST OR ARISE BY REASON OF THE FOLLOWING MATTERS DISCLOSED BY AN INSPECTION OR SURVEY.

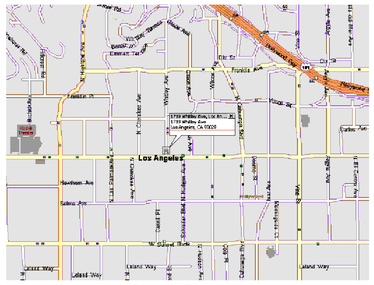
PURPOSE POLE LINES
AFFECTS REAR 5 FEET OF SAID LAND

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

SCALE 1" = 10'



VICINITY MAP
NOT TO SCALE

TITLE: TOPOGRAPHIC SURVEY 1719 WHITLEY AVENUE, LOS ANGELES, CA		
CLIENT: MR. FARI MOSHFEGH		JOB NO.: 14-8123
SCALE: 1"= 10'	ESTAB. BY LA CO. ENGR. PER FB 2145 PG 29. FD SPK W/ PUNCHED MARK	DATE: 08/22/14
SURVEYED BY: F.G. / C.A.		REVISION (S):
DRAWN BY: F.S.		SHEET 1 OF 1 SHEET
CHECKED BY: C.DL.		

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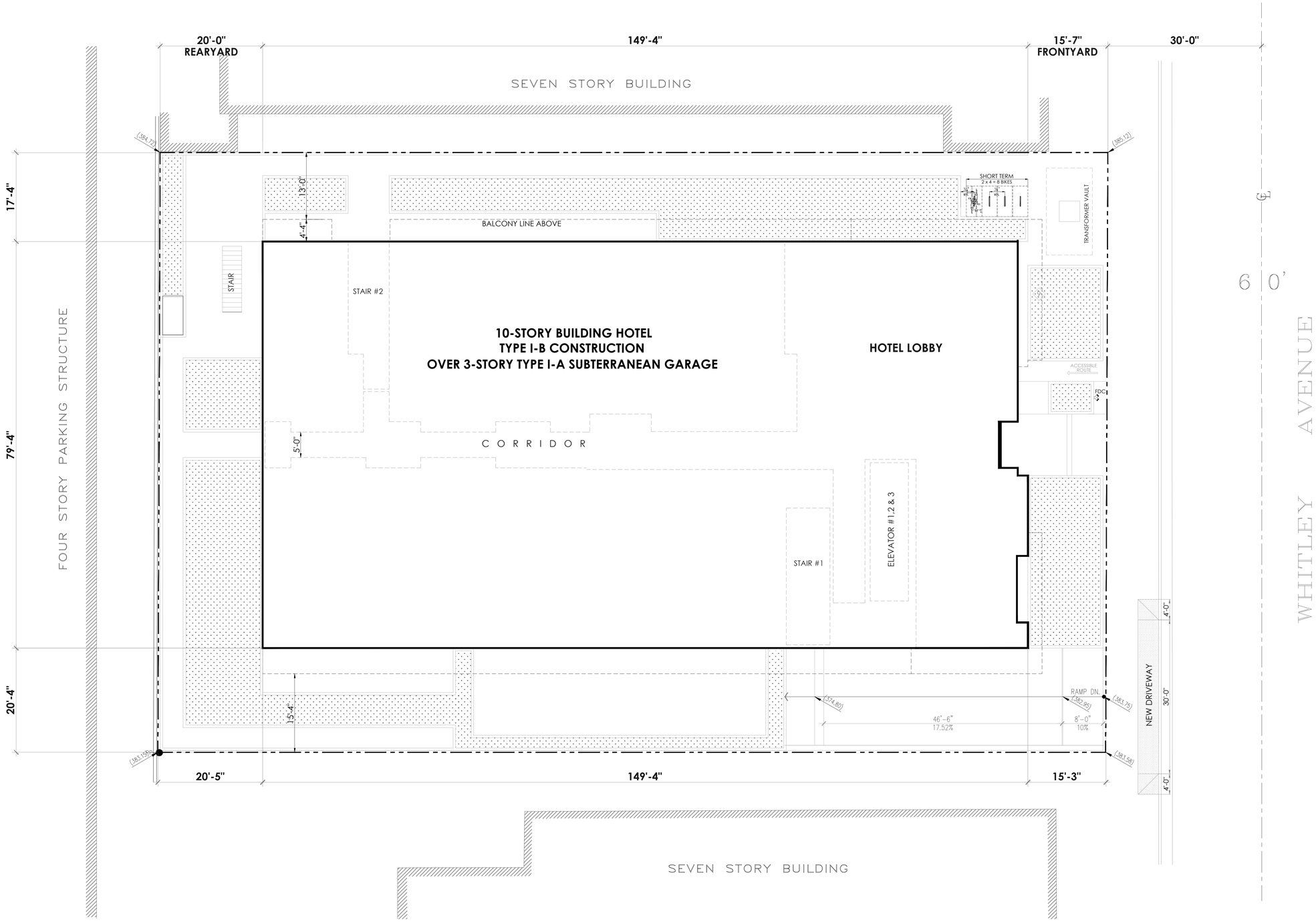

SITE PLAN

SCALE: 1/8" = 1'-0"

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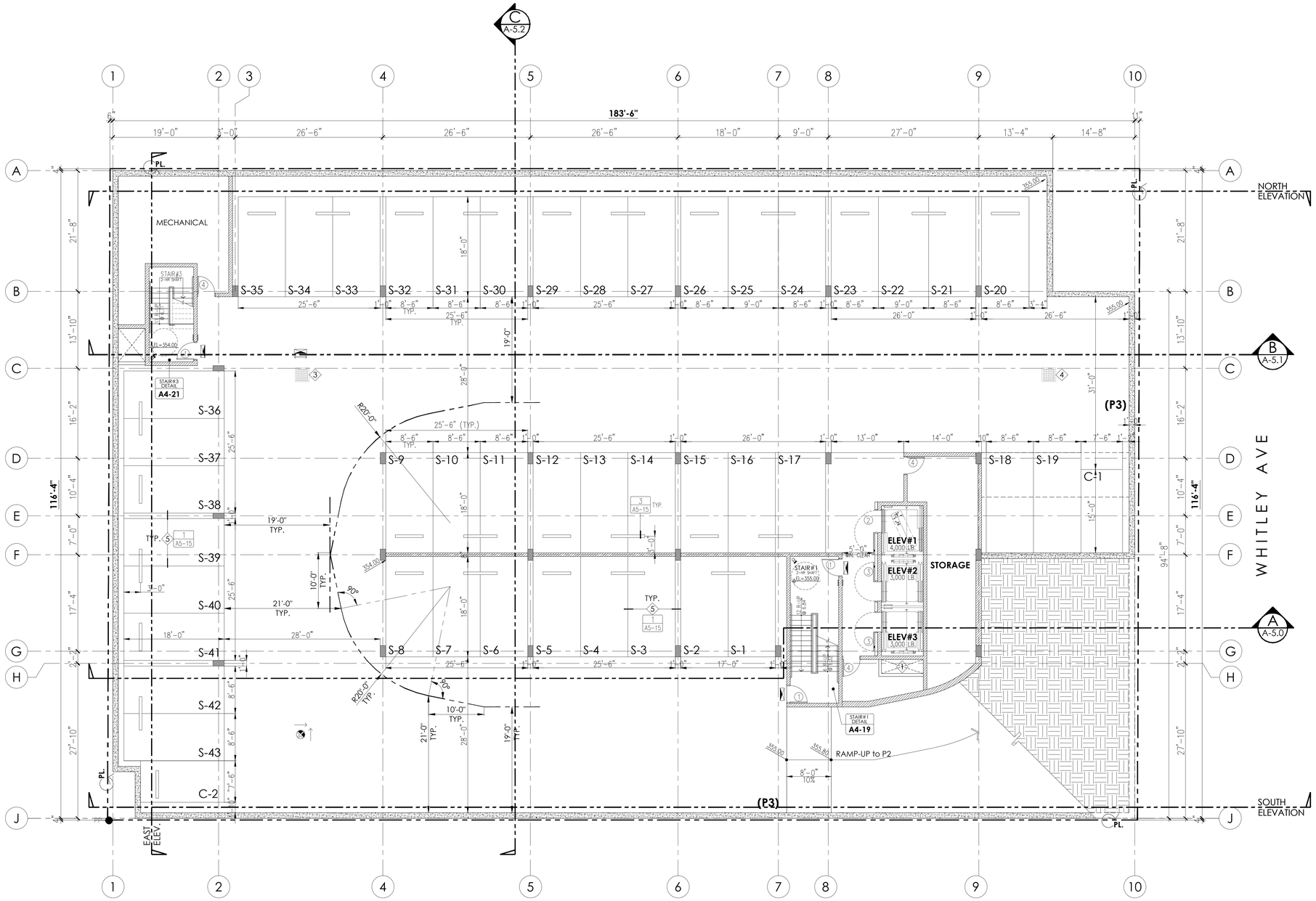

P3 - LOWER GARAGE

SCALE: 1 / 8" = 1' - 0"

PROVIDED PARKING:	STANDARD	H/C	COMPACT		
P2 - UPPER GARAGE	43	-	2	=	**45**

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
- 8" BLOCK WALL

NOTE:
SHADED AREA = 8'-2" MIN. VERTICAL DIMENSION SHALL BE CLEAR OF ALL OBSTRUCTION INCLUDING BEAMS, SPRINKLER HEAD PIPING, ETC.

KEYNOTES:

1. SHAFT-GARAGE VENTILATION (EXHAUST)
2. SHAFT-GARAGE VENTILATION (FRESH AIR)
3. PERIMETER DRAIN SUMP PUMP (SEE PLUMBING PLAN)
4. EMERGENCY DRAIN SUMP PUMP (SEE PLUMBING PLAN)
5. DOUBLE STRIPPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5, CHART NO.5
6. ELECTRIC VEHICLE CHARGING STATIONS (- SPACES)
   1) WHERE MULTIPLE CHARGING SPACES ARE REQUIRED, SHOW LOCATION(S) AND TYPE OF EVSE, RACEWAY METHOD(S). ONLY UNDERGROUND RACEWAYS AND RELATED UNDERGROUND EQUIPMENT ARE REQUIRED TO BE INSTALLED AT THE TIME OF CONSTRUCTION. ELECTRICAL CALCULATIONS SHALL VERIFY THAT THE SYSTEM HAS SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT FULL RATED AMPERAGE BASED ON LEVEL 2 EVSE.
   2) THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT FULL RATED AMPERAGE BASED ON LEVEL 3 EVSE. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
   3) A LABEL STATING 'EV CAPABLE' SHALL BE POSTED IN A CONSPICUOUS PLACE AT THE SERVICE PANEL OR SUBPANEL AND THE EV CHARGING SPACE.

NOTES:

1) for **SHORING** see ***Shoring*** plans.
2) for **PLUMBING** see ***Plumbing*** plans.
3) **PROVIDE MECHANICAL GARAGE VENTILATION**, see ***Mechanical*** plans).
4) for **STAIR PLANS & SECTIONS** see A-12 to A-14

ELEVATOR CAPACITY:

ELEVATOR # 1 = 3,000 LB.
ELEVATOR # 2 = 4,000 LB.

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:

WHITLEY APARTMENTS LLC

P.O. BOX 49953
LOS ANGELES, CA. 90049

Project Title:

156 ROOM WHITLEY HOTEL

1719 N. WHITLEY AVE.
LOS ANGELES, CA 90028

Architect:

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AIA Architect

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Architect Stamp:

Sheet Content:

P3 LOWER GARAGE PLAN

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

A1-P3

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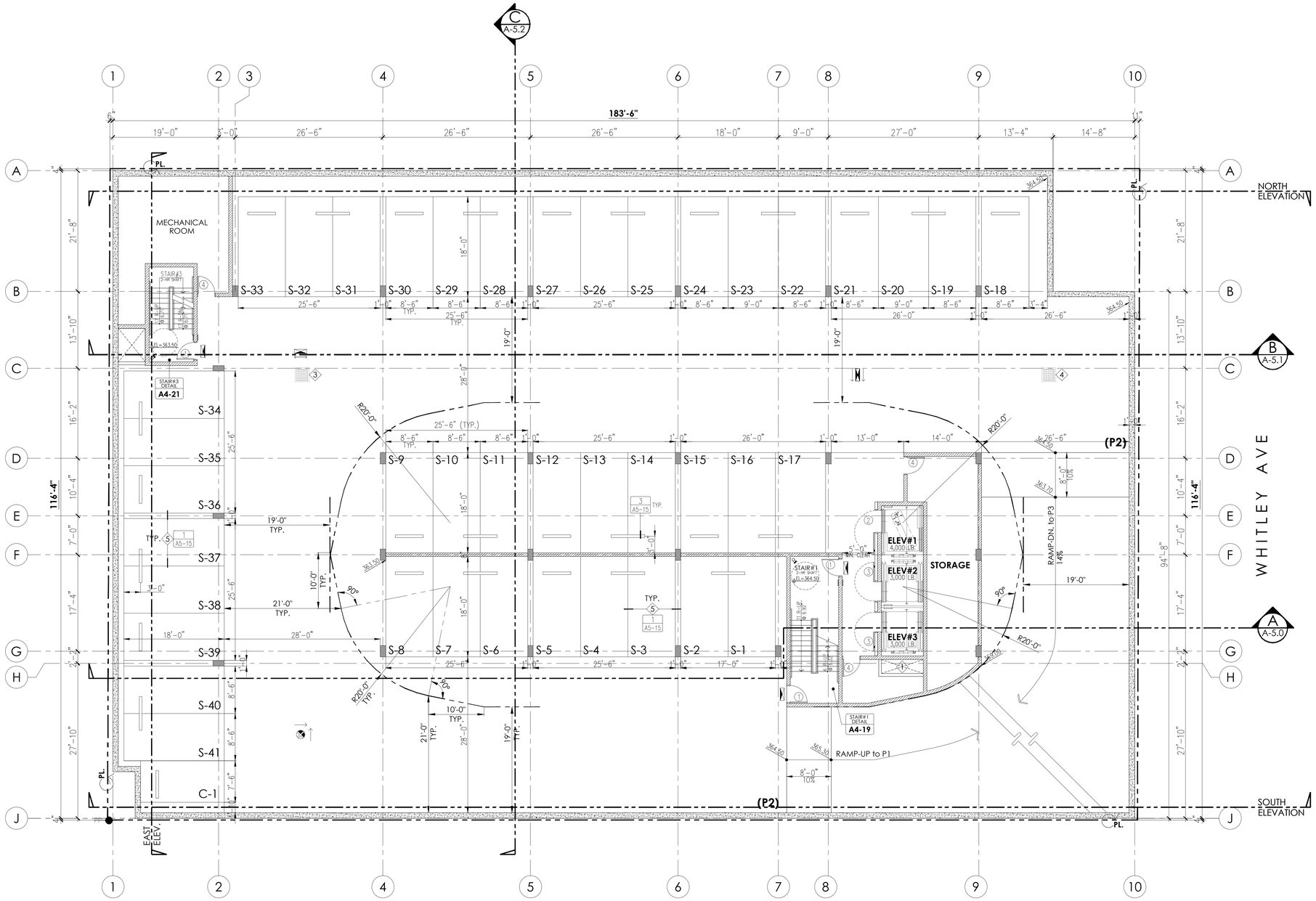

P2 - MID GARAGE

SCALE: 1 / 8" = 1' - 0"

PROVIDED PARKING:	STANDARD	H/C	COMPACT	
P2 - UPPER GARAGE	41	-	1	= 42

LEGEND:

- 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
- 8" BLOCK WALL

NOTE:
SHADED AREA = 8'-2" MIN. VERTICAL DIMENSION SHALL BE CLEAR OF ALL OBSTRUCTION INCLUDING BEAMS, SPRINKLER HEAD PIPING, ETC.

KEYNOTES:

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   2) THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT FULL RATED AMPERAGE BASED ON LEVEL 3 EVSE. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
   3) A LABEL STATING 'EV CAPABLE' SHALL BE POSTED IN A CONSPICUOUS PLACE AT THE SERVICE PANEL OR SUBPANEL AND THE EV CHARGING SPACE.

NOTES:

1) for **SHORING** see ***Shoring*** plans.
2) for **PLUMBING** see ***Plumbing*** plans.
3) **PROVIDE MECHANICAL GARAGE VENTILATION,** see ***Mechanical*** plans).
4) for **STAIR PLANS & SECTIONS** see A-12 to A-14

ELEVATOR CAPACITY:

ELEVATOR # 1 = 3,000 LB.
ELEVATOR # 2 = 4,000 LB.

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Architect Stamp:

Sheet Content:

P2 MID GARAGE PLAN

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

A1-P2

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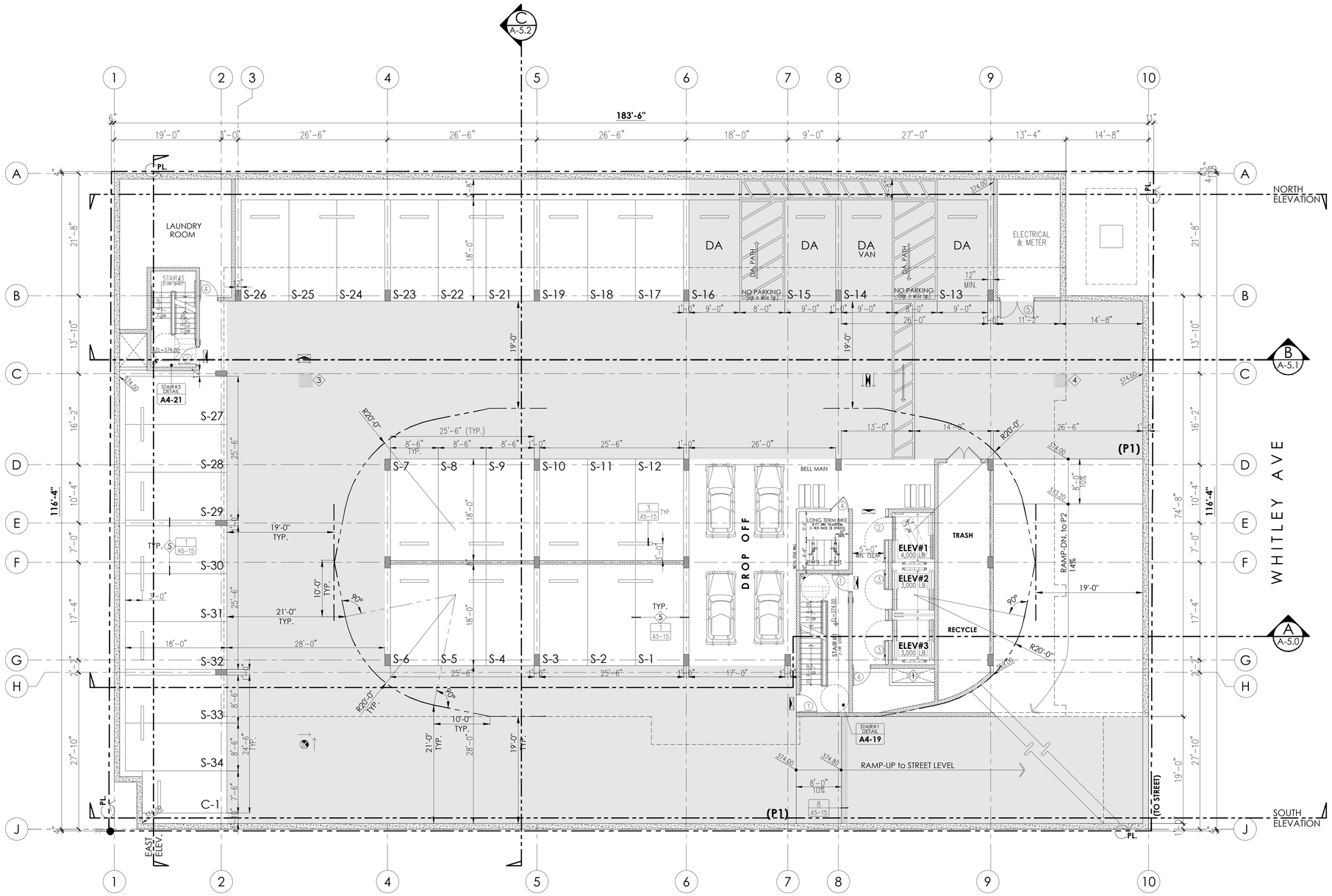
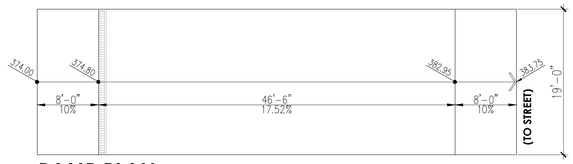


PROVIDED PARKING:	STANDARD	H/C	COMPACT	
P1 - UPPER GARAGE	30	4	1	= 35

P1 - UPPER GARAGE

SCALE: 1 / 8" = 1' - 0"



RAMP PLAN

LEGEND:

- 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
- 8" BLOCK WALL

NOTE:
SHADED AREA = 8'-2" MIN. VERTICAL DIMENSION SHALL BE CLEAR OF ALL OBSTRUCTION INCLUDING BEAMS, SPRINKLER HEAD PIPING, ETC.

KEYNOTES:

1. SHAFT–GARAGE VENTILATION (EXHAUST)
2. SHAFT–GARAGE VENTILATION (FRESH AIR)
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4. EMERGENCY DRAIN SUMP PUMP (SEE PLUMBING PLAN)
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   2) THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT FULL RATED AMPERAGE BASED ON LEVEL 3 EVSE. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
   3) A LABEL STATING 'EV CAPABLE' SHALL BE POSTED IN A CONSPICUOUS PLACE AT THE SERVICE PANEL OR SUBPANEL AND THE EV CHARGING SPACE.

NOTES:

1) for **SHORING** see ***Shoring*** plans.
2) for **PLUMBING** see ***Plumbing*** plans.
3) **PROVIDE MECHANICAL GARAGE VENTILATION**, see ***Mechanical*** plans).
4) for **STAIR PLANS & SECTIONS** see A-12 to A-14

ELEVATOR CAPACITY:

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ELEVATOR # 2 = 4,000 LB.

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Architect:

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AIA Architect

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Sheet Content:

P1 UPPER GARAGE PLAN

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

A1-P1

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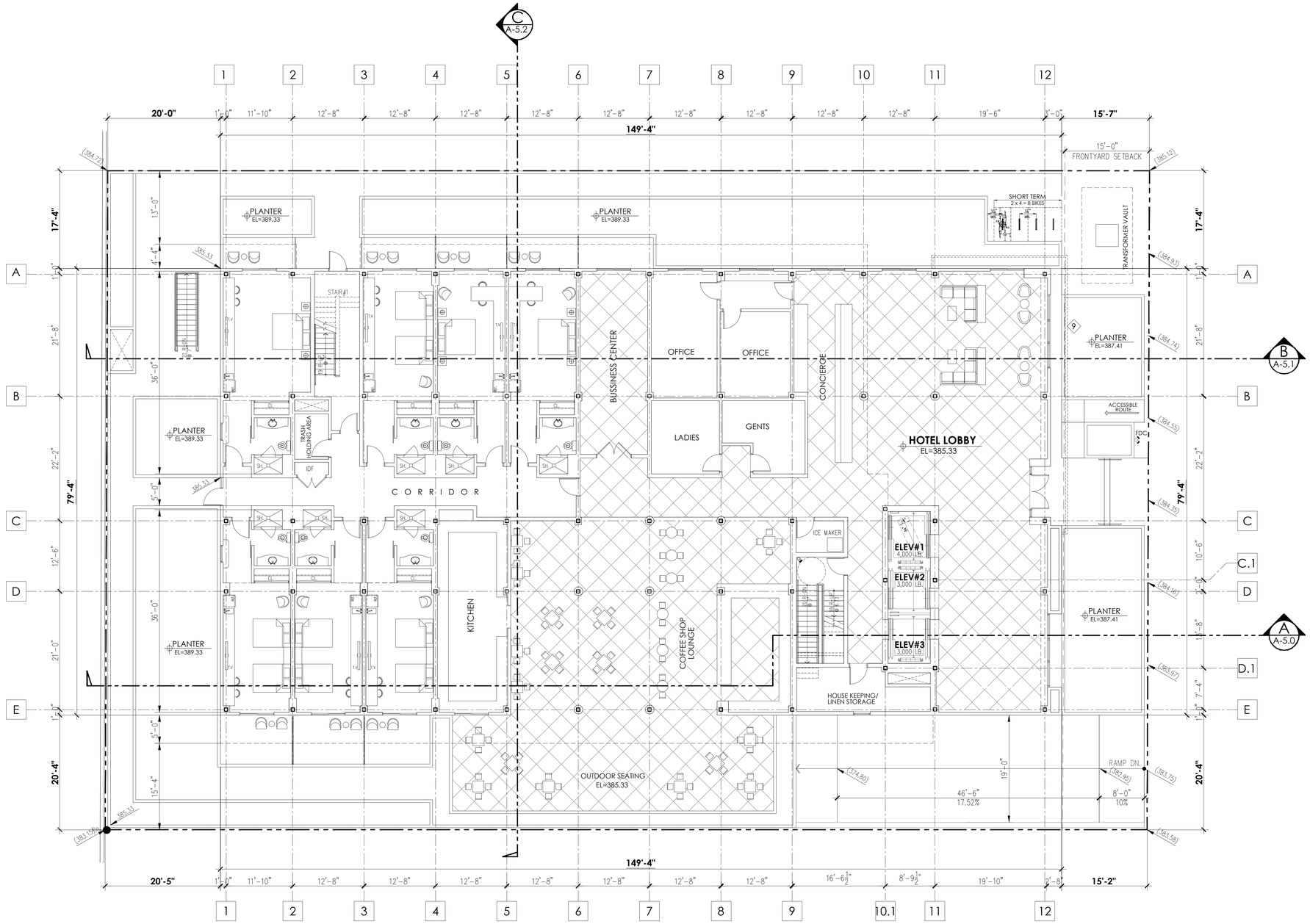

1ST FLOOR PLAN

SCALE: 1/8" = 1'-0"

NOTE: COFFEE SHOP & LOUNGE FOR THE USE OF HOTEL GUESTS ONLY

LEGEND:

- FAN / VENTILATION
  1. ENERGY STAR COMPLIANT
  2. DUCTED TO TERMINATE TO THE OUTSIDE OF BUILDING
  3. CONTROL BY HUMIDITY CONTROLLER
- SPRINKLER HEAD
- EXIT SIGN
- FIRE EXTINGUISHER
- 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. SHAFT-GARAGE VENTILATION (EXHAUST)
2. CORRIDOR VENTILATION SHAFT
3. FOR ELEVATOR SHAFT SIZE SEE ELEVATOR SHOP DWG.
4. LOCATION OF THE DESCRIPTIVE DIAGRAM INDICATING THE IDENTIFICATION PATTER AND LOCATION OF EACH DWELLING UNIT IN THE APARTMENT HOUSE OR COMPLEX.
5. ADDITIONAL DOORS PER UL 1784 & 91.3002.6 TO AVOID ELEVATOR LOBBY
6. ELECTRIC DRYER ONLY: PROVIDE FRONT-LOADING CLOTHES WASHER OR MANAGEMENT SHALL PROVIDE ASSISTIVE DEVICE
7. TANKLESS WATER HEATER
8. TRASH & RECYCLE CHUTE 1-1/2 HR. CHUTE DOORS
9. LINE OF CANOPY ABOVE

NOTES:

1) ALL BATHROOM TO BE PROVIDED WITH **BACKING**, SEE DET. **(# 8,10 & 11 / A-7.7)**
2) ALL **KITCHEN COUNTERTOPS** TO BE **GRANITE**.
3) AT LEAST **ONE FULLY ACCESSIBLE SINK** IN EVERY BATHROOM, SEE DET. **(# 7 / A-7.7)**
4) FOR **STAIR DETAILS**, SEE **(A-7.5)**; FOR STAIR PLANS & SECTIONS, SEE **(A-3.8)**
5) PROVIDE AN APPROVED **LOW-LEVEL EXIT SIGNS** IN ALL INTERIOR EXIT CORRIDORS, SEE DET. **(# 10 / A-7.5)**
5) PROVIDE PORTABLE FIRE EXTINGUISHER WITH A RATING OF NOT LESS THAN 10BC FOR KITCHEN, ELECTRICAL ROOM, MECHANICAL ROOM OR PARKING GARAGE.
6) PROVIDE A PORTABLE FIRE EXTINGUISHER WITH A RATING OF NOT LESS THAN 2-A OR 2-A108C WITHIN 75 FEET TRAVEL DISTANCE TO ALL PORTIONS OF THE BUILDING ON EACH FLOOR; ALSO DURING CONSTRUCTION.
7) PROVIDE FIRE EXTINGUISHER AS REQUIRED BY FIRE DEPT. FIELD INSPECTOR.

Sheet Issue & Revision Log

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Architect:

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Architect Stamp:

Sheet Content:

1ST FLOOR PLAN

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

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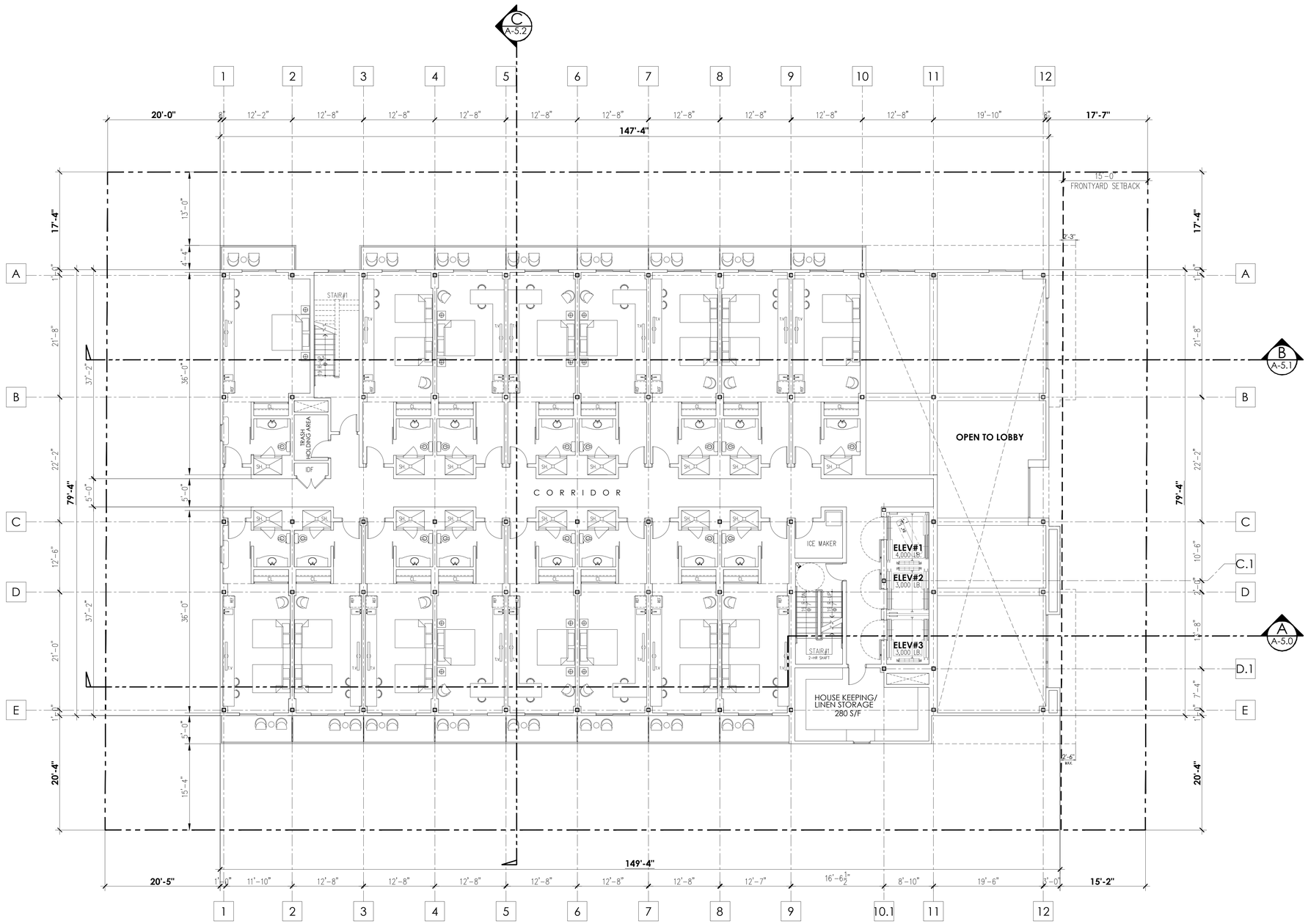

2ND FLOOR PLAN

SCALE: 1/8" = 1'-0"

LEGEND:

- FAN / VENTILATION
  1. ENERGY STAR COMPLIANT
  2. DUCTED TO TERMINATE TO THE OUTSIDE OF BUILDING
  3. CONTROL BY HUMIDITY CONTROLLER
- SPRINKLER HEAD
- EXIT SIGN
- FIRE EXTINGUISHER
- HARDWIRED SMOKE DETECTOR WITH BATTERY BACK-UP. SMOKE DETECTOR SHALL EMIT A SIGNAL WHEN THE BATTERIES NEED TO BE REPLACED
- CO HARDWIRED CARBON MONOXIDE DETECTOR WITH BATTERY BACK-UP

KEYNOTES:

1. SHAFT-GARAGE VENTILATION (EXHAUST)
2. CORRIDOR VENTILATION SHAFT
3. FOR ELEVATOR SHAFT SIZE SEE ELEVATOR SHOP DWG.
4. LOCATION OF THE DESCRIPTIVE DIAGRAM INDICATING THE IDENTIFICATION PATTER AND LOCATION OF EACH DWELLING UNIT IN THE APARTMENT HOUSE OR COMPLEX.
5. ADDITIONAL DOORS PER UL 1784 & 91.3002.6 TO AVOID ELEVATOR LOBBY
6. ELECTRIC DRYER ONLY:PROVIDE FRONT-LOADING CLOTHES WASHER OR MANAGEMENT SHALL PROVIDE ASSISTIVE DEVICE
7. TANKLESS WATER HEATER
8. TRASH & RECYCLE CHUTE 1-1/2 HR. CHUTE DOORS

NOTES:

1) ALL BATHROOM TO BE PROVIDED WITH **BACKING**, SEE DET. **(# 8,10 & 11 / A-7.7)**
2) ALL **KITCHEN COUNTERTOPS** TO BE **GRANITE**.
3) AT LEAST **ONE FULLY ACCESSIBLE SINK** IN EVERY BATHROOM, SEE DET. **(# 7 / A-7.7)**
4) FOR **STAIR DETAILS**, SEE **(A-7.5)**; FOR STAIR PLANS & SECTIONS, SEE **(A-3.8)**
5) PROVIDE AN APPROVED **LOW-LEVEL EXIT SIGNS** IN ALL INTERIOR EXIT CORRIDORS, SEE DET. **(# 10 / A-7.5)**
5) PROVIDE PORTABLE FIRE EXTINGUISHER WITH A RATING OF NOT LESS THAN 10BC FOR KITCHEN, ELECTRICAL ROOM, MECHANICAL ROOM OR PARKING GARAGE.
6) PROVIDE A PORTABLE FIRE EXTINGUISHER WITH A RATING OF NOT LESS THAN 2-A OR 2-A10BC WITHIN 75 FEET TRAVEL DISTANCE TO ALL PORTIONS OF THE BUILDING ON EACH FLOOR; ALSO DURING CONSTRUCTION.
7) PROVIDE FIRE EXTINGUISHER AS REQUIRED BY FIRE DEPT. FIELD INSPECTOR.

Sheet Issue & Revision Log

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WHITLEY HOTEL

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156 ROOM WHITLEY HOTEL

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Architect:

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Sheet Content:

2ND FLOOR PLAN

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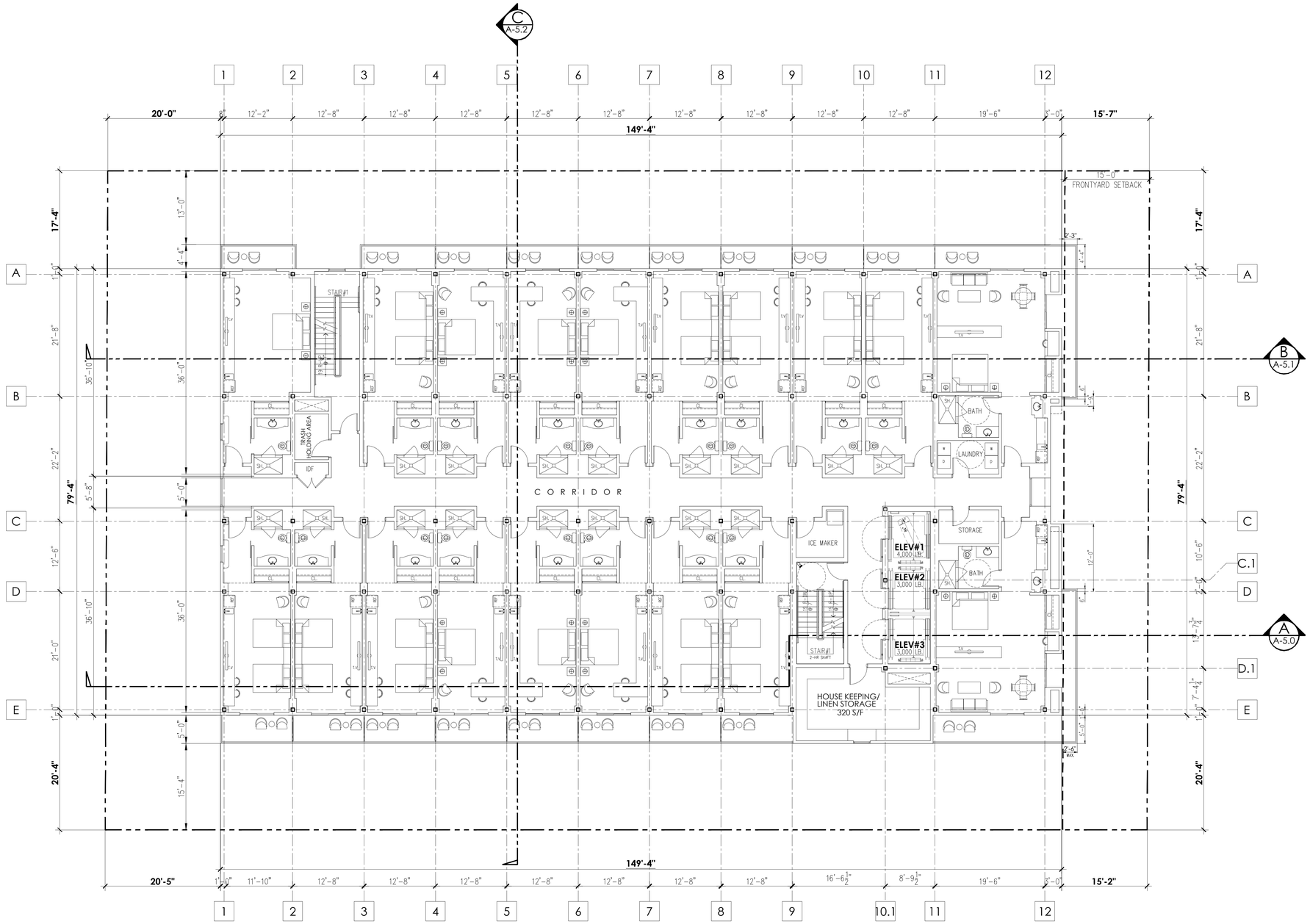

3RD FLOOR PLAN

SCALE: 1/8" = 1'-0"

LEGEND:

- FAN / VENTILATION
  1. ENERGY STAR COMPLIANT
  2. DUCTED TO TERMINATE TO THE OUTSIDE OF BUILDING
  3. CONTROL BY HUMIDITY CONTROLLER
- SPRINKLER HEAD
- EXIT SIGN
- FIRE EXTINGUISHER
- HARDWIRED SMOKE DETECTOR WITH BATTERY BACK-UP. SMOKE DETECTOR SHALL EMIT A SIGNAL WHEN THE BATTERIES ARE LOW.

KEYNOTES:

1. SHAFT-GARAGE VENTILATION (EXHAUST)
2. CORRIDOR VENTILATION SHAFT
3. FOR ELEVATOR SHAFT SIZE SEE ELEVATOR SHOP DWG.
4. LOCATION OF THE DESCRIPTIVE DIAGRAM INDICATING THE IDENTIFICATION PATTER AND LOCATION OF EACH DWELLING UNIT IN THE APARTMENT HOUSE OR COMPLEX.
5. ADDITIONAL DOORS PER UL 1784 & 91.3002.6 TO AVOID ELEVATOR LOBBY
6. ELECTRIC DRYER ONLY: PROVIDE FRONT-LOADING CLOTHES WASHER OR MANAGEMENT SHALL PROVIDE ASSISTIVE DEVICE
7. TANKLESS WATER HEATER
8. TRASH & RECYCLE CHUTE 1-1/2 HR. CHUTE DOORS

NOTES:

1) ALL BATHROOM TO BE PROVIDED WITH **BACKING**, SEE DET. **(# 8,10 & 11 / A-7.7)**
2) ALL **KITCHEN COUNTERTOPS** TO BE **GRANITE**.
3) AT LEAST **ONE FULLY ACCESSIBLE SINK** IN EVERY BATHROOM, SEE DET. **(# 7 / A-7.7)**
4) FOR **STAIR DETAILS**, SEE **(A-7.5)**; FOR STAIR PLANS & SECTIONS, SEE **(A-3.8)**
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7) PROVIDE FIRE EXTINGUISHER AS REQUIRED BY FIRE DEPT. FIELD INSPECTOR.

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Architect Stamp:

Sheet Content:

3RD FLOOR PLAN

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

A1-03

Of 0 Sheets

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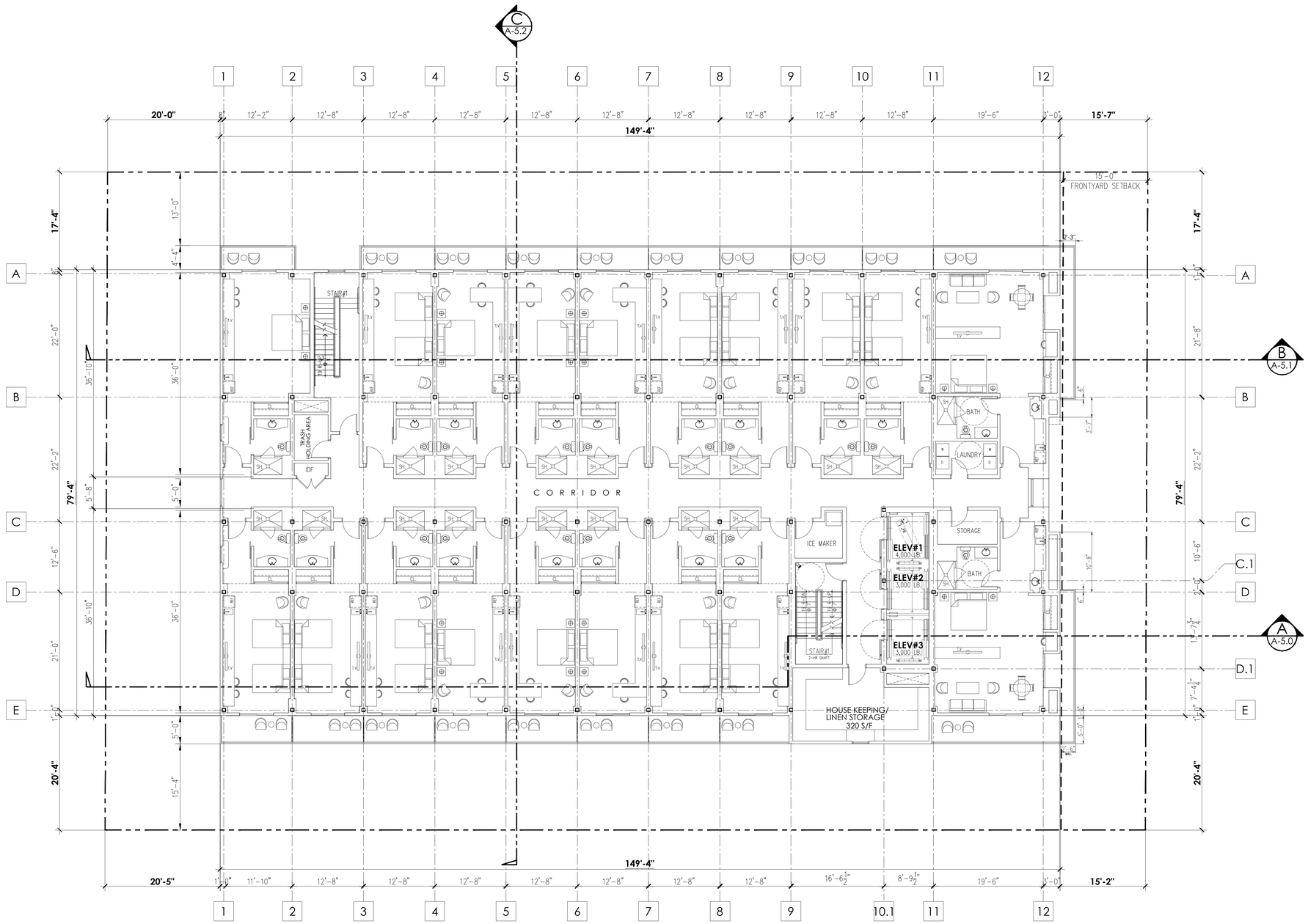

4TH FLOOR PLAN

SCALE: 1/8" = 1'-0"

LEGEND:

- FAN / VENTILATION
  1. ENERGY STAR COMPLIANT
  2. DUCTED TO TERMINATE TO THE OUTSIDE OF BUILDING
  3. CONTROL BY HUMIDITY CONTROLLER
- SPRINKLER HEAD
- EXIT SIGN
- FIRE EXTINGUISHER
- HARDWIRED SMOKE DETECTOR WITH BATTERY BACK-UP. SMOKE DETECTOR SHALL EMIT A SIGNAL WHEN THE BATTERIES ARE LOW.

KEYNOTES:

1. SHAFT-GARAGE VENTILATION (EXHAUST)
2. CORRIDOR VENTILATION SHAFT
3. FOR ELEVATOR SHAFT SIZE SEE ELEVATOR SHOP DWG.
4. LOCATION OF THE DESCRIPTIVE DIAGRAM INDICATING THE IDENTIFICATION PATTER AND LOCATION OF EACH DWELLING UNIT IN THE APARTMENT HOUSE OR COMPLEX.
5. ADDITIONAL DOORS PER UL 1784 & 91.3002.6 TO AVOID ELEVATOR LOBBY
6. ELECTRIC DRYER ONLY: PROVIDE FRONT-LOADING CLOTHES WASHER OR MANAGEMENT SHALL PROVIDE ASSISTIVE DEVICE
7. TANKLESS WATER HEATER
8. TRASH & RECYCLE CHUTE 1-1/2 HR. CHUTE DOORS

NOTES:

1) ALL BATHROOM TO BE PROVIDED WITH **BACKING**, SEE DET. **(# 8,10 & 11 / A-7.7)**
2) ALL **KITCHEN COUNTERTOPS** TO BE **GRANITE**.
3) AT LEAST **ONE FULLY ACCESSIBLE SINK** IN EVERY BATHROOM, SEE DET. **(# 7 / A-7.7)**
4) FOR **STAIR DETAILS**, SEE **(A-7.5)**; FOR STAIR PLANS & SECTIONS, SEE **(A-3.8)**
5) PROVIDE AN APPROVED **LOW-LEVEL EXIT SIGNS** IN ALL INTERIOR EXIT CORRIDORS, SEE DET. **(# 10 / A-7.5)**
5) PROVIDE PORTABLE FIRE EXTINGUISHER WITH A RATING OF NOT LESS THAN 10BC FOR KITCHEN, ELECTRICAL ROOM, MECHANICAL ROOM OR PARKING GARAGE.
6) PROVIDE A PORTABLE FIRE EXTINGUISHER WITH A RATING OF NOT LESS THAN 2-A OR 2-A10BC WITHIN 75 FEET TRAVEL DISTANCE TO ALL PORTIONS OF THE BUILDING ON EACH FLOOR; ALSO DURING CONSTRUCTION.
7) PROVIDE FIRE EXTINGUISHER AS REQUIRED BY FIRE DEPT. FIELD INSPECTOR.

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:

WHITLEY APARTMEN LLC

P.O. BOX 49953
LOS ANGELES, CA. 900

Project Title:

156 ROOM WHITLEY HOTEL

1719 WHITLEY AVE.
LOS ANGELES, CA.

Architect:

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AIA Architect

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Sheet Content:

4TH FLOOR PLAN

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

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Of 0 Sheets

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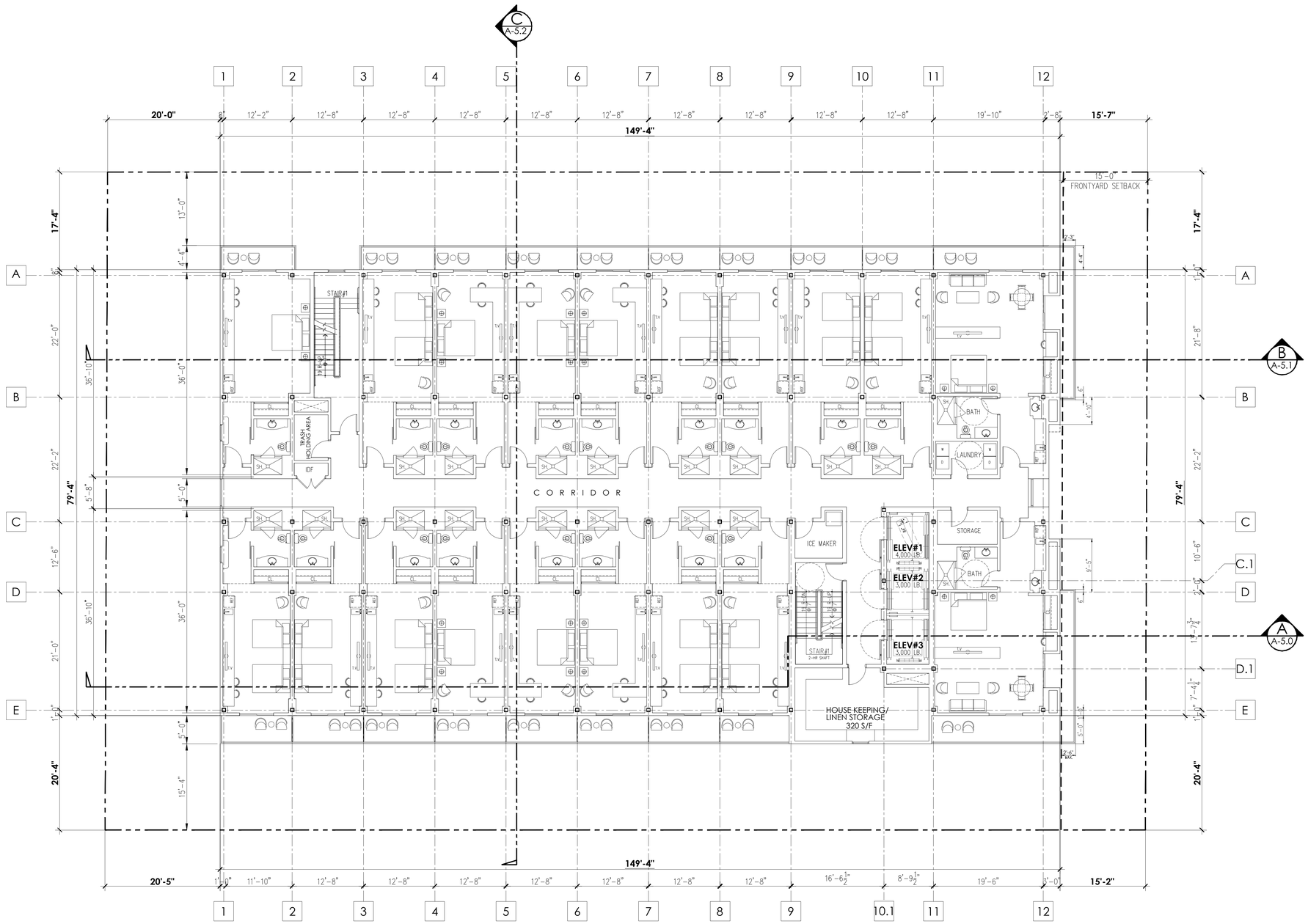

5TH FLOOR PLAN

SCALE: 1/8" = 1'-0"

LEGEND:

- FAN / VENTILATION
  1. ENERGY STAR COMPLIANT
  2. DUCTED TO TERMINATE TO THE OUTSIDE OF BUILDING
  3. CONTROL BY HUMIDITY CONTROLLER
- SPRINKLER HEAD
- EXIT SIGN
- FIRE EXTINGUISHER
- HARDWIRED SMOKE DETECTOR WITH BATTERY BACK-UP. SMOKE DETECTOR SHALL EMIT A SIGNAL WHEN THE BATTERIES ARE LOW.

KEYNOTES:

1. SHAFT-GARAGE VENTILATION (EXHAUST)
2. CORRIDOR VENTILATION SHAFT
3. FOR ELEVATOR SHAFT SIZE SEE ELEVATOR SHOP DWG.
4. LOCATION OF THE DESCRIPTIVE DIAGRAM INDICATING THE IDENTIFICATION PATTER AND LOCATION OF EACH DWELLING UNIT IN THE APARTMENT HOUSE OR COMPLEX.
5. ADDITIONAL DOORS PER UL 1784 & 91.3002.6 TO AVOID ELEVATOR LOBBY
6. ELECTRIC DRYER ONLY: PROVIDE FRONT-LOADING CLOTHES WASHER OR MANAGEMENT SHALL PROVIDE ASSISTIVE DEVICE
7. TANKLESS WATER HEATER
8. TRASH & RECYCLE CHUTE 1-1/2 HR. CHUTE DOORS

NOTES:

1) ALL BATHROOM TO BE PROVIDED WITH **BACKING**, SEE DET. **(# 8,10 & 11 / A-7.7)**
2) ALL **KITCHEN COUNTERTOPS** TO BE **GRANITE**.
3) AT LEAST **ONE FULLY ACCESSIBLE SINK** IN EVERY BATHROOM, SEE DET. **(# 7 / A-7.7)**
4) FOR **STAIR DETAILS**, SEE **(A-7.5)**; FOR STAIR PLANS & SECTIONS, SEE **(A-3.8)**
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6) PROVIDE A PORTABLE FIRE EXTINGUISHER WITH A RATING OF NOT LESS THAN 2-A OR 2-A10BC WITHIN 75 FEET TRAVEL DISTANCE TO ALL PORTIONS OF THE BUILDING ON EACH FLOOR; ALSO DURING CONSTRUCTION.
7) PROVIDE FIRE EXTINGUISHER AS REQUIRED BY FIRE DEPT. FIELD INSPECTOR.

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Sheet Content:

5TH FLOOR PLAN

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

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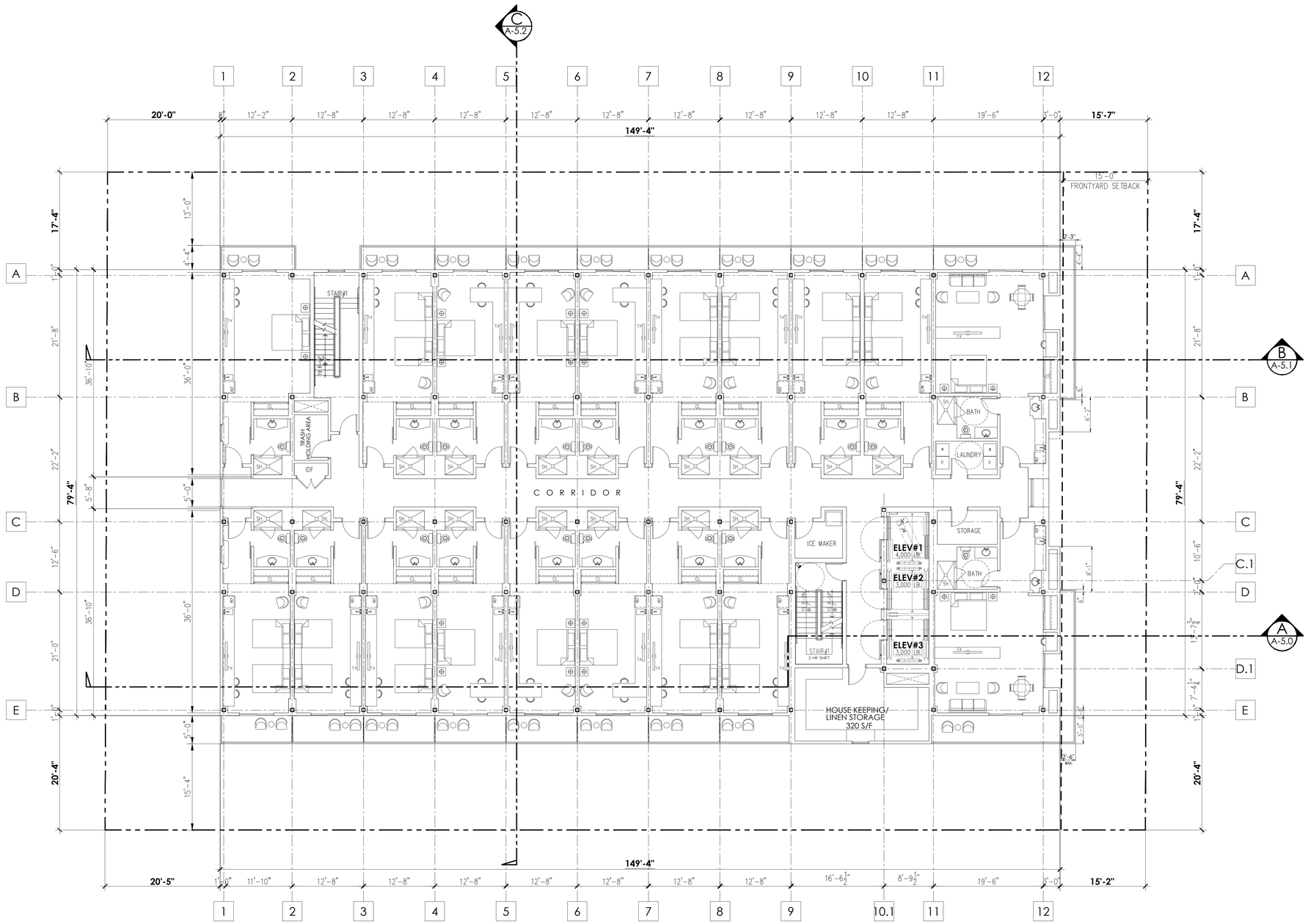

6TH FLOOR PLAN

SCALE: 1/8" = 1'-0"

LEGEND:

- FAN / VENTILATION
  1. ENERGY STAR COMPLIANT
  2. DUCTED TO TERMINATE TO THE OUTSIDE OF BUILDING
  3. CONTROL BY HUMIDITY CONTROLLER
- SPRINKLER HEAD
- EXIT SIGN
- FIRE EXTINGUISHER
- HARDWIRED SMOKE DETECTOR WITH BATTERY BACK-UP. SMOKE DETECTOR SHALL EMIT A SIGNAL WHEN THE BATTERIES ARE LOW.

KEYNOTES:

1. SHAFT-GARAGE VENTILATION (EXHAUST)
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NOTES:

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2) ALL **KITCHEN COUNTERTOPS** TO BE **GRANITE**.
3) AT LEAST **ONE FULLY ACCESSIBLE SINK** IN EVERY BATHROOM, SEE DET. **(# 7 / A-7.7)**
4) FOR **STAIR DETAILS**, SEE **(A-7.5)**; FOR STAIR PLANS & SECTIONS, SEE **(A-3.8)**
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7) PROVIDE FIRE EXTINGUISHER AS REQUIRED BY FIRE DEPT. FIELD INSPECTOR.

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6TH FLOOR PLAN

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

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Of 0 Sheets

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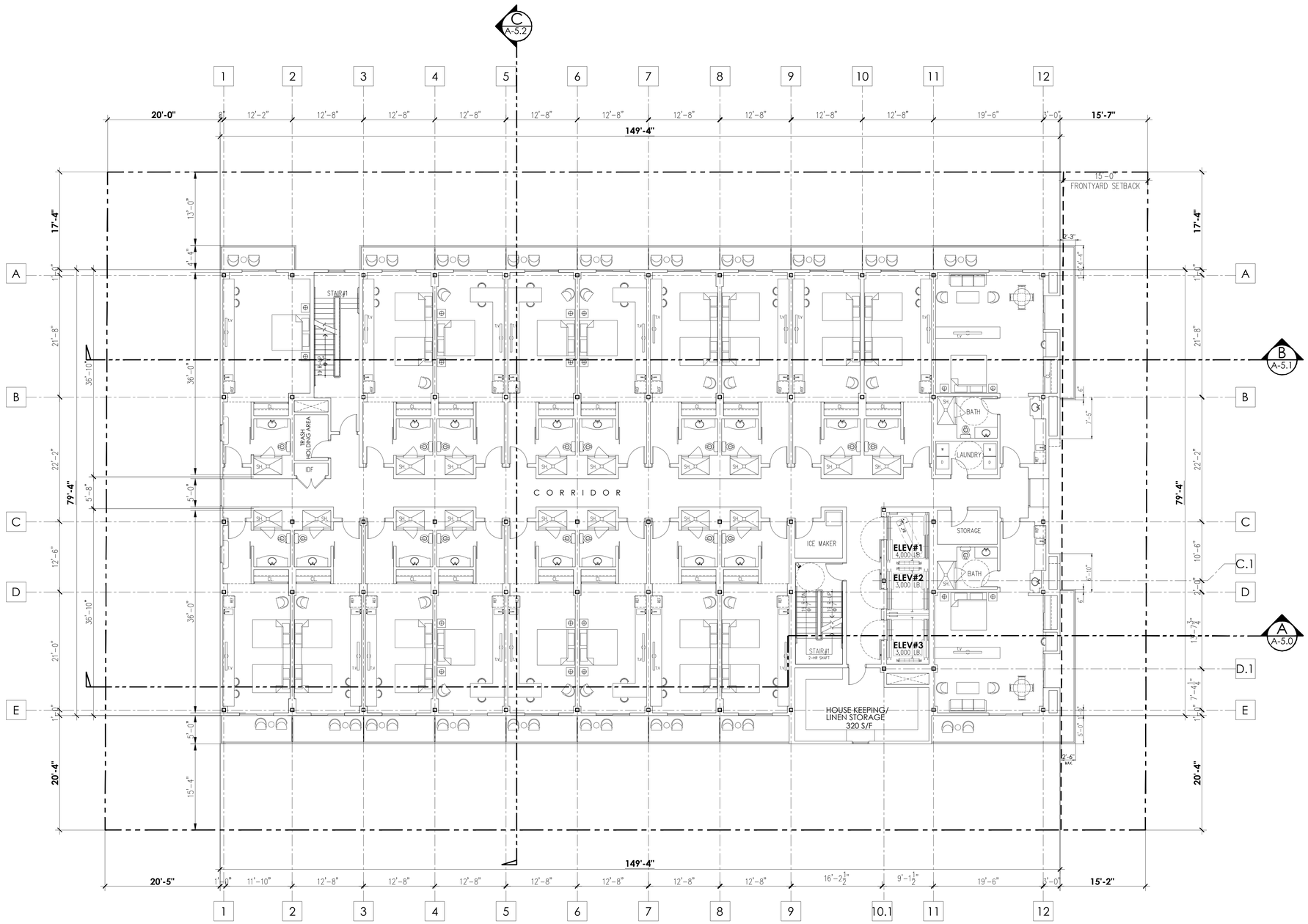

7TH FLOOR PLAN

SCALE: 1/8" = 1'-0"

LEGEND:

- FAN / VENTILATION
  1. ENERGY STAR COMPLIANT
  2. DUCTED TO TERMINATE TO THE OUTSIDE OF BUILDING
  3. CONTROL BY HUMIDITY CONTROLLER
- SPRINKLER HEAD
- EXIT SIGN
- FIRE EXTINGUISHER
- HARDWIRED SMOKE DETECTOR WITH BATTERY BACK-UP. SMOKE DETECTOR SHALL EMIT A SIGNAL WHEN THE BATTERIES ARE LOW.

KEYNOTES:

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NOTES:

1) ALL BATHROOM TO BE PROVIDED WITH **BACKING**, SEE DET. **(# 8,10 & 11 / A-7.7)**
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Architect:

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Sheet Content:

7TH FLOOR PLAN

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

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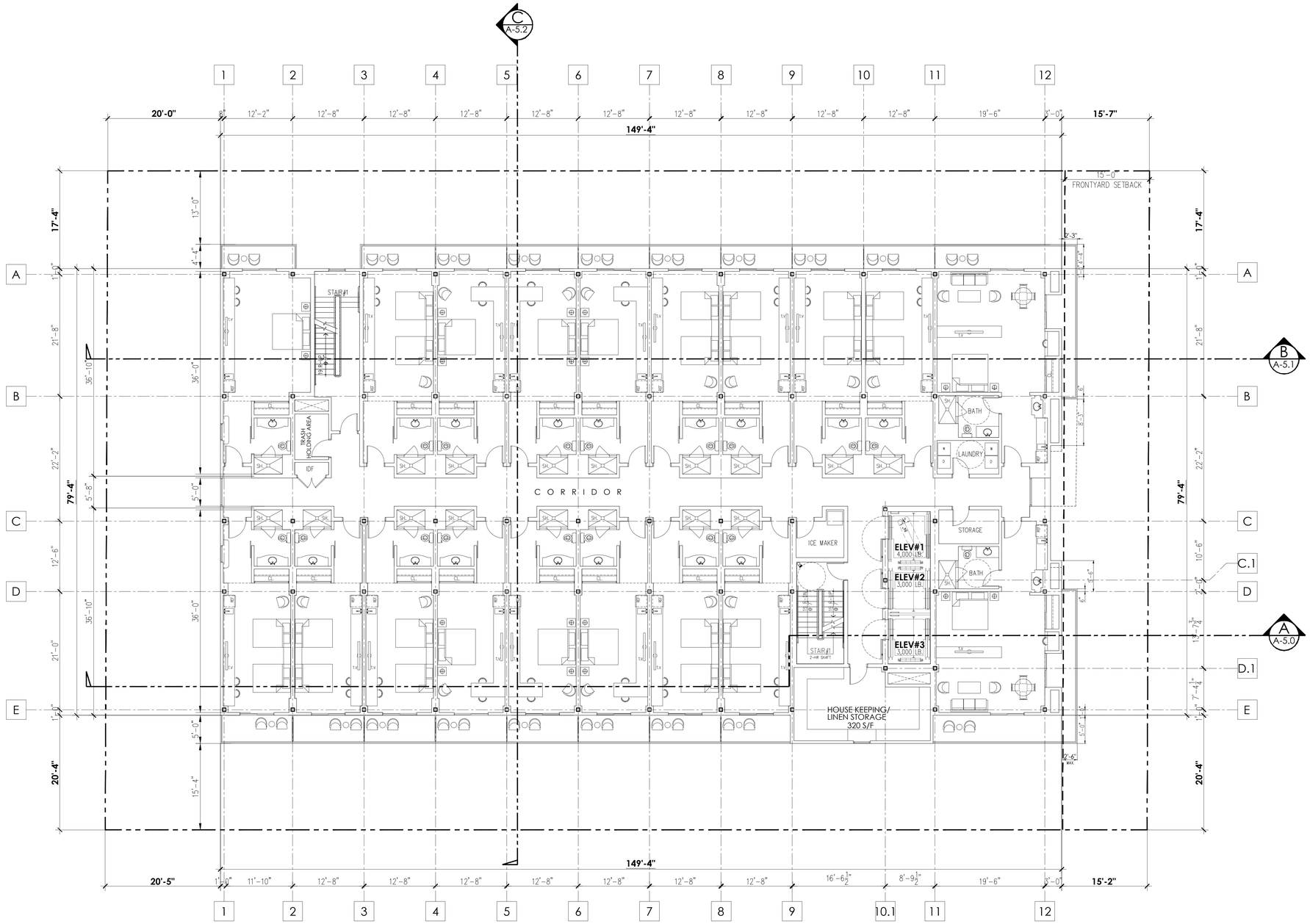

8TH FLOOR PLAN

SCALE: 1/8" = 1'-0"

LEGEND:

- FAN / VENTILATION
  1. ENERGY STAR COMPLIANT
  2. DUCTED TO TERMINATE TO THE OUTSIDE OF BUILDING
  3. CONTROL BY HUMIDITY CONTROLLER
- SPRINKLER HEAD
- EXIT SIGN
- FIRE EXTINGUISHER
- HARDWIRED SMOKE DETECTOR WITH BATTERY BACK-UP. SMOKE DETECTOR SHALL EMIT A SIGNAL WHEN THE BATTERIES ARE LOW.

KEYNOTES:

1. SHAFT-GARAGE VENTILATION (EXHAUST)
2. CORRIDOR VENTILATION SHAFT
3. FOR ELEVATOR SHAFT SIZE SEE ELEVATOR SHOP DWG.
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8. TRASH & RECYCLE CHUTE 1-1/2 HR. CHUTE DOORS

NOTES:

1) ALL BATHROOM TO BE PROVIDED WITH **BACKING**, SEE DET. **(# 8,10 & 11 / A-7.7)**
2) ALL **KITCHEN COUNTERTOPS** TO BE **GRANITE**.
3) AT LEAST **ONE FULLY ACCESSIBLE SINK** IN EVERY BATHROOM, SEE DET. **(# 7 / A-7.7)**
4) FOR **STAIR DETAILS**, SEE **(A-7.5)**; FOR STAIR PLANS & SECTIONS, SEE **(A-3.8)**
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7) PROVIDE FIRE EXTINGUISHER AS REQUIRED BY FIRE DEPT. FIELD INSPECTOR.

Sheet Issue & Revision Log

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Developer:

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P.O. BOX 49953
LOS ANGELES, CA. 90049

Project Title:

156 ROOM
WHITLEY
HOTEL

####

Architect:

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Sheet Content:

8TH FLOOR PLAN

Date : ####
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Job : ####
Sheet :

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Of 0 Sheets

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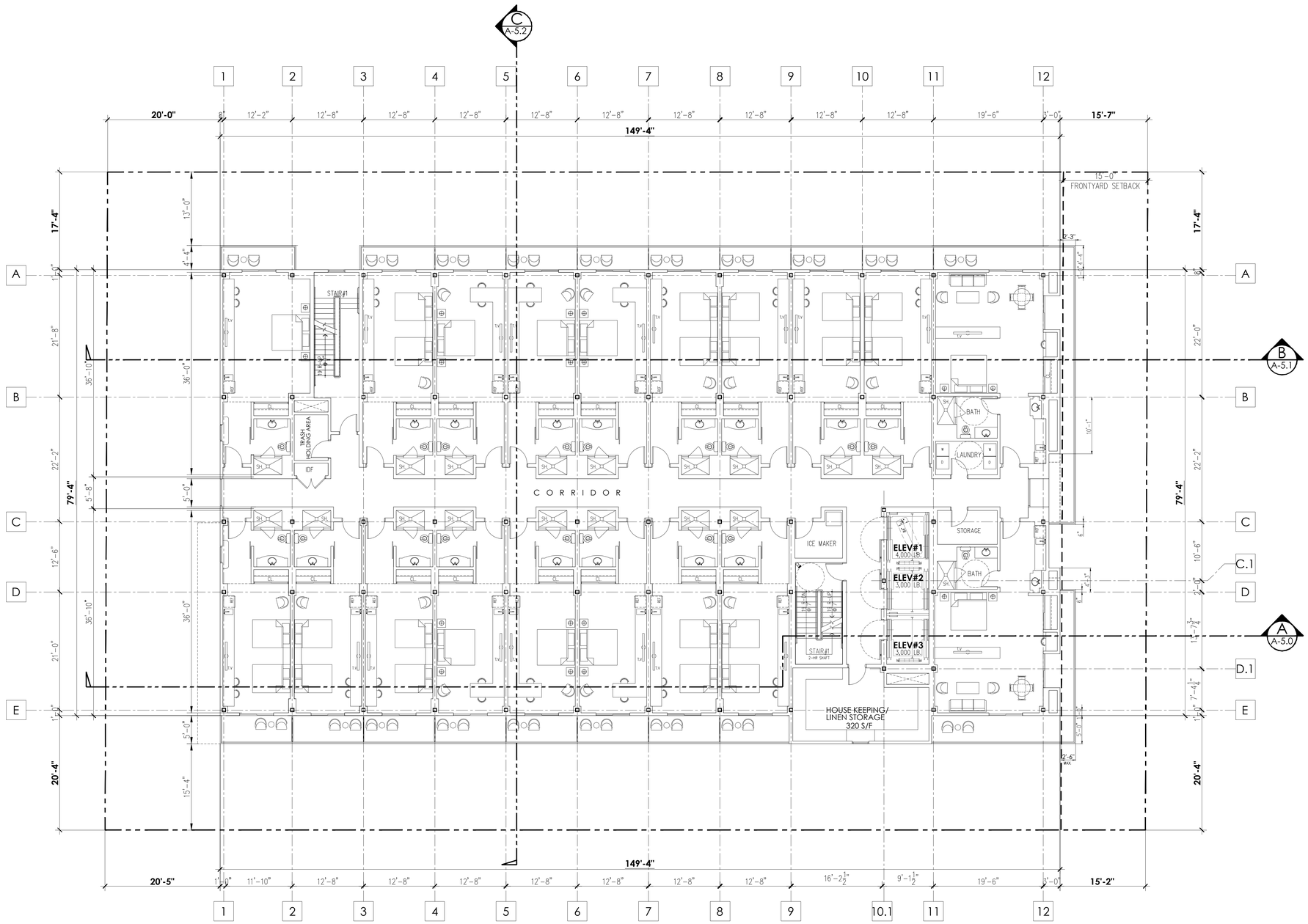

9TH FLOOR PLAN

SCALE: 1/8" = 1'-0"

LEGEND:

- FAN / VENTILATION
  1. ENERGY STAR COMPLIANT
  2. DUCTED TO TERMINATE TO THE OUTSIDE OF BUILDING
  3. CONTROL BY HUMIDITY CONTROLLER
- SPRINKLER HEAD
- EXIT SIGN
- FIRE EXTINGUISHER
- HARDWIRED SMOKE DETECTOR WITH BATTERY BACK-UP. SMOKE DETECTOR SHALL EMIT A SIGNAL WHEN THE BATTERIES ARE LOW.

KEYNOTES:

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3. FOR ELEVATOR SHAFT SIZE SEE ELEVATOR SHOP DWG.
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3) AT LEAST **ONE FULLY ACCESSIBLE SINK** IN EVERY BATHROOM, SEE DET. **(# 7 / A-7.7)**
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Architect Stamp:

Sheet Content:

9TH FLOOR PLAN

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

A1-09

Of 0 Sheets

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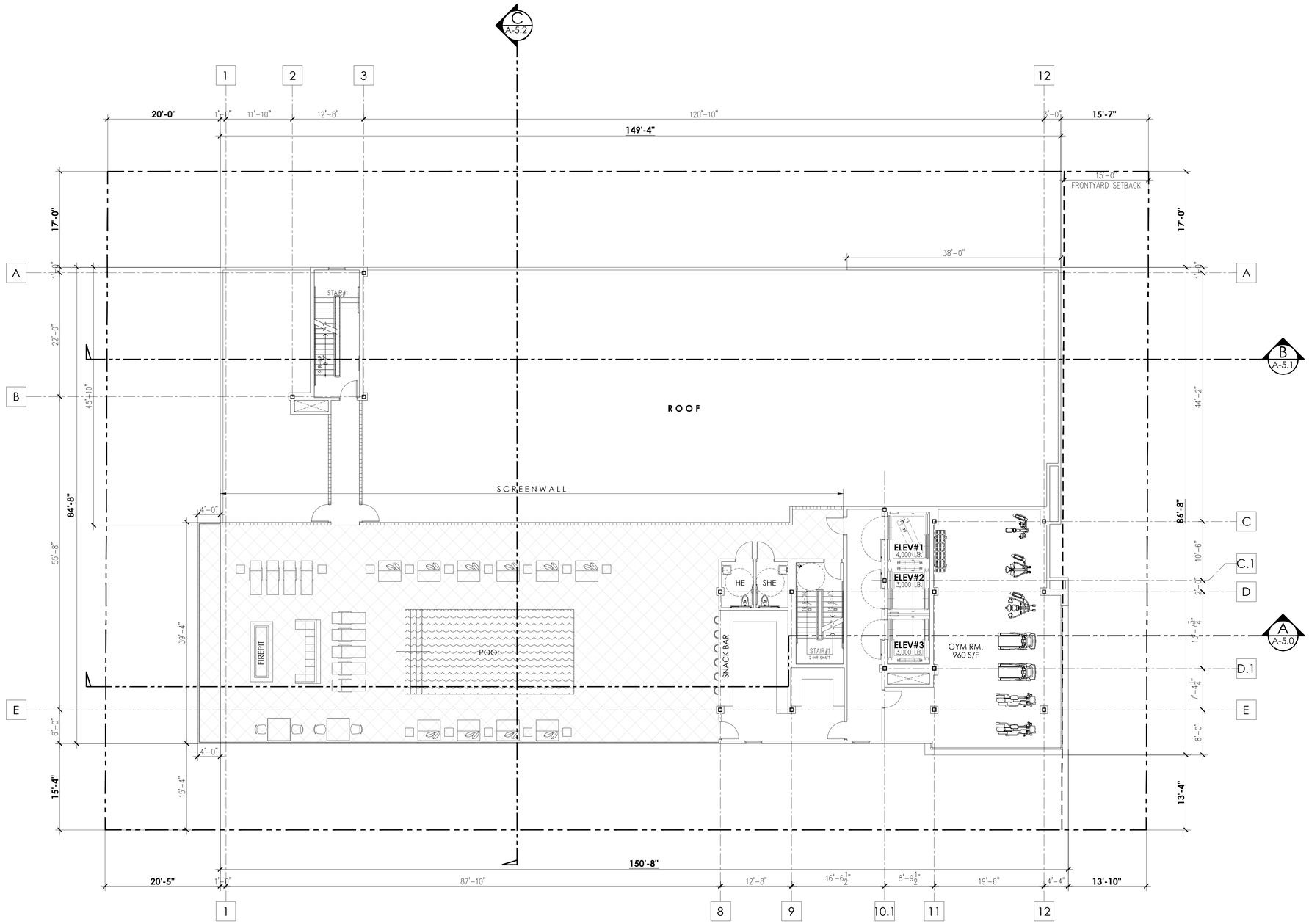

10TH FLR. & ROOF DECK

SCALE: 1/8" = 1'-0"

LEGEND:

- (E) FAN / VENTILATION
  1. ENERGY STAR COMPLIANT
  2. DUCTED TO TERMINATE TO THE OUTSIDE OF BUILDING
  3. CONTROL BY HUMIDITY CONTROLLER
- SPRINKLER HEAD
- EXIT SIGN
- FIRE EXTINGUISHER

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AIA Architect

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Sheet Content:

10TH FLOOR PLAN

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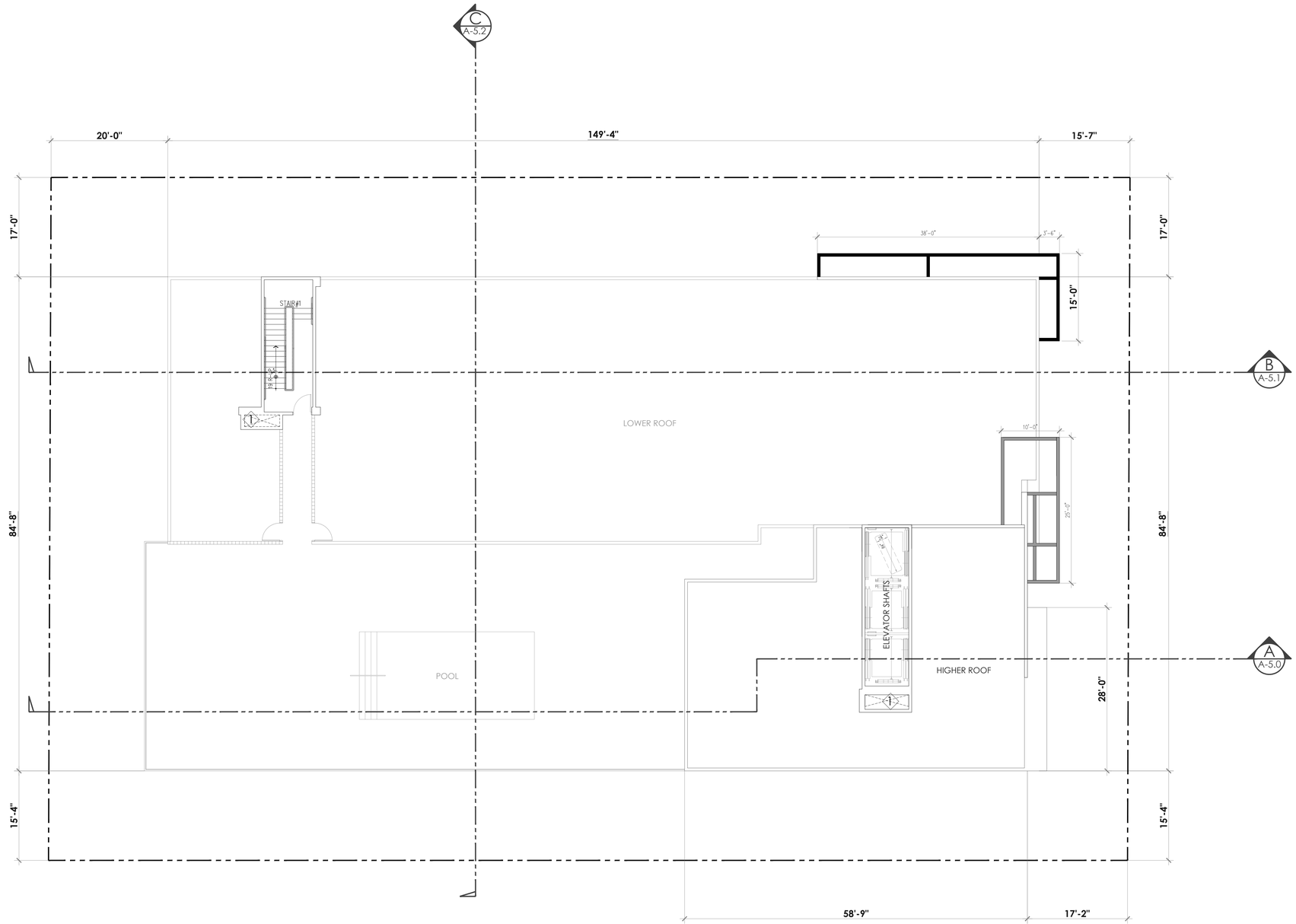

UPPER ROOF PLAN

SCALE: 1/8" = 1'-0"

LEGEND:

- (F) FAN / VENTILATION
  1. ENERGY STAR COMPLIANT
  2. DUCTED TO TERMINATE TO THE OUTSIDE OF BUILDING
  3. CONTROL BY HUMIDITY CONTROLLER
- SPRINKLER HEAD
- EXIT SIGN
- FIRE EXTINGUISHER

KEYNOTES:

1. SHAFT–GARAGE VENTILATION (EXHAUST)
2. CORRIDOR VENTILATION SHAFT
3. FOR ELEVATOR SHAFT SIZE SEE ELEVATOR SHOP DWG.
4. LOCATION OF THE DESCRIPTIVE DIAGRAM INDICATING THE IDENTIFICATION PATTER AND LOCATION OF EACH DWELLING UNIT IN THE APARTMENT HOUSE OR COMPLEX.
5. ADDITIONAL DOORS PER UL 1784 & 91.3002.6 TO AVOID ELEVATOR LOBBY
6. ELECTRIC DRYER ONLY: PROVIDE FRONT–LOADING CLOTHES WASHER OR MANAGEMENT SHALL PROVIDE ASSISTIVE DEVICE
7. TANKLESS WATER HEATER
8. TRASH & RECYCLE CHUTE 1–1/2 HR. CHUTE DOORS

NOTES:

1) ALL BATHROOM TO BE PROVIDED WITH **BACKING**, SEE DET. **(# 8,10 & 11 / A-7.7)**
2) ALL **KITCHEN COUNTERTOPS** TO BE **GRANITE**.
3) AT LEAST **ONE FULLY ACCESSIBLE SINK** IN EVERY BATHROOM, SEE DET. **(# 7 / A-7.7)**
4) FOR **STAIR DETAILS**, SEE **(A-7.5)**; FOR STAIR PLANS & SECTIONS, SEE **(A-3.8)**
5) PROVIDE AN APPROVED **LOW-LEVEL EXIT SIGNS** IN ALL INTERIOR EXIT CORRIDORS, SEE DET. **(# 10 / A-7.5)**
5) PROVIDE PORTABLE FIRE EXTINGUISHER WITH A RATING OF NOT LESS THAN 10BC FOR KITCHEN, ELECTRICAL ROOM, MECHANICAL ROOM OR PARKING GARAGE.
6) PROVIDE A PORTABLE FIRE EXTINGUISHER WITH A RATING OF NOT LESS THAN 2-A OR 2-A10BC WITHIN 75 FEET TRAVEL DISTANCE TO ALL PORTIONS OF THE BUILDING ON EACH FLOOR; ALSO DURING CONSTRUCTION.
7) PROVIDE FIRE EXTINGUISHER AS REQUIRED BY FIRE DEPT. FIELD INSPECTOR.

Sheet Issue & Revision Log

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Developer:

WHITLEY APARTMENTS LLC

P.O. BOX 49953
LOS ANGELES, CA. 90049

Project Title:

156 ROOM WHITLEY HOTEL

1719 WHITLEY AVE.
LOS ANGELES, CA.

Architect:

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UPPER ROOF PLAN

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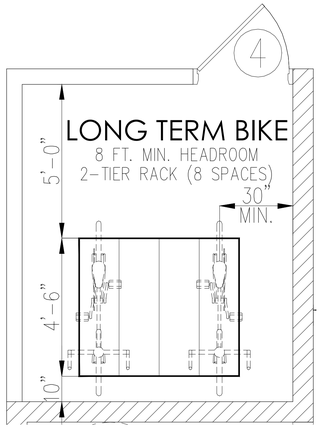
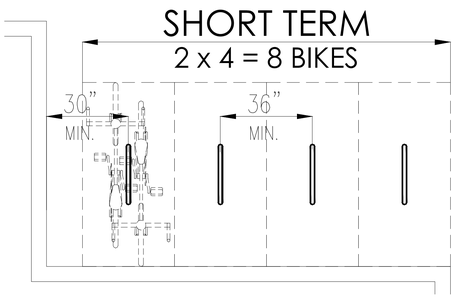


BIKE ROOM (LONG TERM) - P1 GARAGE

SCALE: N.T.S.



BIKE RACK (SHORT TERM) - 1ST FLR. NORTH SIDE YARD

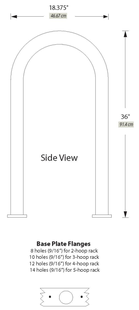
SCALE: 1 / 4" = 1' - 0"

NOTES:
- RACKS SHALL BE LOCATED OUTSIDE THE BUILDING.
- INDIVIDUAL RACKS INSTALLED SIDE BY SIDE TO ONE ANOTHER THAT ALLOW BICYCLES TO BE LOCKED TO EITHER SIDE OF THE RACK SHALL BE SPACED A MIN. 30 INCHES ON CENTER.
- RACKS INSTALLED PARALLEL TO WALLS SHALL BE A MIN. 30 INCHES FROM THE WALL.
- RACKS SHALL ALLOW FOR THE BICYCLE FRAME AND AT LEAST ONE WHEEL TO BE LOCKED TO THE RACKS
- RACKS SHALL ALLOW FOR THE USE OF CABLE AS WELL AS U–SHAPED LOCK
- RACKS SHALL BE SECURELY ANCHORED TO A PERMANENT SURFACE
- SHALL BE LOCATED TO MAXIMIZE VISIBILITY FROM THE MAIN ENTRANCE
- SHALL BE LOCATED NO FARTHER THAN 50 FEET OF WALKING DISTANCE FROM A MAIN PEDESTRIAN ENTRANCE OR THE WALKING DISTANCE FROM A MAIN PEDESTRIAN ENTRANCE TO THE NEAREST OFF–STREET AUTOMOBILE PARKING SPACE, WHICHEVER IS CLOSER

BIKEPARKING.COM™

Tel:415.333.6428 Tel: 888.764.2453 Fax:415.333.2032
Palmer Group,LLC : 1728 Ocean Ave #132, San Francisco,CA 94112 USA

[Welle™ Series Rack]
Round Pipe
Surface Flange
WSH36xx-SF



MATERIAL AND FINISH

HOOPS
2 3/8" (6.0cm) O.D. Schedule 40 Pipe
.154" (4.0mm) Wall Thickness

BASES
3"x 3/8" (7.62cm x 10 mm) Flat Bar

Regular Steel
-G Hot-Dipped Galvanized
-P Powder Coat (color)
-GP Hot-Dipped Galvanized with Powder Coat (color) Top-Coat

Stainless Steel
-SS 304 SS Alloy

OPTIONS
Inground Grouped (**-IGG**)
Diagonal Hoop Alignment

WELLE™ SERIES RACK SURFACE FLANGE

Model	Hoops	Bikes	Length			Front View
			24" Centers	28" Centers	30" Centers	
WSH3604-SF	2	4	30"	34"	36"	
WSH3606-SF	3	6	54"	62"	66"	
WSH3608-SF	4	8	78"	90"	96"	
WSH3610-SF	5	10	102"	118"	126"	

 08.16.2013

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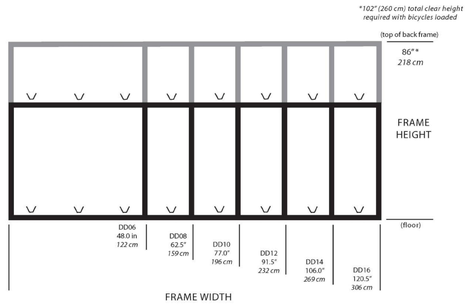
Tel:415.333.6428 Tel: 888.764.2453 Fax:415.333.2032 E:info@bikeparking.com
Palmer Group,LLC : 1728 Ocean Avenue #132 San Francisco CA 94112 USA

[DoubleDecker™ Racks 6–16 Bike Units]



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[Welle™ Series Rack]
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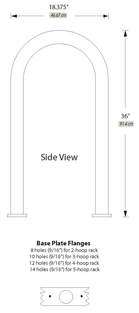

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Developer:

WHITLEY APARTMENTS LLC

P.O. BOX 49953
LOS ANGELES, CA. 90049

Project Title:

156 ROOM
WHITLEY
HOTEL

1719 WHITLEY AVE.
LOS ANGELES, CA.

Architect:

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AIA
Architect

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Sheet Content:

BIKE RM PLAN & DETAIL

Date : ####
Scale : 1/2" = 1'-0"
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EAST ELEVATION

SCALE: 3/16" = 1' - 0"

WHITLEY AVE.

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Architect:

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Sheet Content:

EAST ELEVATION

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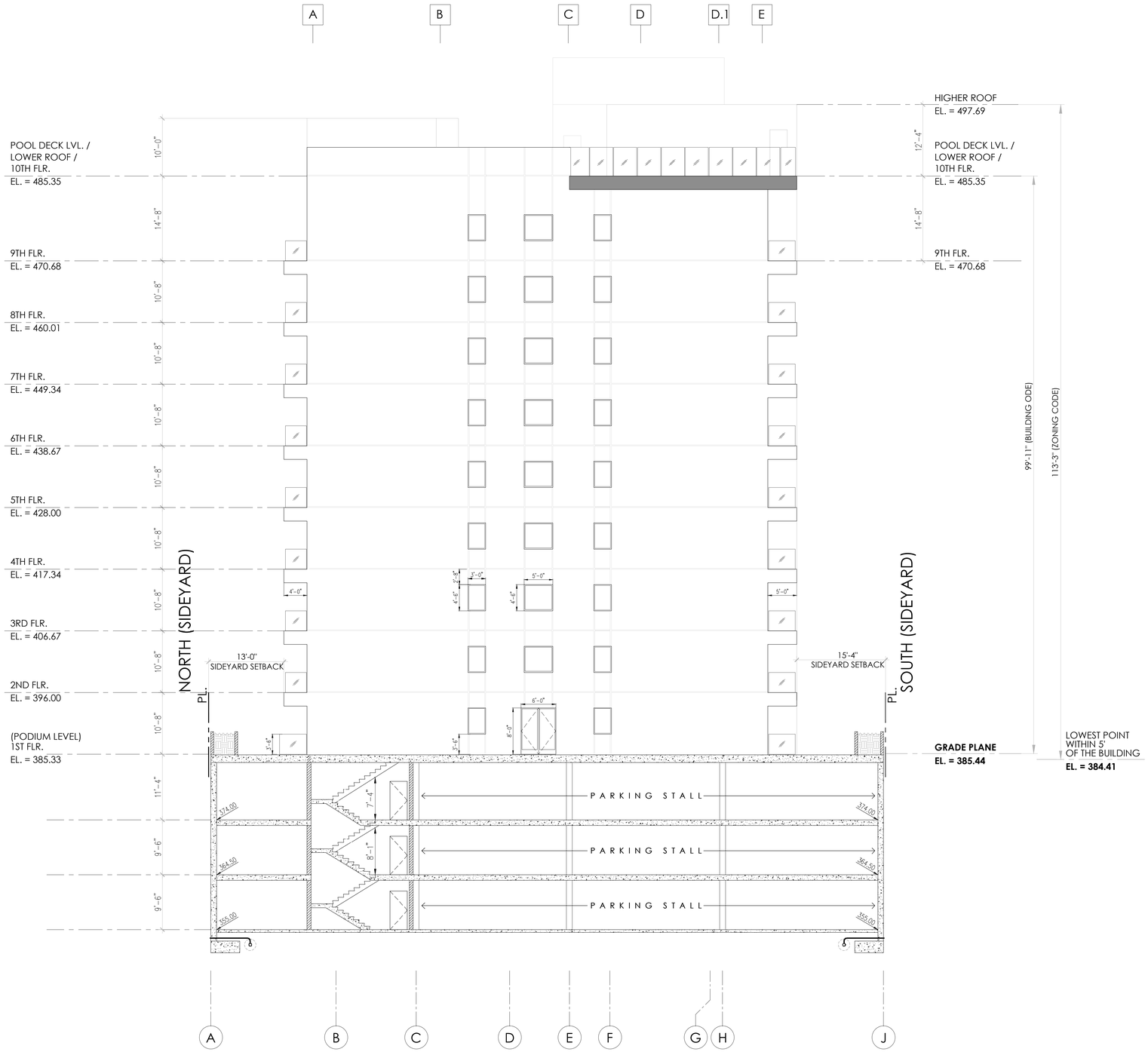

WEST ELEVATION

SCALE: 1 / 8" = 1' - 0"

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WEST ELEVATION

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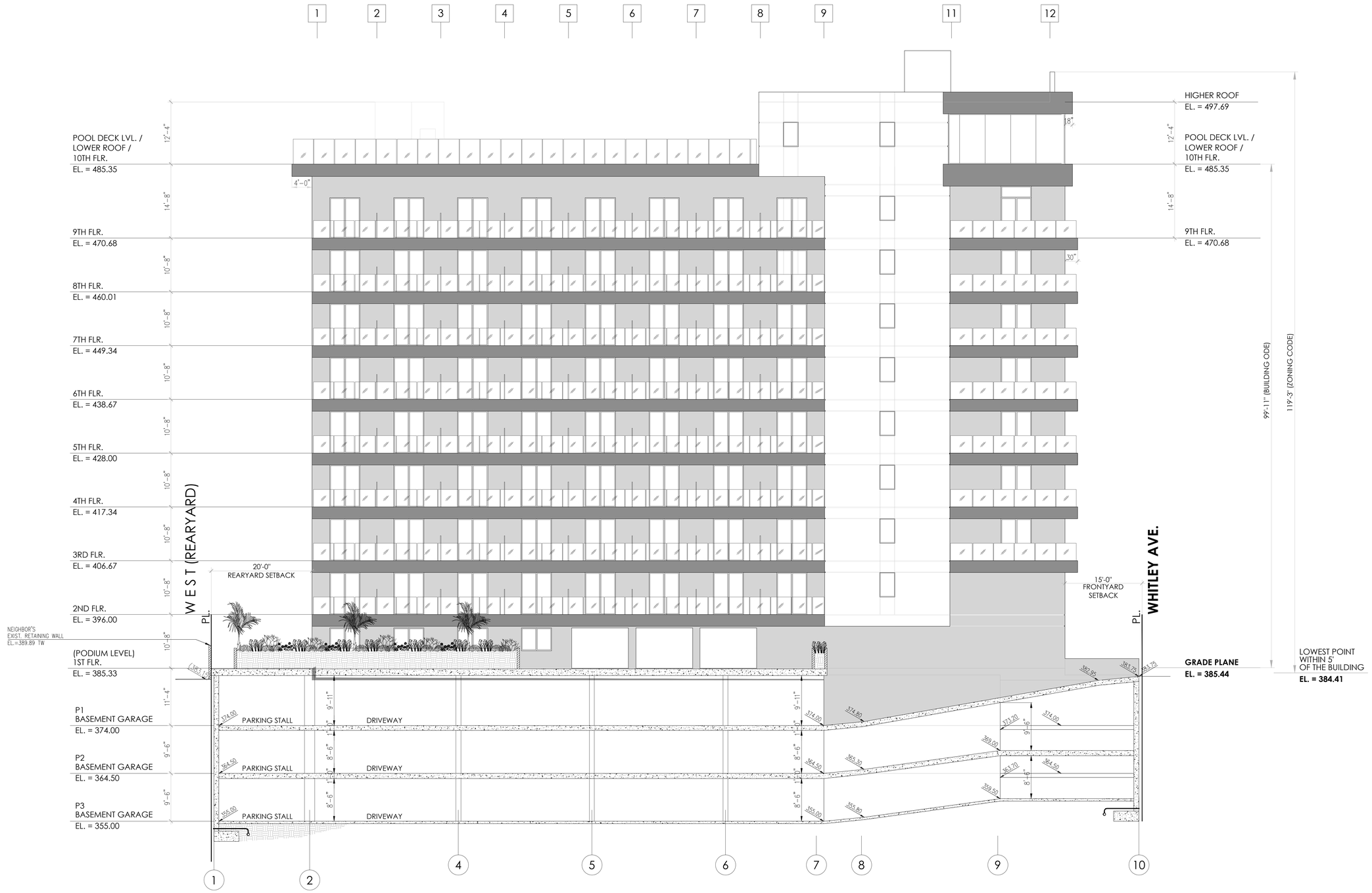

SOUTH ELEVATION - SIDEYARD

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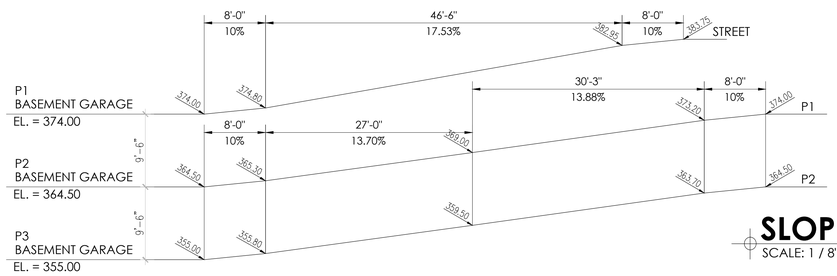

SLOPE TRANSITION

SCALE: 1 / 8" = 1' - 0"

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SOUTH ELEVATION

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NORTH ELEVATION - SIDEYARD

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NORTH ELEVATION

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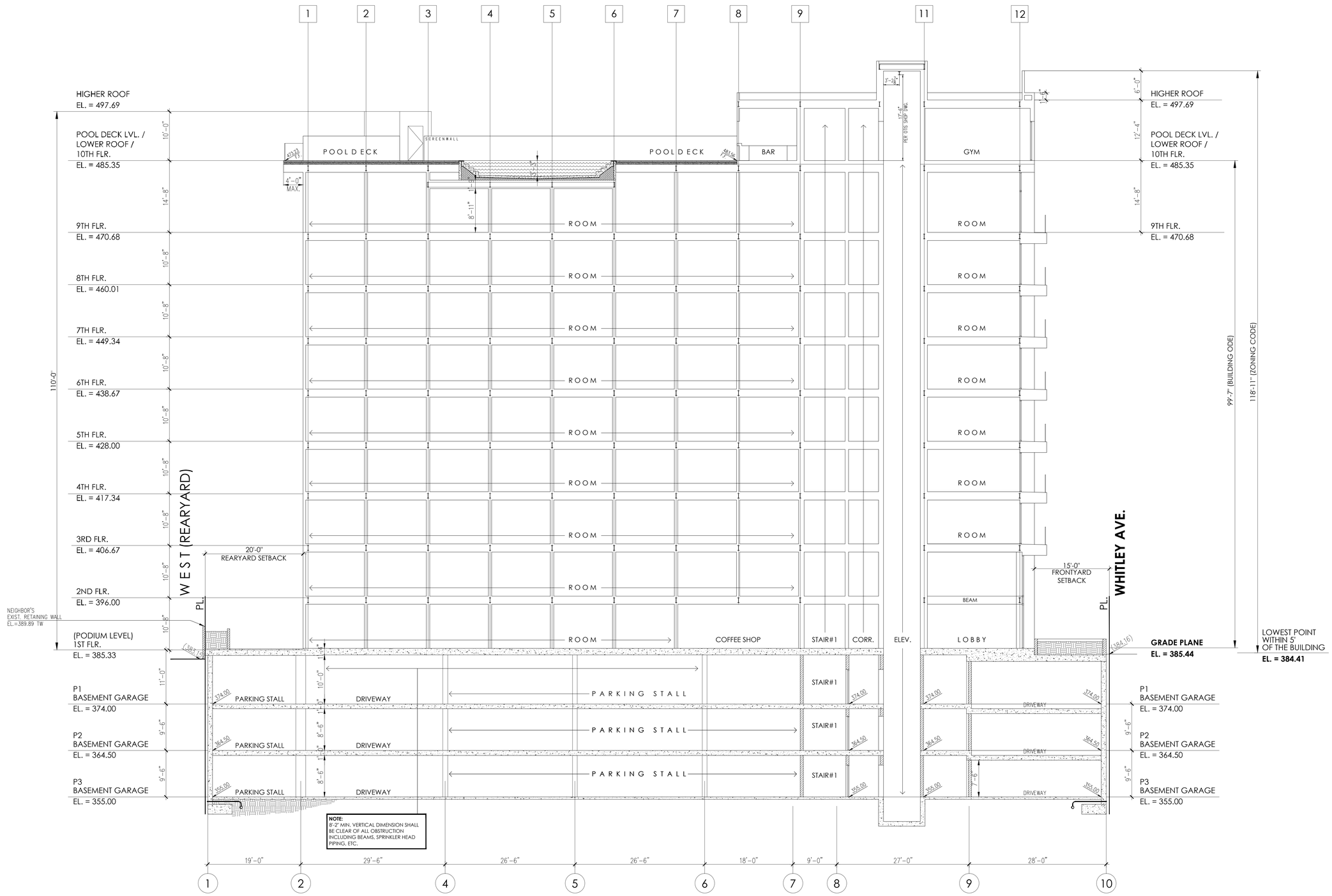

SECTION - A

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Sheet Content:

SECTION -A

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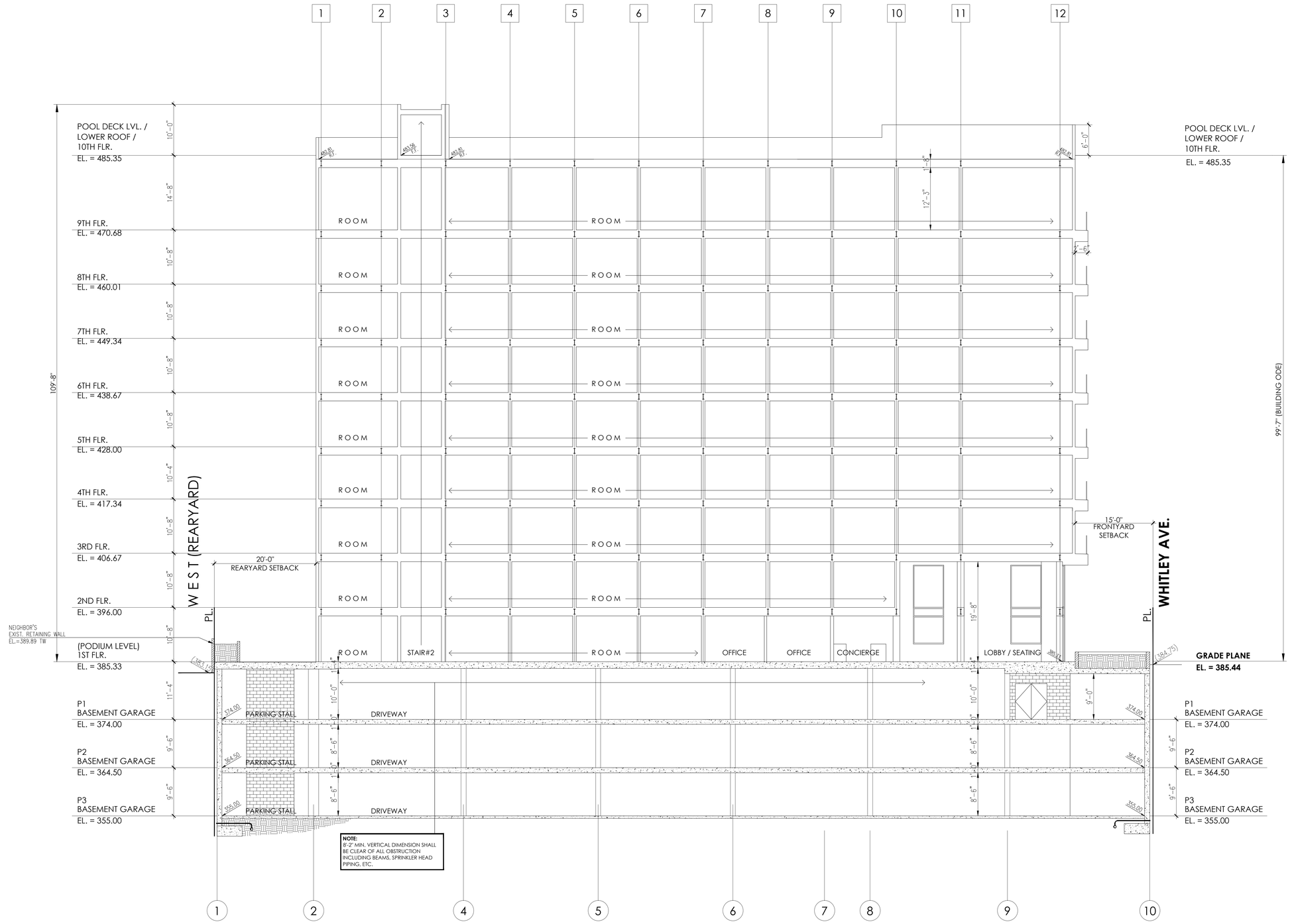

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Sheet Content:

SECTION THRU SKY LOUNGE

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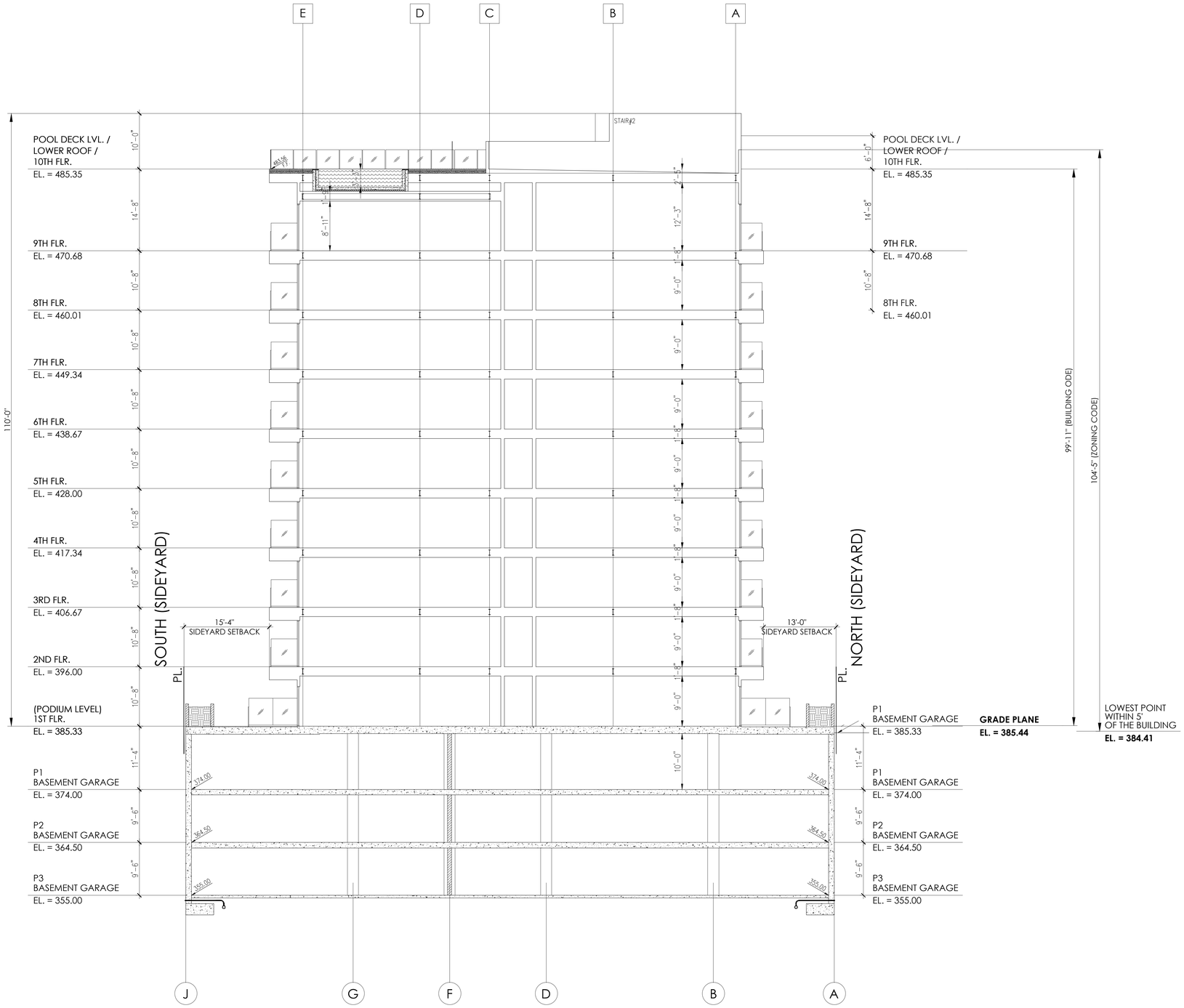

SECTION - C

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CROSS SECTION THRU POOL

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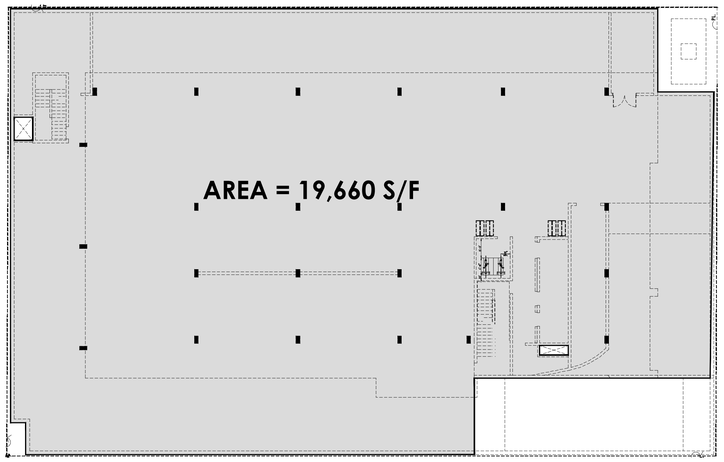

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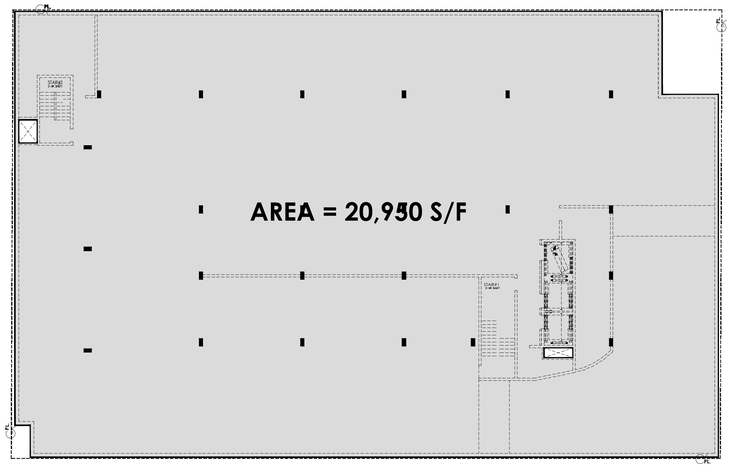

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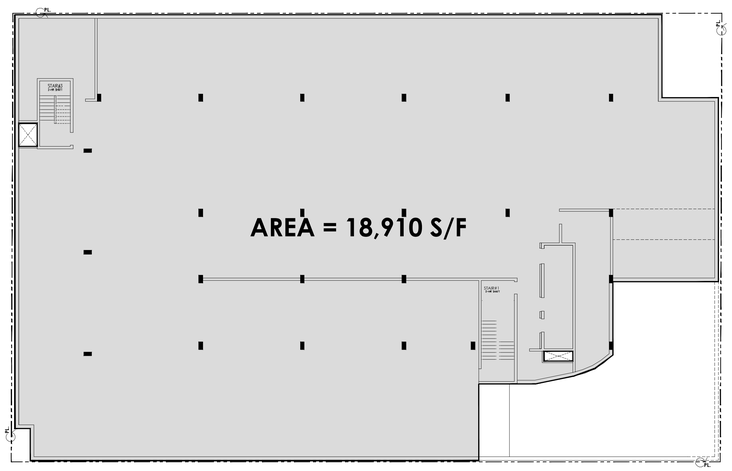

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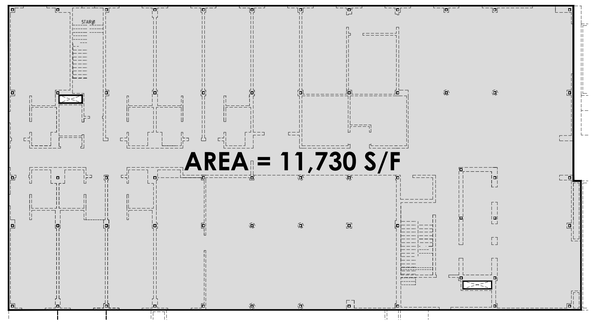
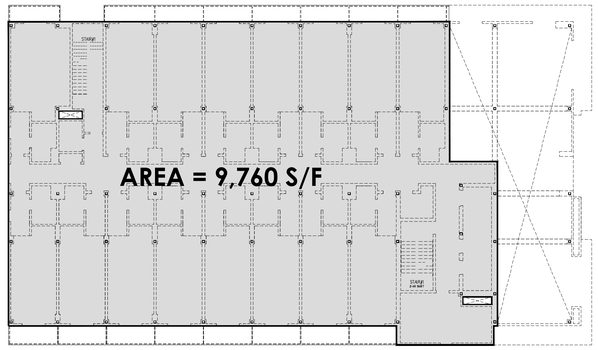
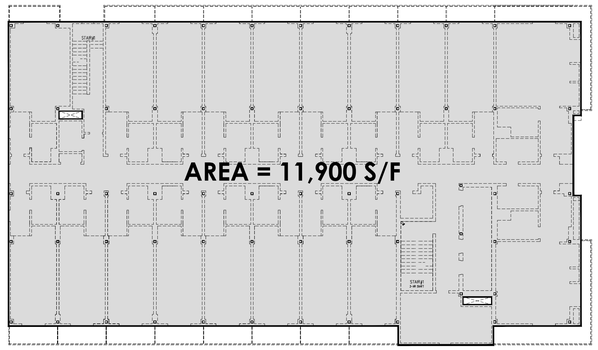


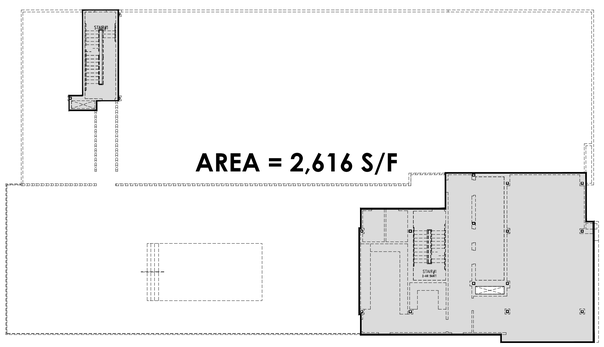
1ST FLOOR



2ND FLOOR



3RD TO 9TH FLOOR



10TH FLOOR

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:

WHITLEY APARTMENTS LLC

P.O. BOX 49953
LOS ANGELES, CA. 90049

Project Title:

156 ROOM
WHITLEY
HOTEL

####

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 CODE CALCULATION

Date : ####
Scale : 1/16" = 1'-0"
CAD : ####
Job : ####
Sheet :

G8-01

Of 0 Sheets

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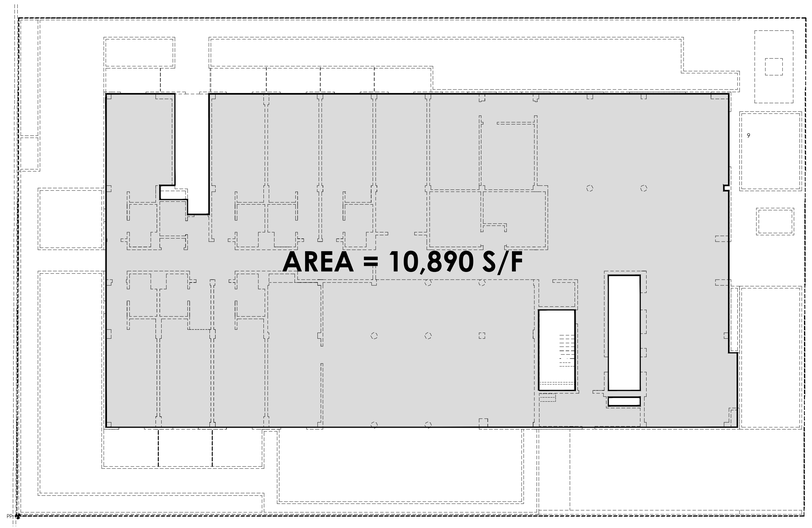
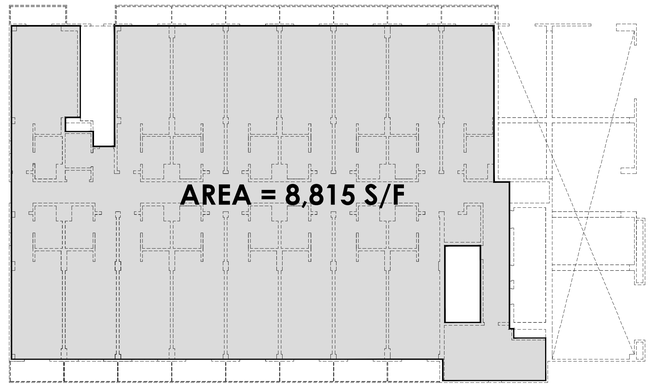


1ST FLOOR



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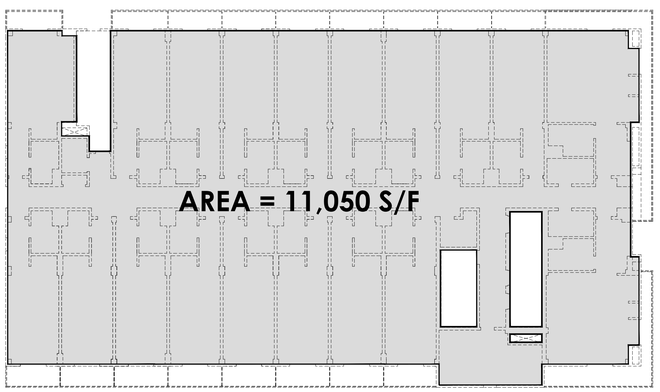
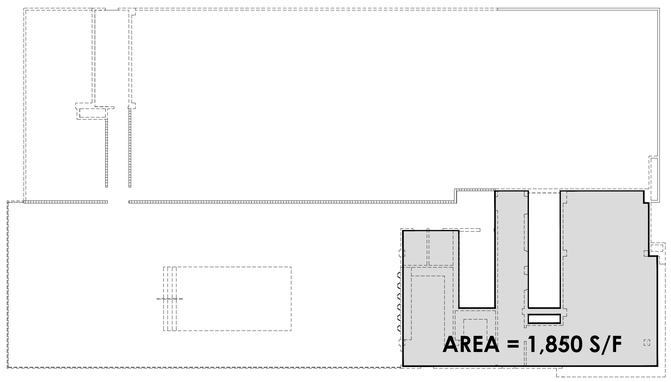


3RD TO 9TH FLOOR



10TH FLOOR

FLOOR AREA ZONING:				
FAR:				
1ST FLOOR		10,890	S/F	
2ND FLOOR		8,815	S/F	
3RD FLOOR		11,050	S/F	
4TH FLOOR		11,050	S/F	
5TH FLOOR		11,050	S/F	
6TH FLOOR		11,050	S/F	
7TH FLOOR		11,050	S/F	
8TH FLOOR		11,050	S/F	
9TH FLOOR		11,050	S/F	
10TH FLOOR		1,850	S/F	
TOTAL		**98,905**	**S/F**	= 99,452

Sheet Issue & Revision Log

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Developer:

WHITLEY APARTMENTS LLC

P.O. BOX 49953
LOS ANGELES, CA. 90049

Project Title:

156 ROOM
WHITLEY
HOTEL

1719 WHITLEY AVE.
LOS ANGELES, CA.

Architect:

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AIA
Architect

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Sheet Content:

FAR CALCULATION

Date : ####
Scale : CUSTOM
CAD : ####
Job : ####
Sheet :

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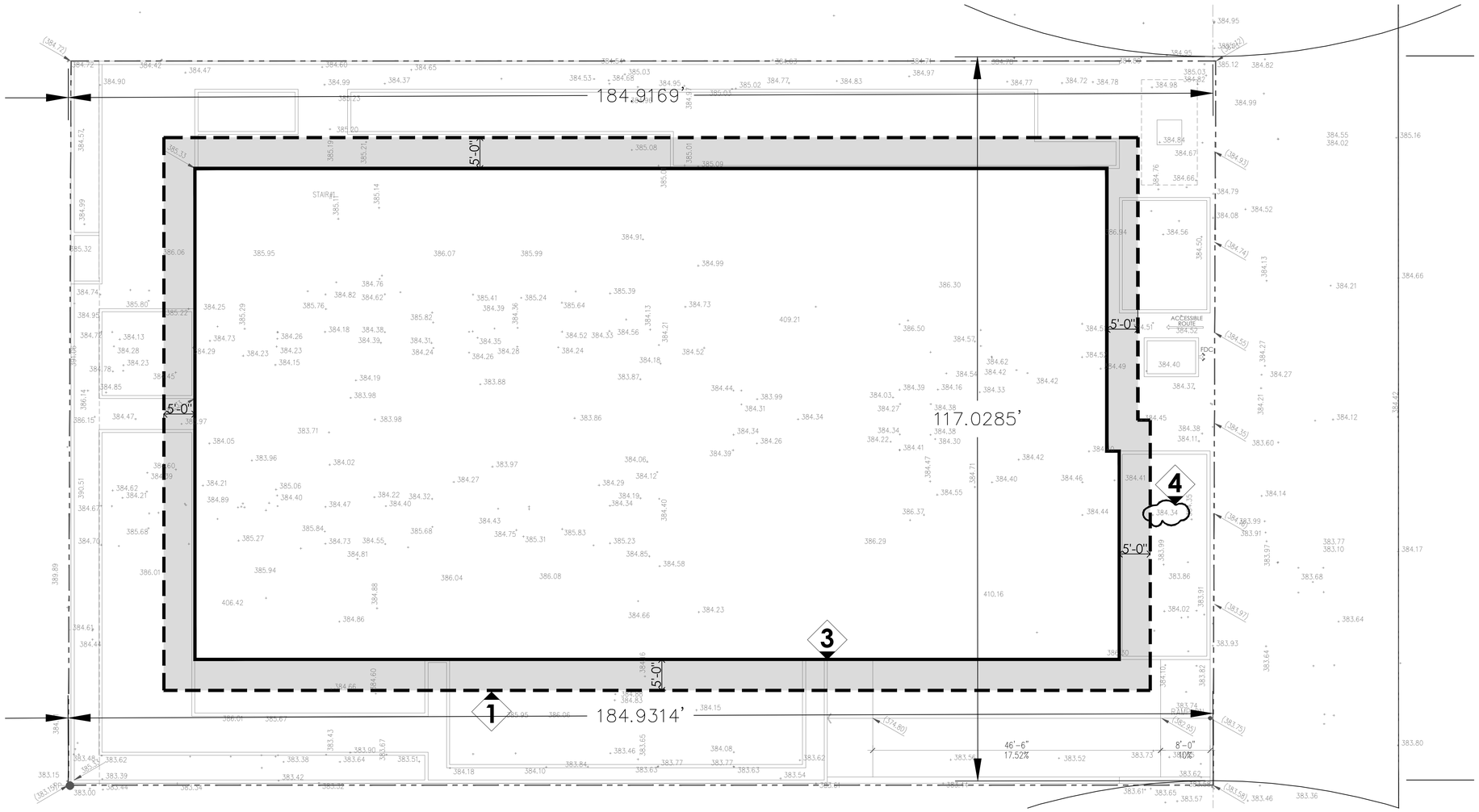

HEIGHT ON SURVEY

SCALE: 1/8" = 1'-0"

KEYNOTES:

1. 5 FEET AWAY FROM THE BUILDING LINE
2. BUILDING LINE
3. ROOF PARAPET (EL. = 503.69 FEET)
4. LOWEST POINT WITHIN 5'-0" (EL = 384.34)

HEIGHT OF THE BUILDING (PARAPET INCLD.): 503.69 – 384.34 = 119.35 FT.

Sheet Issue & Revision Log

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Project Title:

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1719 WHITLEY AVE.
LOS ANGELES, CA.

Architect:

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Architect Stamp:

Sheet Content:

HEIGHT ON SURVEY

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

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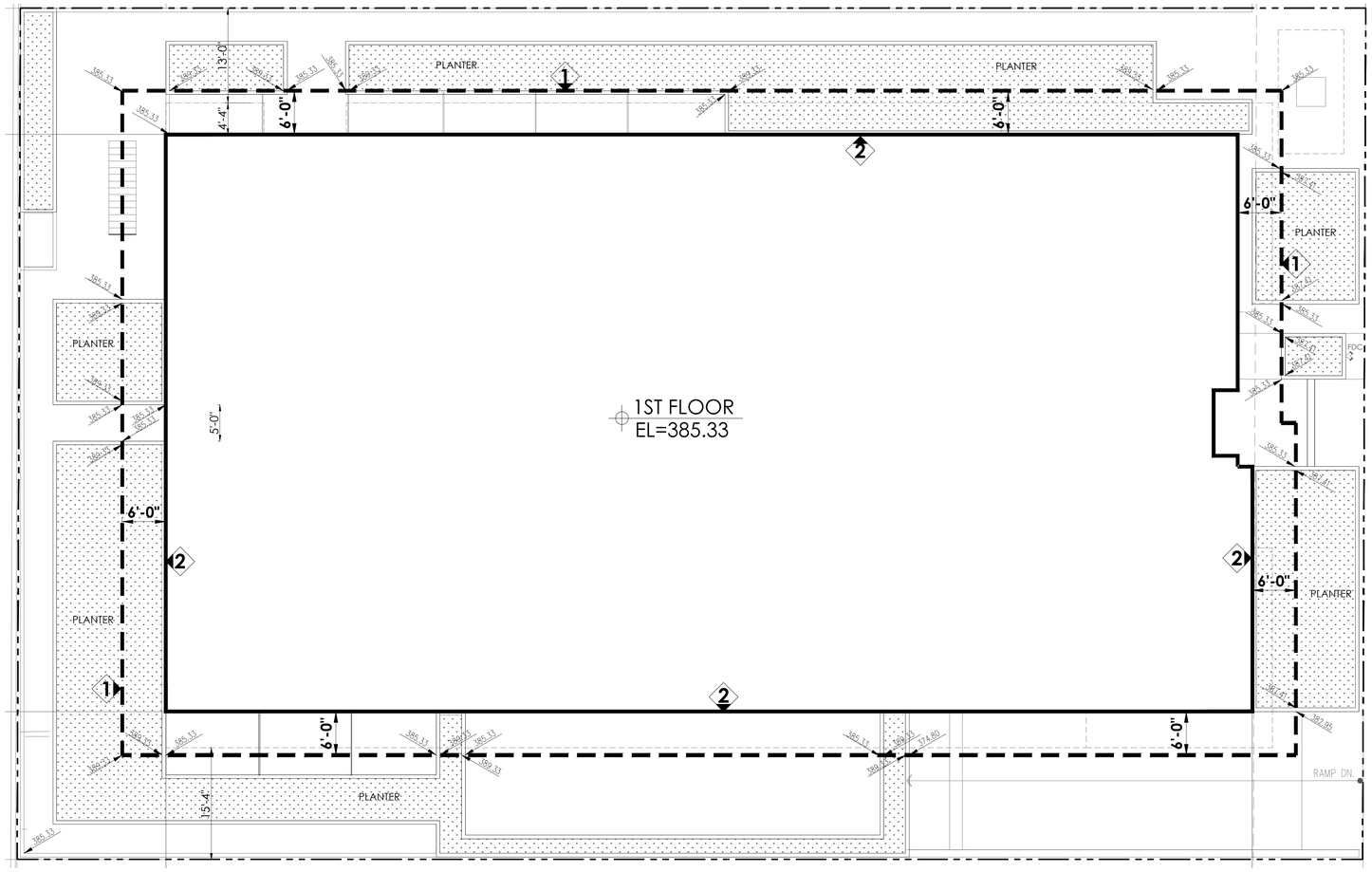

GRADE PLAN CALCULATION

SCALE: 1/8" = 1'-0"

KEYNOTE:

1. 6 FT. DIST. AWAY FROM THE BUILDING LINE
2. BUILDING LINE
3. HIGHEST EL. ROOF LVL = 503.69

503.69 - 386.03 = **117.66 FT.**

Sheet Issue & Revision Log

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Project Title:

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Architect:

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Sheet Content:

GRADE PLAN CALCULATION

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

G8-04

Of 0 Sheets

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Appendix G
Records Search Results