

**EXHIBIT D**

**ENVIRONMENTAL DOCUMENTS**



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

# Categorical Exemption – Class 32

## 638 Berendo Project

Case Number: ENV-2023-4546-CE

Related Case Number: DIR-2023-4545-TOC-SPR-VHCA

**Project Location:** 638-646 S. Berendo Street, 3273-3289 W. Wilshire Boulevard, Los Angeles, CA 90005/90010

**Community Plan Area:** Wilshire

**Council District:** 10 – Hutt

**Project Description:** The Project Site is located on the east side of South Berendo Street, north of West Wilshire Boulevard. The Site consists of 2 contiguous lots, located in the Wilshire Community Plan area of the City of Los Angeles. The Project Site contains a two- to three-story, 33,057 square-foot commercial building (Roseberry Building) and approximately 15,119 square foot surface parking lot with 64 automobile parking spaces. The Roseberry Building would be retained and the parking lot would be redeveloped. The Project would make minor alterations to the utilitarian north (rear) of the Roseberry Building. The required alterations to the Roseberry Building would be limited in scope, will be restricted to the utilitarian rear façade, and would not alter or remove any of the building's character-defining features. The Project would demolish the existing surface parking lot and construct a new eight-story residential building with 163 apartment dwelling units with 39 parking spaces on the ground-floor level and one subterranean level (P1). The 163 dwelling units would consist of 163 studio units. The Project would provide 118 bicycle parking spaces (11 short-term and 107 long-term).

Discretionary entitlements, reviews, permits and approvals required to implement the Project will include, but are not necessarily limited to, the following: 1) Pursuant to LAMC Section 12.22.A.31, and the Transit Oriented Communities Affordable Housing Incentive Program (TOC Guidelines) approval of a 163-unit Tier 4 development that will set aside 11 percent (18 units) of the Project's total number of dwelling units for Extremely Low Income Households and would utilize the following one (1) Base Incentive and three (3) Additional Incentives: a) Base Incentive – No required parking for residential units; b) Additional Incentive – A front yard setback which aligns with the northern adjoining building and a 35 percent reduction in the northern rear yard setback; c) Additional Incentive – A 25 percent reduction in required open space; and d) Additional Incentive – Averaging of Floor Area Ratio, Density, Parking or Open Space, and permitting Vehicular Access. 2) Pursuant to Los Angeles Municipal Code (LAMC) Section 16.05, the approval of Site Plan Review findings for a development project which creates, or results in, an increase of 50 or more dwelling units or guest rooms, or combination thereof.

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

**PREPARED FOR:**

The City of Los Angeles  
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**PREPARED BY:**

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July 2024



# Table of Contents

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<b><u>Section</u></b>	<b><u>Page</u></b>
1 Project Description.....	1-1
2 Environmental Analysis .....	2-1
1 Regulatory Framework.....	2-1
2 CCR Section 15332(a): General Plan Consistency .....	2-3
3 CCR Section 15332(b): Within City Limits and Less than 5 Acres .....	2-21
4 CCR Section 15332(c): No Value for Endangered Species.....	2-22
5 CCR Section 15332(d): Traffic.....	2-25
6 CCR Section 15332(d): Noise.....	2-31
7 CCR Section 15332(d): Air Quality .....	2-57
8 CCR Section 15332(d): Water Quality .....	2-88
9 CCR Section 15332(e): Public Services and Utilities.....	2-92
10 CCR Section 15300.2(a): Location .....	2-107
11 CCR Section 15300.2(b): Cumulative Impact.....	2-108
12 CCR Section 15300.2(c): Significant Effect .....	2-124
13 CCR Section 15300.2(d): Scenic Highways .....	2-127
14 CCR Section 15300.2(e): Hazardous Waste Sites .....	2-128
15 CCR Section 15300.2(f): Historical Resources.....	2-130

<b><u>Figures</u></b>	<b><u>Page</u></b>
1-1 Regional Map.....	1-5
1-2 Aerial Map.....	1-6
1-3 Plot Plan .....	1-12
6-1 Noise Measurement Locations .....	2-39
6-2 Construction Noise Contours.....	2-43
11-1 Related Projects Map .....	2-110
11-2 Cumulative Construction Noise Contours.....	2-112

<b><u>Tables</u></b>	<b><u>Page</u></b>
1-1 Public Transit.....	1-8
1-2 Project Site .....	1-9
1-3 Lot Area for Density Calculation .....	1-10
1-4 Density.....	1-13
1-5 Floor Area .....	1-13
1-6 Open Space.....	1-16
1-7 Landscape Area and Tree Requirement .....	1-17
1-8 Vehicle Parking.....	1-18

1-9	Electric Vehicle Parking .....	1-19
1-10	Bicycle Parking .....	1-19
1-11	Construction Schedule.....	1-22
2-1	General Plan Consistency Analysis.....	2-7
2-2	Community Plan Consistency Analysis .....	2-16
5-1	VMT Calculator .....	2-27
6-1	A-Weighted Decibel Scale .....	2-31
6-2	State of California Noise/Land Use Compatibility Matrix .....	2-34
6-3	Existing Noise Levels.....	2-38
6-4	Construction Schedule Assumptions.....	2-42
6-5	Construction Noise Impacts at Off-Site Sensitive Receptors .....	2-43
6-6	Estimated Hourly Construction Trips .....	2-44
6-7	Project Consistency with City of Los Angeles General Plan Noise Element .....	2-48
6-8	Vibration Source Levels for Construction Equipment .....	2-49
6-9	Building Damage Vibration Levels – On-Site Sources .....	2-51
6-10	Vibration Source Levels for Construction Equipment .....	2-54
6-11	Building Damage Vibration Levels – On-Site Sources .....	2-55
7-1	State and National Ambient Air Quality Standards .....	2-58
7-2	Ambient Air Quality Data .....	2-70
7-3	SCAQMD Emissions Thresholds.....	2-74
7-4	Project Consistency with City of Los Angeles Air Quality Element.....	2-79
7-5	Estimated Daily Construction Emissions .....	2-82
7-6	Estimated Daily Operations Emissions.....	2-83
9-1	Fire Stations.....	2-94
9-2	Estimated Student Generation .....	2-97
9-3	Parks and Recreation Centers.....	2-98
9-4	Los Angeles Public Libraries .....	2-99
9-5	Project Estimated Wastewater Generation.....	2-101
9-6	Project Estimated Water Demand .....	2-102
9-7	Landfill Capacity .....	2-104
9-8	Project Demolition and Construction Waste Generation .....	2-105
9-9	Project Estimated Solid Waste Generation .....	2-105
11-1	Related Projects Land Uses .....	2-109
11-2	Cumulative Construction Noise Impacts at Off-Site Sensitive Receptors .....	2-112
11-3	Related Project Trip Generation .....	2-114
11-4	Cumulative Estimated Wastewater Generation.....	2-122
11-5	Cumulative Estimated Water Demand.....	2-123
11-6	Cumulative Estimated Solid Waste Generation.....	2-123

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**Appendices**

- A     Plans, DG Architectural Consulting, February 9, 2024  
       Landscape Plans, GDG, January 4, 2024 (included within Appendix A)
- B     Tree Report and Tree Removal Request, Enjoli Ferrari Integrated, May 29, 2023
- C-1   Transportation Assessment, Gibson Transportation Consulting, July 2022
- C-2   Updated Transportation Assessment, Gibson Transportation Consulting, May 16, 2023
- C-3   Approval Letter, Los Angeles Department of Transportation, June 8, 2023
- C-4   No Replacement Parking Letter, Gibson Transportation Consulting, July 31, 2023
- D-1   Noise Technical Modeling, DKA Planning, June 2023
- D-2   Vibration Technical Modeling, DKA Planning, June 2023
- E     Air Quality Technical Modeling, DKA Planning, March 2024
- F     Related Projects List, May 24, 2023
- G-1   Updated Geotechnical Engineering Investigation, Geotechnologies, Inc., May 8, 2023
- G-2   Approval Letter, Los Angeles Department of Building and Safety, June 14, 2023
- H-1   Historical Resource Impacts Assessment Report, Historic Resources Group, July 2022
- H-2   Email, Office of Historic Resources, August 17, 2022
- H-3   Addendum Historical Resource Impacts Assessment Report, Historic Resources Group, May 25, 2022

# Section 1

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## Project Description

This section is based on the following item, which is included as **Appendix A** to this Categorical Exemption:

**A**     Plans, DG Architectural Consulting, February 9, 2024

Landscape Plans, GDG, January 4, 2024 (included within **Appendix A**)

## 1 Project Information

Project Title:            638 Berendo Project

Document Type:        Class 32 Categorical Exemption (CE) for new residential in-fill development (the Project)

Environmental No.:      ENV-2023-4546-CE

Related Case No.:       DIR-2023-4545-TOC-SPR-VHCA

Project Location:       638-646 S. Berendo Street, 3273-3289 W. Wilshire Boulevard, Los Angeles, CA 90005/90010 (Project Site or Site)

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Prior History:           The Applicant submitted an application on March 21, 2022 and Categorical Exemption in September 2022 (Case Nos. ENV-2022-1926-CE and DIR-2022-1925-TOC-SPR-HCA) for a 22-story (275 feet height), 343-unit multifamily residential building. The case was terminated by the Applicant on January 9, 2023.

## 2 Regulatory Setting

California Environmental Quality Act (CEQA) Guidelines, Article 19 (Categorical Exemptions):

*15300. CATEGORICAL EXEMPTIONS*

Section 21084 of the Public Resources Code requires these Guidelines to include a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

In response to that mandate, the Secretary for Resources has found that the following classes of projects listed in this article do not have a significant effect on the environment, and they are declared to be categorically exempt from the requirement for the preparation of environmental documents.

## 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.

## 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.*

## 3 Environmental Setting

### 3.1 Project Location

The Project Site is located on the east side of South Berendo Street, north of West Wilshire Boulevard. The Site consists of 2 contiguous lots, located in the Wilshire Community Plan area of the City of Los Angeles (City), zip codes 90005/90010 in the County of Los Angeles (County).

See **Figure 1-1, Regional Map**, for the location of the Project within the context of the City.

See **Figure 1-2, Aerial Map**, for an aerial view of the Site and the immediate surrounding area.

### 3.2 Surrounding Land Uses

North adjacent to the Site is an unnamed alley, a surface parking lot, and a five-story residential building (624 South Berendo Street), zoned R5P-2.

South across West Wilshire Boulevard is a 10-story multi-family residential building (3278 West Wilshire Boulevard), zoned C4-2.

West across South Berendo Street is a 13-story office building (3303 West Wilshire Boulevard) and six-level parking structure, zoned C4-2.

Southwest across West Wilshire Boulevard is a church (Immanuel Presbyterian Church, 3300 West Wilshire Boulevard), zoned C4-2. The building is a designated Los Angeles Historic-Cultural Monument (HCM)-743.<sup>1</sup>

East adjacent to the Site is a 17-story medical office building (3255 West Wilshire Boulevard), zoned C4-2.

Northeast adjacent to the Site is a three-story office building 639 South New Hampshire Avenue, zoned C2-2.

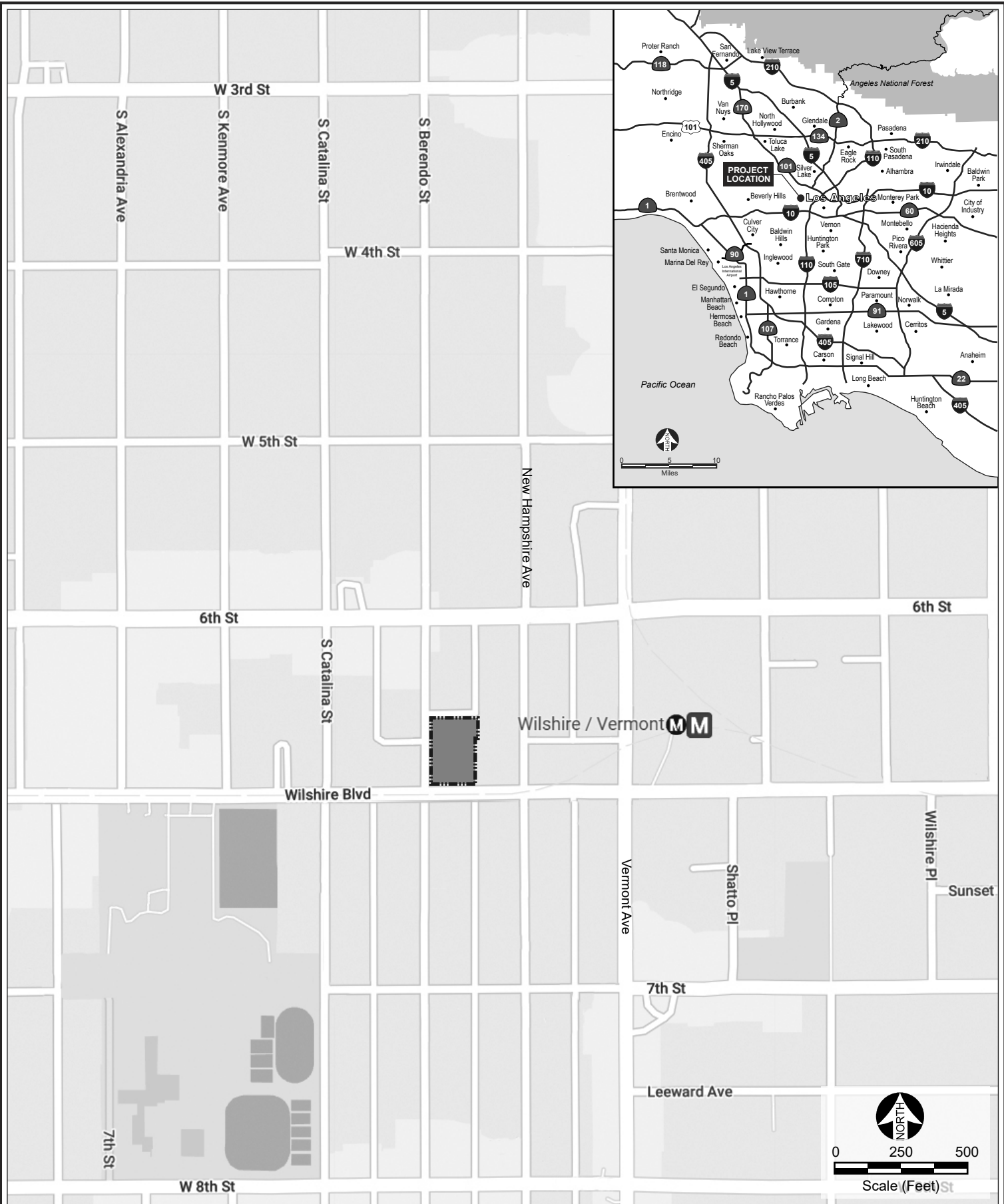
The nearest residential use:

- Multi-family residential building located at 624 South Berendo Street, 80 feet north of the Site.

The nearest schools:

- Everest Value School (grades K-8), located at 668 South Catalina Street, 365 feet southwest of the Site.
- RFK Community Schools (grades K-12), located at 701 South Catalina Street, 615 feet southwest of the Site.

<sup>1</sup> Los Angeles Historic Places: <https://hpla.lacity.org/report/e8747346-2654-4702-9d3c-420cea668bfa>, accessed March 20, 2024.



## Legend

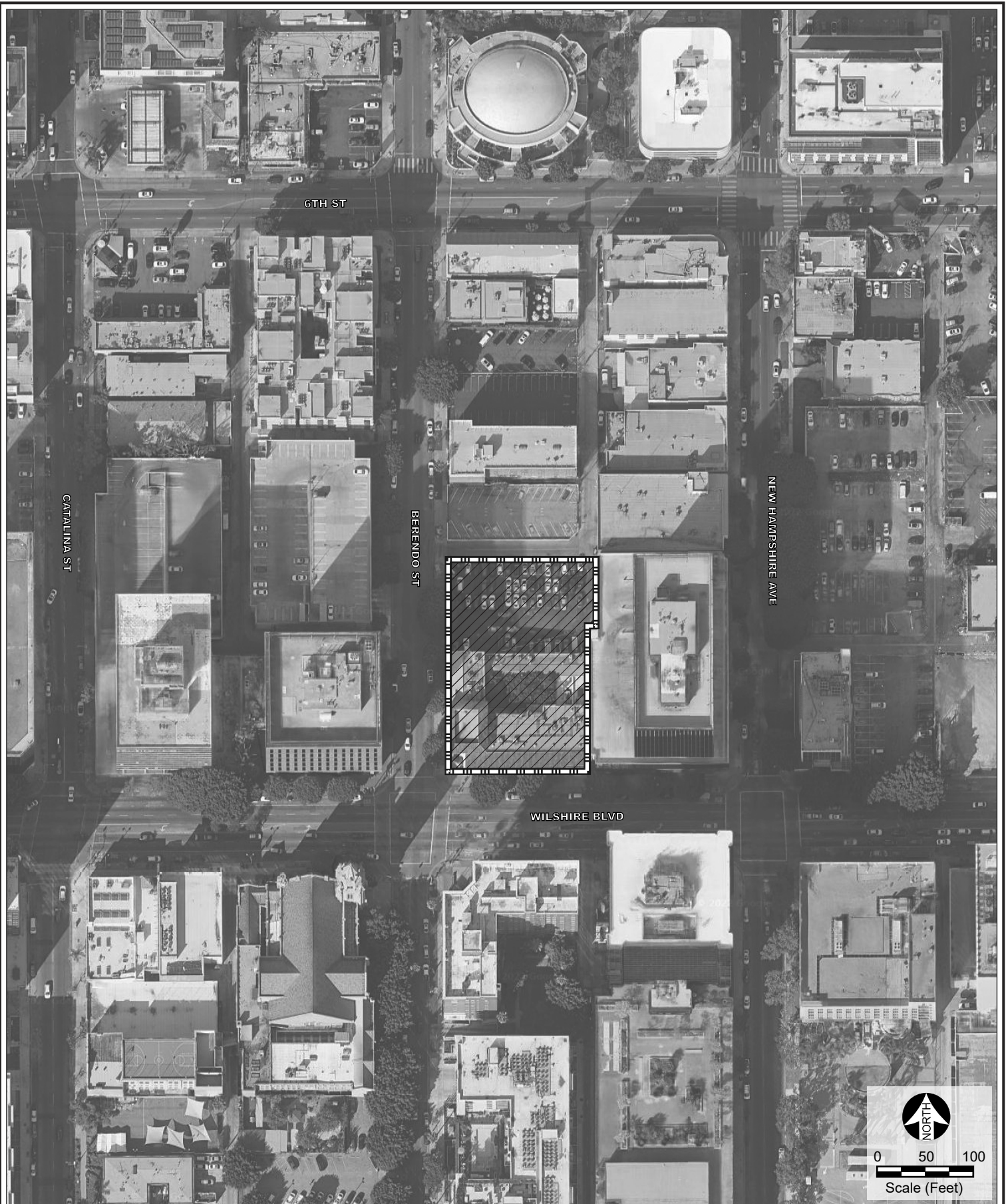


Project Site

Source: Google Maps 2022.

Figure 1  
Regional Location Map





### Legend



Project Site

Source: Google Maps 2022.

Figure 2  
Aerial Map

### 3.3 Regional and Local Access

Regional access is provided by:

- US-101 (Hollywood) Freeway, located 1.25 miles north of the Site
- I-10 (Santa Monica) Freeway, located 1.70 miles south of the Site

Local access is provided by:<sup>2</sup>

- West Wilshire Boulevard (Avenue I in the Mobility Plan 2035), directly south of the Site
- Berendo Street (Local Street Standard), directly west of the Site
- 6th Street (Avenue II), 350 feet north of the Site
- New Hampshire Avenue (Local Street Standard), 150 feet east of the Site
- Vermont Avenue (Avenue I), 550 feet east of the Site

### 3.4 Bicycle Facilities

There are several Metro Bike Share stations nearby:<sup>3</sup>

- South Berendo Street and West 7th Street, 850 feet south of the Site
- South Kenmore Avenue and West 6th Street, 875 feet northwest of the Site
- South Shatto Place and West Wilshire Boulevard, 1,030 feet east of the Site

There are several bicycle-friendly streets nearby:<sup>4</sup>

- South New Hampshire Avenue, 150 feet east of the Site
- South Catalina Street, 850 feet southwest of the Site

There is a dedicated bike lane on West 7th Street, 750 feet south of the Site.

### 3.5 Pedestrian Facilities

There is a sidewalk along the Project Site's west side on South Berendo Street and south side on West Wilshire Boulevard. Striped crosswalks are provided at all legs of the nearest signalized

<sup>2</sup> NavigateLA, Mobility Plan 2035: <https://navigateLA.lacity.org/navigateLA/>, accessed March 20, 2024.

<sup>3</sup> Metro Bike Share: <https://bikeshare.metro.net/stations/>, accessed March 20, 2024.

<sup>4</sup> According to LADOT's Bike Program, Bicycle Friendly Streets (BFS) facilities parallel major corridors and provide a calmer, safer alternative for bicyclists of all ages and skill levels. BFS are multi-modal streets, which means that they accommodate all neighborhood users from cars, to bikes, to pedestrians. <https://ladotbikeblog.wordpress.com/bfs/>

intersection (West Wilshire Boulevard and South Berendo Street).

### 3.6 Public Transit

The Site is in a High Quality Transit Area (HQTA)<sup>5</sup>, which are areas within one-half mile of a high-quality transit corridor, which is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.<sup>6</sup> The City of Los Angeles defines peak commute hours as between 6:00 AM and 9:00 AM and between 3:00 PM and 7:00 PM.

Los Angeles County Metropolitan Transportation Authority (Metro)<sup>7</sup> and Los Angeles Department of Transportation (LADOT)<sup>8</sup> operate public transit in the area, as shown in **Table 1-1, Public Transit**.

**Table 1-1  
Public Transit**

Line	Type	Direction	Stop	Distance to Site	Service (Peak Period)
<b>Metro</b>					
B	Train	East-west on Wilshire	Vermont	800 feet east	12 minutes
D	Train	East-west on Wilshire	Vermont	800 feet east	12 minutes
18	Bus	East-west on 6th	Catalina	530 feet northwest	6 minutes
20	Bus	East-west on Wilshire	Catalina	350 feet west	10-15 minutes
204	Bus	North-south on Vermont	Wilshire	800 feet east	10 minutes
720	Bus	East-west on Wilshire	Vermont	675 feet west	3-5 minutes
754	Bus	North-south on Vermont	Wilshire	530 feet east	10 minutes
<b>LADOT DASH</b>					
Wilshire Ctr	Bus	North-south on Vermont	Wilshire	620 feet east	20 minutes
Distance is measured from the closest point on any lot to the entrance(s) of a rail transit station (including elevators and stairways), or the middle of the street intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. Metro B Line schedule (September 10, 2023): <a href="https://cdn.beta.metro.net/wp-content/uploads/2024/03/20095022/802_TT_09-10-23-Revised.pdf">https://cdn.beta.metro.net/wp-content/uploads/2024/03/20095022/802_TT_09-10-23-Revised.pdf</a> Metro D Line schedule (September 10, 2023): <a href="https://cdn.beta.metro.net/wp-content/uploads/2024/03/20095022/802_TT_09-10-23-Revised.pdf">https://cdn.beta.metro.net/wp-content/uploads/2024/03/20095022/802_TT_09-10-23-Revised.pdf</a> Metro 18 Line schedule (June 23, 2024): <a href="https://cdn.beta.metro.net/wp-content/uploads/2024/06/20114638/018_TT_06-23-24.pdf">https://cdn.beta.metro.net/wp-content/uploads/2024/06/20114638/018_TT_06-23-24.pdf</a> Metro 20 Line schedule (June 23, 2024): <a href="https://cdn.beta.metro.net/wp-content/uploads/2024/06/20114641/020_TT_06-23-24.pdf">https://cdn.beta.metro.net/wp-content/uploads/2024/06/20114641/020_TT_06-23-24.pdf</a> Metro 204 Line schedule (June 23, 2024): <a href="https://cdn.beta.metro.net/wp-content/uploads/2024/06/20121314/204_TT_06-23-24.pdf">https://cdn.beta.metro.net/wp-content/uploads/2024/06/20121314/204_TT_06-23-24.pdf</a> Metro 720 Line schedule (June 23, 2024): <a href="https://cdn.beta.metro.net/wp-content/uploads/2024/06/20114620/720_TT_06-23-24-1.pdf">https://cdn.beta.metro.net/wp-content/uploads/2024/06/20114620/720_TT_06-23-24-1.pdf</a>					

<sup>5</sup> SCAG, HQTA 2016 based on the 2020-2045 RTP/SCS: <https://gisdata-scag.opendata.arcgis.com/datasets/high-quality-transit-areas-hqta-2016-scag-region?geometry=-121.570%2C33.364%2C-114.731%2C34.954>, accessed March 20, 2024.

<sup>6</sup> SCAG, Connect SoCal, Active Transportation Technical Report, page 26: [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_active-transportation.pdf?1606001530](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_active-transportation.pdf?1606001530), accessed March 20, 2024.

<sup>7</sup> Metro Maps: <https://www.metro.net/riding/guide/system-maps>, accessed March 20, 2024.

<sup>8</sup> LADOT DASH map: <https://www.ladottransit.com/map/dashmap.html>, accessed March 20, 2024.

Metro 754 Line schedule (December 10, 2023):

[https://cdn.beta.metro.net/wp-content/uploads/2023/12/01154119/754\\_TT\\_12-10-23-1.pdf](https://cdn.beta.metro.net/wp-content/uploads/2023/12/01154119/754_TT_12-10-23-1.pdf)

LADOT Wilshire Center (December 23, 2023): <https://www.ladottransit.com/dash/routes/wckt/wckt.html>

## 3.7 Planning and Zoning

**Table 1-2, Project Site**, lists the Site’s APNs, zoning and General Plan land use designation.

The Project Site is split zoned and General Plan designated as follows:

- C4-2 (Commercial zone in Height District 2) and Regional Center Commercial
- C2-2 (Commercial zone in Height District 2) and Regional Center Commercial
- R5P-2 (Multiple Dwelling zone and Automobile Parking zone in Height District 2) and Regional Center Commercial

The C4-2, C2-2, and R5 zones allow unlimited height and unlimited stories, and 6:1 FAR (floor-area-ratio).<sup>9</sup>

**Table 1-2  
Project Site**

Address	Lot	APN	Zone	General Plan
3273, 3275, 3277, 3279, 3281, 3283, 3285, 3287, 3289 W. Wilshire Boulevard, 646 S. Berendo Street	3	5502-026-021	C4-2	Regional Center Commercial
638, 642 S. Berendo Street	1	5502-026-022	C2-2 / R5P-2	
Source: Zone Information & Map Access System (ZIMAS): <a href="http://zimas.lacity.org">http://zimas.lacity.org</a> , March 2024.				

The Project Site has the following zoning classifications:

- ZI-2488 Redevelopment Project Area: Wilshire Center/Koreatown
- ZI-2374 State Enterprise Zone: Los Angeles
- ZI-2452 Transit Priority Area in the City of Los Angeles
- ZI-2498 Local Emergency Temporary Regulations – Time Limits and Parking Relief

The Site is within a Methane Buffer Zone.<sup>10</sup>

The Site is within the Los Angeles City Oil Field, but there are no wells on the Site.<sup>11</sup>

The Project Site is also located in a Transit Oriented Communities (TOC) Incentives Program Area. The Project Site is identified in ZIMAS as a Transit Oriented Communities (TOC) Tier 4

<sup>9</sup> Los Angeles Zoning Summary: <https://planning.lacity.org/zoning/regulations-summary>, accessed March 20, 2024.

<sup>10</sup> <http://zimas.lacity.org>, accessed March 20, 2024.

<sup>11</sup> CalGEM Wellfinder map: <https://maps.conservation.ca.gov/doggr/wellfinder/#/-118.94276/37.12009/6>, accessed March 20, 2024.

based on the shortest distance between any point on the lot and a qualified Major Transit Stop at the intersection of South Vermont Avenue and West Wilshire Boulevard, 800 feet east of the Site, which is served by Metro B and D Line subways.<sup>12</sup> As shown by **Table 1-1**, these lines have headways of 15 minutes or less during peak hours.

Pursuant to Assembly Bill (AB) 2097 (Government Code Section 65863.2), a public agency (such as the City<sup>13</sup>) is prohibited from imposing or enforcing minimum parking requirements on any residential, commercial or other development project (excluding event centers, hotels and similar transient lodging) that are within a one-half mile radius of a Major Transit Stop.<sup>14</sup>

The Project Site is located within an AB 2097: Reduced Parking Area.<sup>15</sup> The Project is a residential project located within one-half mile of a Major Transit Stop at the intersection of South Vermont Avenue and West Wilshire Boulevard, 800 feet east of the Site, which is served by Metro B and D Line subways.

### 3.8 Existing Conditions

The Project Site lot area is 36,066 square feet<sup>16</sup> (or 0.83 acres). The Project Site has a street frontage of approximately 150 feet on West Wilshire Boulevard, approximately 235 feet on South Berendo Street, and approximately 160 feet on the alley to the north.<sup>17</sup>

The Site composition is shown in **Table 1-3, Lot Area for Density Calculation**.

**Table 1-3**  
**Lot Area for Density Calculation**

Zone	Area (sf)	½ Alley (sf)	Total (sf)
R5P-2	14,223	1,498	15,721
C4-2	20,899	-	20,899
C2-2	944	100	1,044
<b>Total</b>	<b>36,066</b>	<b>1,598</b>	<b>37,664</b>
Plans, DG Architectural Consulting, February 9, 2024. Included as <b>Appendix A</b> of this CE.			

The Project Site contains a two- to three-story, 33,057 square-foot commercial building (Roseberry Building) and approximately 15,119 square foot surface parking lot with 64 automobile parking spaces. The Roseberry Building would be retained and the parking lot would be redeveloped.

The Roseberry Building was surveyed in the 2009 Wilshire Center and Koreatown Recovery

<sup>12</sup> Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

<sup>13</sup> City of Los Angeles, Assembly Bill 2097: <https://planning.lacity.gov/project-review/assembly-bill-2097>, accessed March 12, 2024.

<sup>14</sup> Memorandum, Implementation of AB 2097, October 23, 2023: [https://planning.lacity.gov/odocument/ecf69160-4a89-4078-a0b6-15ad6fd9bc33/AB2097\\_Memo\\_Oct\\_2023.pdf](https://planning.lacity.gov/odocument/ecf69160-4a89-4078-a0b6-15ad6fd9bc33/AB2097_Memo_Oct_2023.pdf), accessed March 20, 2024.

<sup>15</sup> Zone Information & Map Access System (ZIMAS): <http://zimas.lacity.org>, March 20, 2024.

<sup>16</sup> Plans, DG Architectural Consulting, February 9, 2024. Included as **Appendix A** to this CE.

<sup>17</sup> Measurements per Assessor information, <http://zimas.lacity.org>, accessed March 20, 2024.

Redevelopment Area (the “2009 CRA Survey”)<sup>18</sup> and was found eligible for listing in the National Register of Historic Places. Based on an observation of existing conditions, an examination of primary and secondary source research related to the history of the property, review of the relevant historic contexts, and an analysis under the eligibility criteria and integrity thresholds for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a City of Los Angeles Historic-Cultural Monument, the Roseberry Building eligible for listing in the National Register, the California Register, and as a local Historic-Cultural Monument. The Roseberry Building is therefore considered an historical resource.<sup>19</sup>

There are two street trees (*Ficus microcarpa*) on South Berendo Street in the sidewalk adjacent to the proposed development area (surface parking lot) and none onsite.<sup>20</sup> The street trees on South Berendo Street adjacent to the Roseberry Building and onsite trees in the Roseberry Building’s courtyard would be unaffected by the Project. There are no protected trees or shrubs<sup>21</sup> on the Site.

## 4 Project Description

### 4.1 Project Overview

The existing Roseberry Building would remain on the Project Site. The Project would make minor alterations to the utilitarian north (rear) of the Roseberry Building. The required alterations to the Roseberry Building would be limited in scope, will be restricted to the utilitarian rear façade, and would not alter or remove any of the building’s character-defining features.<sup>22</sup>

The Project would demolish the existing surface parking lot and construct a new eight-story residential building with 163 apartment dwelling units with 39 parking spaces on the ground-floor level and one subterranean level (P1).

The 163 dwelling units would consist of 163 studio units.

See **Figure 1-3, Plot Plan**, for the ground level of the Project.

<sup>18</sup> City of Los Angeles, Community Redevelopment Agency, Intensive Historic Resources Survey: Wilshire Center & Koreatown Redevelopment Area, prepared by PCR Services Corporation. June 2009.

<sup>19</sup> Historical Resources Impacts Assessment Report, Historic Resources Group, July 2022. Included as **Appendix H-1** to this CE.

<sup>20</sup> Tree Report and Tree Removal Request, Enjoli Ferrari Integrated, May 29, 2023. Included as **Appendix B** to this CE.

<sup>21</sup> LAMC Section 46.01: “PROTECTED TREE OR SHRUB” means any of the following Southern California indigenous tree species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree, or any of the following Southern California indigenous shrub species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the shrub: Protected Trees: (a) Oak tree including Valley Oak (*Quercus lobata*) and California Live Oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (*Quercus berberidifolia*); (b) Southern California Black Walnut (*Juglans californica*); (c) Western Sycamore (*Platanus racemosa*); (d) California Bay (*Umeellularia californica*). Protected Shrubs: (a) Mexican Elderberry (*Sambucus mexicana*); (b) Toyon (*Heteromeles arbutifolia*). This definition shall not include any tree or shrub grown or held for sale by a licensed nursery, or trees or shrubs planted or grown as a part of a planting program.

<sup>22</sup> Historical Resources Impacts Assessment Report, Historic Resources Group, July 2022. Included as **Appendix H-1** to this CE. See also the analysis of the current Project in Addendum Historical Resources Impacts Assessment Report, Historic Resources Group, May 25, 2023. Included as **Appendix H-3** to this CE.



Figure 3  
Plot Plan



## 4.2 Density

See **Table 1-4** for the density calculation. Pursuant to the City's General Plan and Los Angeles Municipal Code (LAMC) Sections 12.14 A.4, 12.13.5 A.1, 12.11 C.4 and 12.22 A 18, the maximum residential density within the C2, C4 and R5 zones are one dwelling unit for every 200 square feet of lot area. The Project could provide a base density of 190 units per TOC Guidelines (which rounds up once affordable units are added). The Project could request a TOC Base Incentive per Tier 4 (TOC Guidelines, Section VI.1.a.iv) to allow an increase in number of dwelling units by 80%, or 153 units. This would allow 343 dwelling units.

The Project proposes 163 units, of which 11% (18 units) would be reserved for Extremely Low Income (ELI) households. The remaining 145 units would be market-rate.

**Table 1-4**  
**Density**

Zone	Lot Area (sf)	LAMC Density		TOC Density		Provided
		Rate	Base	Incentive (+80%)	Max	
R5P-2	15,721	1 unit / 200 sf	79	+64	143	
C4-2	20,899	1 unit / 200 sf	105	+84	189	
C2-2	1,044	1 unit / 200 sf	6	+5	11	
<b>Total</b>			<b>190</b>	<b>+153</b>	<b>343</b>	<b>163</b>
LAMC rounds down, TOC rounds up (TOC Guidelines V.2.a.) Plans, DG Architectural Consulting, February 9, 2024. Included as <b>Appendix A</b> of this CE.						

## 4.3 Floor Area

See **Table 1-5** for the floor area and floor area ratio (FAR), or ratio of floor area to the Site's Buildable Area, excluding those portions of the lot which must be reserved for yard spaces, building line setback space, or which may only be used for accessory buildings or uses. Per the definition of Buildable Area in LAMC Section 12.03, for development of residential and mixed-use projects in the C2, C4, or C5 zones, Buildable Area shall have the same meaning of lot area.

**Table 1-5**  
**Floor Area**

Zone	Buildable Area	TOC Base		TOC Max		Provided	
		FAR	Floor Area	FAR	Floor Area	FAR	Floor Area
R5P-2	13,462 sf	6:1	80,772 sf	9.3:1	55% Increase	6.44:1	86,700
C4-2	20,899 sf	6:1	125,394 sf	9.3:1		-	-
C2-2	944 sf	6:1	5,664 sf	9.3:1		-	-
<b>Subtotal</b>	<b>35,305 sf</b>		<b>211,830 sf</b>		<b>328,367 sf</b>	<b>2.46:1</b>	<b>86,700 sf</b>
<b>Existing Building</b>							<b>33,057 sf</b>
<b>Total</b>			<b>211,830 sf</b>		<b>328,367 sf</b>	<b>3.39:1</b>	<b>119,757 sf</b>
LAMC rounds down, TOC rounds up (TOC Guidelines V.2.a.) Plans, DG Architectural Consulting, February 9, 2024. Included as <b>Appendix A</b> of this CE.							

The Project could provide a base FAR of 6:1 FAR and 211,830 square feet. The Project seeks the TOC Base incentive per Tier 4 (TOC Guidelines Section VI.1.b.iv) to increase the FAR and floor area by up to 55%, to 9.3:1 and 328,367 square feet.



The Project proposes a total floor area of 119,757 square feet and 3.39:1 FAR. Of this total, 33,057 square feet is the existing commercial building (Roseberry Building) and 86,700 square feet is the proposed residential building.

## 4.4 Height

Pursuant to LAMC Section 12.21.1.B.3(a), rooftop structures, equipment and improvements may exceed the maximum building height when authorized, provided the structure, equipment or improvement is screened from public view using non-reflective materials or otherwise made compatible with the overall design of the building.

Pursuant to LAMC Section 12.21.1.B.3, chimney, exhaust ducts, solar water heaters, or any roof structure housing stairways, elevators or ventilation fans may also exceed the building height limit by up to five feet, but are not required to provide a setback from the perimeter of the roof. Where height is limited to seventy-five (75) feet, roof structures for the housing of elevators and stairways may exceed the building height limit by up to twenty (20) feet in height.

The proposed building height per Height District 2 is unlimited for the Project Site.

The existing two- to three-story, 55'-0" building (Roseberry Building) in the C4-2 zone will be maintained.

The proposed building in the R5P-2 and C2-2 zones would be 99'-9" and eight stories.

## 4.5 Design and Architecture

See **Appendix A** of this CE for floor plans, elevations, sections, and renderings. The Project has been designed as an integrated single structure with articulation and variation consistent with applicable City design guidance.

Residential units located within the building have been integrated into the overall architectural theme of the Project.

The Project is designed with a façade that utilizes a variety of materials, including metal, cement plastering, and glass in order to add visual interest through different textures and colors. This variation, along with insets and offsets, and street-facing residential windows and glazing at the ground floor, avoids a dull or repetitive façade, and contribute to neighborhood safety by activating the ground floor and putting more “eyes on the street.”

Located off West Wilshire Boulevard on South Berendo Street, the main building entrance is located at the southwest corner of the project site that is adjacent to the historical building. By continuing similar lines from the Churrigueresque style building visually onto the building, the continuity of lines creates an articulated entrance into the residential building. Deep vertical elements mark the building entrance which is clad in heavily articulated cementitious panels and responds to the ornate moldings found in the historical building creating the base of the experience that is threaded through the building exterior and interior.

Residential amenities for the building are located at different levels throughout the building including the ground floor, second floor and an indoor and outdoor amenity roof deck which is to include amenities expected in today's market including an outdoor pool and roof deck, lounge spaces, workspaces, and fitness center.

The rhythmic articulation of the facades is appropriately scaled to create a pattern over the facade that doesn't become too transparent in respect to the surrounding context.

The building fenestration is primarily designed with corner windows at the residential units to create depth across the north and south facades while maximizing the interior views out to the Los Angeles skyline and Hollywood Hills. Balconies are partially projecting from the building facade adding an additional texture across the facades that will catch the sunlight and create patterns of shade and shadow. Vehicular circulation is thoughtfully located at the northeast corner of the property that is accessed by the alley to the north. The building setbacks allow for native drought tolerant landscaping on all sides of the building adding to the neighborhood experience.

The north façade is the Roseberry Building's rear façade and is utilitarian in nature; the building's significant Spanish Revival and Churrigueresque architecture is displayed on its two street-facing façades fronting West Wilshire Boulevard and South Berendo Street. These two façades will not be affected by the Project.

Further, the setting of the Roseberry Building has historically included tall buildings; the Talmage Apartments (1923) is ten stories in height, and the tower of Immanuel Presbyterian Church is 205 feet in height. Additional height and density were added to the area after World War II with the construction of high-rise corporate office buildings, including the 18-story tower located immediately adjacent to the Roseberry Building to the east (3255 West Wilshire Boulevard); the 11-story building located to the west across South Berendo Street (3301 West Wilshire Boulevard); and the 22-story office tower located to the southeast across West Wilshire Boulevard (3250 Wilshire Boulevard).<sup>23</sup>

## 4.6 Open Space

**Table 1-6, Open Space**, provides the amount of required open space under the LAMC and the open space proposed to be provided by the Project.

Per LAMC Section 12.21.G.2, new construction (resulting in additional floor area and additional units) of a building or group of buildings containing six or more dwelling units on a lot shall provide at a minimum the following usable open space per dwelling unit: 100 square feet for each unit having less than three habitable rooms; 125 square feet for each unit having three habitable rooms; and 175 square feet for each unit having more than three habitable rooms.

Per LAMC Section 12.21.G.2.(a)(1)(iv), common open space shall constitute at least 50% of the total required usable open space in developments built at an R3, RAS3, R4, RAS4, and/or R5 density regardless of the underlying zone.

<sup>23</sup> Historical Resources Impacts Assessment Report, Historic Resources Group, July 2022. Included as **Appendix H-1** to this CE. See also the analysis of the current Project in Addendum Historical Resources Impacts Assessment Report, Historic Resources Group, May 25, 2023. Included as **Appendix H-3** to this CE.

Per LAMC Section 12.21.G.2.(b)(2)(i), private open space shall contain a minimum of 50 square feet of which no more than 50 square feet per dwelling unit shall be attributable to the total required usable open space.

The Project is requesting a TOC Additional Incentive per Tier 4 (TOC Guidelines, Section VII.1.b.ii) to allow a reduction of 25% of the required open space. This would allow a reduction of 4,075 square feet. With application of the TOC reduction, the Project would be required to provide 12,225 square feet.

The Project would provide 12,263 square feet through residential indoor amenities, Terrace and courtyard, and balconies.

The 6,113 square feet of common open space is at least 50% of the total required usable open space. The private open space is at least 50 square feet total and no more than 50 square feet per unit.

**Table 1-6  
Open Space**

Use	Quantity	Rate	Total (sf)
Required			
< 3 habitable rooms	163 units	100 sf / unit	16,300
= 3 habitable rooms	0 units	125 sf / unit	0
> 3 habitable rooms	0 units	175 sf / unit	0
Subtotal			16,300
TOC Reduction (25%)			(4,075)
Total			12,225
Provided			
Common and open to the sky	Terrace and Courtyard		3,057
Common and indoor	Recreation		3,056
Private	123 balconies x 50 sf		6,150
Total Provided			12,263
Per LAMC 12.21.G			
Habitable Room - An enclosed subdivision in a residential building commonly used for living purposes, but not including any lobby, hall, closet, storage space, water closet, bath, toilet, slop sink, general utility room or service porch. A recess from a room or an alcove (other than a dining area) having 50 square feet or more of floor area and so located that it could be partitioned off to form a habitable room, shall be considered a habitable room.			
For the purpose of applying the open space requirements of Section 12.21 G., a kitchen as defined herein shall not be considered a habitable room.			
A studio and one-bedroom units have less than 3 habitable rooms. A two-bedroom has 3 habitable rooms.			
Plans, DG Architectural Consulting, February 9, 2024. Included as <b>Appendix A</b> to this CE.			

## 4.7 Landscaping

See **Table 1-7, Landscape Area and Tree Requirement**, for the required and provide landscape area and trees. Per LAMC Section 12.21.G.a.3, A minimum of 25 percent of the common open space area shall be planted with ground cover, shrubs or trees. At least one 24-inch box tree for every four dwelling units shall be provided on site and may include street trees in the parkway.

The Project is required to provide 25% of its 3,057 square feet of outdoor common open space as landscaping, or 765 square feet. The Project would provide 1,256 square feet (25%) of landscaped common open space on the ground floor, second level courtyard, and roof deck.

There are two street trees (*Ficus microcarpa*) on South Berendo Street in the parkway adjacent to the parking lot site to be redeveloped. The Project could remove the two street trees adjacent to the surface parking lot. Ficus trees historically lift sideways due to having aggressive root systems making it difficult to walk/move and or engage near this property. To prevent future hazards on the new property and to ensure the property is fully in compliance with all ADA standards and requirements, and to accommodate an LADWP transformer, it is being requested that these trees be removed.<sup>24</sup> Any tree removal will comply with the City's Tree Replacement Program (including Urban Forestry Division, Bureau of Street Services for the street trees).

The Project would be required to provide at least 41 trees (1 tree per 4 dwelling units). The Project would provide 41 trees.

The Project would comply with LAMC requirements for trees and landscaping.

**Table 1-7**  
**Landscape Area and Tree Requirement**

Use	Requirement	Quantity	Required	Provided
Landscape Area	25% of Outdoor Common Open Space	3,057 sf	765 sf	1,256 sf
Trees	1 tree per 4 residential units	163 units	41 trees	41 trees
Plans, DG Architectural Consulting, February 9, 2024. Included as <b>Appendix A</b> to this CE.				
Landscape Plans, GDG, January 4, 2024 (included within <b>Appendix A</b> ).				

## 4.8 Access and Circulation

The Site contains two curb cuts on South Berendo Street that provides access to the surface parking lot. The surface parking lot is also accessible by the alley to the north of the Site.

The curb cuts on South Berendo Street would be removed as part of the Project and the curb space to be allocated to loading space.

A driveway from the alley would lead to the parking levels of the building (ground-floor level 1 and subterranean level P1).

Pedestrian access to the existing commercial would be located on South Berendo Street. West Wilshire Boulevard access to this building will remain in its current configuration.

The Project would replace an existing surface parking lot serving the Roseberry Building. This parking must be replaced within 750 feet of the Project Site to comply with LAMC requirements. While a location for the replacement parking has not been definitively identified, the Applicant identified the property at 3200 West Wilshire Boulevard (two blocks east of the Project Site, at the

<sup>24</sup> Tree Report and Tree Removal Request, Enjoli Ferrari Integrated, May 29, 2023. Included as **Appendix B** to this CE.

southwest corner of South Vermont Avenue and West Wilshire Boulevard) as a potential location for the purpose of conducting this analysis.<sup>25</sup>

## 4.9 Vehicle Parking

**Table 1-8, Vehicle Parking**, provides the amount of required and provided vehicle parking.

Per LAMC 12.22 A-4, residential uses require The Project is requesting a TOC Base Incentive per Tier 4 (TOC Guidelines, Section VI.2.a.ii) which allows no required parking for residential units. Therefore, the minimum parking requirement per the TOC Guidelines is 0 spaces per unit (163 units x 0 spaces per unit).

The Project Site is located within an AB 2097: Reduced Parking Area, which prohibits the City from imposing or enforcing minimum parking requirements. The Project thus does not require any parking, if requested.

The Project would voluntarily provide 39 on-site parking spaces at the ground level and in one subterranean level.

The Project would no longer provide replacement parking for the Roseberry Building as allowed by Assembly Bill 2097, which prohibits a local jurisdiction from imposing minimum parking requirements on a development project located within 0.5 miles of a major public transit stop.<sup>26</sup>

**Table 1-8  
Vehicle Parking**

Use	Quantity	LAMC		TOC / AB 2097		Provided
		Rate	Amount	Rate	Amount	
Residential	163 studio	1 space / unit	163	0 space / unit	0	39
Required Replacement Commercial Parking						0
<b>Total</b>					<b>0</b>	<b>39</b>
Per LAMC 12.22 A.4 and AB 2097. Plans, DG Architectural Consulting, February 9, 2024. Included as <b>Appendix A</b> to this CE.						

### 4.9.1 Electric Vehicle Parking

California Building Code Section 4.106.4.2.2 applies to multifamily development projects with 20 or more dwelling units, hotels and motels with 20 or more sleeping units or guest rooms. It requires that ten percent (10%) of the total number of parking spaces on site provide Level 2 EVCS (electric vehicle charging stations); the installation of EV-ready spaces for twenty-five percent (25%) of the total number of parking spaces equipped with 240V outlets.

LAMC Section 99.04.16.4.2.2 creates electric vehicle (EV) parking requirements that applies to multifamily development projects with 20 or more dwelling units, hotels and motels with 20 or more sleeping units or guest rooms. It requires that 30 percent of the total number of parking spaces provided by EV-capable (on-site distribution transformers to simultaneously charge all

<sup>26</sup> No Replacement Parking Letter, Gibson Transportation Consulting, July 31, 2023. Included as **Appendix C-4** to this CE.

EVs at the requires spaces), 25 percent be EV-ready (spaces equipped with low power Level 2 charging receptacles), and 10 percent have EV chargers.

**Table 1-9, Electric Vehicle Parking**, provides the amount of required and provided electric vehicle parking. The Project will provide 14 EV spaces (10 will be EVSE and 4 will have EVCS).

**Table 1-9**  
**Electric Vehicle Parking**

Parking Provided	Required (EVSE + EVCS = EV)			Provided (EVSE + EVCS = EV)		
	EVSE	EVCS	EV Total	EVSE	EVCS	EV Total
39	10	4	14	10	4	14
Calculations for spaces shall be rounded up to the nearest whole number. EV total = 35% required. EVSE - electric vehicle supply equipment for future charging stations. 25% of total is required. EVCS – electric vehicle charging stations installed. 10% of total is required. 2022 California Green Building Standards Code, Title 24, Part 11 (CALGreen) and 2023 LAGBC. Section 4.106.4.2.2. Multifamily development projects with 20 or more dwelling units, hotels and motels with 20 or more sleeping units or guest rooms. <u>Plans</u> , DG Architectural Consulting, February 9, 2024. Included as <b>Appendix A</b> to this CE.						

## 4.10 Bicycle Parking

**Table 1-10, Bicycle Parking**, provides the amount of required and provided bicycle parking for the Project. LAMC 12.21.A.16(a) requires new projects to provide bicycle parking spaces. Short-term bicycle parking shall consist of bicycle racks that support the bicycle frame at two points. Long-term bicycle parking shall be secured from the general public and enclosed on all sides and protect bicycles from inclement weather.

The Project would provide 118 bicycle parking spaces (11 short-term and 107 long-term).

The existing building is not required to provide bike parking as a change of use.

**Table 1-10**  
**Bicycle Parking**

Use	Quantity	Short-Term Spaces			Long-Term Spaces		
		Rate	Required	Provided	Rate	Required	Provided
Residential	1-25 units	1 / 10 units	2.5		1 / 1 units	25	
	26-100 units	1 / 15 units	5		1 / 1.5 units	50	
	101-200 units	1 / 20 units	3.15		1 / 2 units	31.5	
	201+ units	1 / 40 units	0		1 / 4 units	0	
<b>Total</b>			<b>11</b>	<b>11</b>		<b>107</b>	<b>107</b>
LAMC Table 12.21 A.16 (a)(1)(i) and Ordinance No. 185,480. A minimum of two short-term bicycle parking spaces shall be provided in all cases. Per LAMC Section 12.21.A.16(b): When the application of these regulations results in the requirement of a fractional bicycle space, any fraction up to and included on-half may be disregarded, and any fraction over one-half shall be construed as requiring one bicycle parking space. Therefore the 2.5 spaces rounds down to 2 spaces. <u>Plans</u> , DG Architectural Consulting, February 9, 2024. Included as <b>Appendix A</b> to this CE.							

## 4.11 Lighting and Signage

Project signage would include building identification, wayfinding, and security markings. Signage would be similar to other signage in the Project's vicinity. No off-site signage is proposed.

Exterior lighting would be shielded to reduce glare and eliminate light being cast into the night sky. Security lighting would be integrated into the overall architecture and landscaping.

The Project would also comply with LAMC lighting regulations that include approval of street lighting plans by the Bureau of Street Lighting; limited light intensity from signage to no more than three foot-candles above ambient lighting; and limited exterior lighting to no more than two foot-candles of lighting intensity or direct glare onto specified sensitive uses, under the terms of the LAMC Section 93.0117(b).

## 4.12 Site Security

The Project would provide a passive security program to ensure the safety of its residents, employees, and visitors. Security features to assist in crime prevention efforts and to reduce the demand for police protection services would include secured building access/design to residential areas; lighting of building entryways and areas; and possible video surveillance. The security program would include controlling access; monitoring entrances and exits of buildings; monitoring fire/life/safety systems; and security lighting.

## 4.13 Sustainability Features

The Project would comply with the applicable Los Angeles Green Building Code (LAGBC, 2023 version effective January 1, 2023)<sup>27</sup> and the applicable California Green Building Standards Code (CalGreen, 2022 version effective January 1, 2023).<sup>28</sup> The applicability is determined when the Project is submitted and accepted by plan check.

All building systems would meet current Title 24 Energy Standards, and the proposed building would be designed to promote better day lighting and air ventilation. These standards would reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure. The sustainability features to be incorporated into the Project would include, but not be limited to, WaterSense-labeled plumbing fixtures and Energy Star-labeled appliances, reduction of indoor and outdoor water use, weather-based controller and drip irrigation systems, and water-efficient landscape design. In addition, the landscaping on the outdoor decks would serve to help reduce solar heat gain and facilitate stormwater generation on-site. Furthermore, the Project would recycle and reuse building and construction materials to the maximum extent feasible.

The Project would recycle and reuse building and construction materials to the maximum extent feasible.

<sup>27</sup> City of Los Angeles Department of Building and Safety, Green Building, available at <http://ladbs.org/forms-publications/forms/green-building>, accessed on March 20, 2024.

<sup>28</sup> California Building Codes: <https://www.dgs.ca.gov/BSC/CALGreen>, accessed on March 20, 2024.

The Project will provide EV spaces as required by the LAMC.

In accordance with City Ordinance 187714, the Project would be all-electric with the exception of any cooking equipment associated with any gas-powered emergency backup systems.

The Project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities. The Project's proximity to public transportation would reduce vehicle miles traveled for residents and visitors.

### 4.13.1 Solar Ready Roof

The 2022 Building Energy Efficiency Standards took effect on January 1, 2023. Low-rise multi-family buildings that do not have a photovoltaic system installed shall comply with the requirements of CCR Title 24, Part 6, Section 110.10(b) through 110.10(d).

LAMC Section 99.05.211.1 (Solar Ready Buildings) states that Projects must comply with California Energy Code Section 110.10. There are 2 exceptions: Additions having less than 2,000 square feet of new roof area and alterations.

The solar zone shall be located on the roof or overhang of the building or on the roof or overhang of another structure located within 250 feet of the building or on covered parking installed with the building project, and shall have a total area no less than 15 percent of the total roof area of the building excluding any skylight area. The solar zone requirement is applicable to the entire building, including mixed occupancy.

Per Exception 4 to Section 110.10(b)1B: Low-rise and high-rise multifamily buildings with all thermostats in each dwelling unit are demand response controls that comply with Section 110.12(a), and are capable of receiving and responding to Demand Response Signals prior to granting of an occupancy permit by the enforcing agency. In addition, in each dwelling unit, comply with one of the following measures: Install a dishwasher that meets or exceeds the ENERGY STAR Program requirements with either a refrigerator that meets or exceeds the ENERGY STAR Program requirements or a whole house fan driven by an electronically commutated motor.<sup>29</sup>

Therefore, should the Project provide smart thermostats and Energy Star rated dishwashers and refrigerators in every unit, it may be exempt from solar ready roofs per CBC Title 24 Energy Code Exception 4.

## 4.14 Anticipated Construction Schedule

The estimated construction schedule is shown in **Table 1-11, Construction Schedule**. The estimated operational year is 2026.<sup>30</sup>

<sup>29</sup> CEC, 2022 Building Energy Efficiency Standards, Section 110.10: <https://energycodeace.com/site/custom/public/reference-ace-2019/index.html#!Documents/section11010mandatoryrequirementsforsolarreadybuildings.htm>

<sup>30</sup> Estimates provided by the Applicant, July 2021 and Updated Transportation Analysis, Gibson Transportation Consulting, May 3 2023. Included as **Appendix C-2** to this CE.



**Table 1-11  
Construction Schedule**

<b>Phase</b>	<b>Length (Work Days)</b>
Demolition (remove asphalt)	43 days
Grading and Export	60 days
Construction	284 days
Trenching	86 days
Architectural Coatings	302 days

Assumes 5 days per week. No work on weekend.  
Demolition involves removing buildings or structures.  
Site Preparation involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.  
Grading involves the cut and fill of land to ensure that the proper base and slope is created for the foundation.  
Trenching is associated with underground utilities.  
Building Construction involves the construction of the foundation, structures and buildings.  
Paving involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.  
Architectural Coating involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.  
Construction schedule, including start, end, and duration dates are estimates only. Some overlap of phasing may occur.  
The analysis assumes that construction would start in 2024. In practice, construction could begin at a later time. However, using an earlier start date represents a worst-case scenario for the analysis of construction emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.  
Estimates provided by the Applicant, July 2021 and updated July 2022.

The Project would maintain the existing building and remove the approximately 16,500 square foot surface parking lot with 64 spaces.

For a conservative assumption, the Project will excavate at a depth of approximately 11 feet for the subterranean parking level.<sup>31</sup>

No fill will be imported to the Site. The amount of materials exported will be up to approximately 18,075 cubic yards.<sup>32</sup> Export would be deposited at a landfill in Irwindale, approximately 40 miles from the Site (one-way). Truck routes are expected to utilize the most convenient access to freeway ramps. The truck routes would comply with the approved truck routes designated within the City and/or adjacent jurisdictions. Trucks traveling to and from the Project Site must travel along the designated routes.

## 4.15 Discretionary Requests

Discretionary entitlements, reviews, permits and approvals required to implement the Project will

<sup>31</sup> Plans, DG Architectural Consulting, February 9, 2024. Included as **Appendix A** to this CE.

<sup>32</sup> Estimates provided by the Applicant, June 2022. 12,000 cy export with a swell factor increased to 18,075 cy.

include, but are not necessarily limited to, the following:<sup>33</sup>

1) Pursuant to **LAMC Section 12.22.A.31**, the Applicant requests permission to utilize a Base Incentives and three Additional Incentives defined by the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines) to construct a maximum of 163 dwelling units, including 18 (11%) Extremely Low-Income Restricted Affordable dwelling units. The site's location qualifies it for Tier 4 level TOC approval. This application requests the use of the following incentives:

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

i. Section VI.2.a.ii: No required parking for residential units.

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

i. Sections VII.a.ii.1 and VII.a.ii.21 A front yard setback which aligns with the northern adjoining building and a 35 percent reduction in the northern rear yard setback.

ii. Section VII.b.ii: A 25 percent reduction in required open space.

iii. Section VII.e: Averaging of Floor Area Ratio, Density, Parking or Open Space, and permitting Vehicular Access.

2) Pursuant to **Los Angeles Municipal Code (LAMC) Section 16.05**, the Applicant requests the approval of Site Plan Review findings for a development project which creates, or results in, an increase of 50 or more dwelling units or guest rooms, or combination thereof. The Applicant is proposing a 8-story residential development consisting of 163 dwelling units.

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

<sup>33</sup> [Attachment A Request for Discretionary Approvals](#), June 2023.

# Section 2

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## Environmental Analysis

### 1 Regulatory Framework

Title 14 of the California Code of Regulations, Chapter 3 (Guidelines for Implementation of the California Environmental Quality Act (CEQA), Article 19 (Categorical Exemptions), Section 15300 (Categorical Exemptions) includes a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

For the reasons discussed in detail later in this document, the Project is categorically exempt from CEQA under the Class 32 exemption, as set forth in Section 15332, Article 19, Chapter 3, Title 14 of the California Code of Regulations (CCR). The Class 32 exemption promotes infill development within urbanized areas by exempting environmentally benign urban in-fill projects that are consistent with the local general plan and zoning requirements and can be served with existing utilities and public services. The Class 32 exemption does not apply to projects that would result in significant traffic, noise, air quality, or water quality impacts. Application of this exemption, as with all categorical exemptions, is limited by the regulatory exceptions identified in Section 15300.2, listed below.

#### *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.*

#### *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 [to] 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.*

## 2 Discussion of CCR Section 15332(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.**

In order to qualify for a Class 32 exemption, a project must be found to be consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. It is worth noting that plan inconsistencies in and of themselves are not a significant impact on the environment cognizable under CEQA, which recognizes only direct physical changes in the environment or reasonably foreseeable indirect physical changes in the environment.<sup>1</sup>

The legal standard that governs consistency determinations is that a project must only be in general “harmony” with the applicable land use plan to be consistent with that plan, it doesn’t require perfect conformity with each and every provision and requirement of a plan, a determination over which a lead agency land use authority such as the City has significant discretion.<sup>2</sup>

### 2.1 General Plan

The General Plan consists of seven State-mandated elements: Land Use, Mobility, Noise, Safety, Housing, Open Space, and Conservation; and elements addressing Air Quality, Infrastructure Systems, Public Facilities and Services, Health and Wellness, as well as the Citywide General Plan Framework Element. The Framework Element establishes the overall policy and direction for the City’s entire General Plan. It provides a citywide context and a comprehensive long-range strategy to guide the comprehensive update of the General Plan’s other mandated and optional elements. The Framework Element establishes the fundamental and over-arching goals, objectives and policies for the City and its Community Plans and Specific Plans.

#### 2.1.1 Land Use

In Los Angeles, the Land Use element of the General Plan is made up of the City’s 35 Community Plans. The Project is subject to the Wilshire Community Plan. The Project would demonstrate consistency with the Land Use Element through consistency with the Community Plan (discussed below).

<sup>1</sup> See Guidelines Section 15064(d)-(e),

<sup>2</sup> See *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 717-18 [upholding a city’s determination that a subdivision project was consistent with the applicable general plan]. As the Court explained in *Sequoyah*, “state law does not require an exact match between a proposed subdivision and the applicable general plan.” To be “consistent” with the general plan, a project must be “compatible with the objectives, policies, general land uses, and programs specified in the applicable plan,” meaning, the project must be “in agreement or harmony with the applicable plan.” (see also *Greenebaum v. City of Los Angeles* (1984) 153 Cal.App.3d 391, 406; *San Franciscans Upholding the Downtown Plan v. City And County Of San Francisco*, 102 Cal.App.4th at p. 678.) Further, “[a]n action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.” (*Friends of Lagoon Valley v. City of Vacaville* (2007) 154 Cal.App.4th 807, 817.) Courts also recognize that general plans “ordinarily do not state specific mandates or prohibitions,” but instead provide “policies and set forth goals.” (*Friends of Lagoon Valley*.)

## 2.1.2 Mobility Element

The goals of the Transportation Chapter of the Framework Element are to provide adequate accessibility to commerce, work opportunities, and essential services, and to maintain acceptable levels of mobility for all those who live, work, travel, or move goods in the City. The Transportation Chapter includes proposals for major transportation improvements to enhance the movement of goods and to provide greater access to major intermodal facilities, such as the ports and airports. As discussed in the Transportation Chapter of the Framework Element, the goals, objectives, policies, and related implementation programs of the Transportation Chapter are set forth in the Transportation Element of the General Plan adopted by the City in September 1999.

As an update to the Transportation Element, the City Council initially adopted Mobility Plan 2035 in August 2015. The Mobility Plan 2035 was readopted in January 2016 and amended in September 2016.<sup>3</sup> Mobility Plan 2035 incorporates “complete streets” principles and lays the policy foundation for how the City’s residents interact with their streets. Mobility Plan 2035 includes five main goals that define the City’s high-level mobility priorities: (1) Safety First; (2) World Class Infrastructure; (3) Access for All Angelenos; (4) Collaboration, Communication, and Informed Choices; and (5) Clean Environments and Healthy Communities. Each of the goals contains objectives and policies to support the achievement of those goals. Accordingly, the goals of the Transportation Chapter are now implemented through Mobility Plan 2035.

## 2.1.3 Noise Element

The Noise Element includes programs and noise mitigation guidelines, but also recognizes that many noise sources are beyond the City’s jurisdictional control. The Noise Element is implemented by the City’s noise ordinances, against which the Project’s noise impacts are analyzed herein.

## 2.1.4 Safety Element

Adopted in November 2021, the Safety Element offers a high-level overview of how the City plans for disasters. California Government Code specifies General Plan requirements that pertain to safety, which can be addressed in the Safety Element or the Local Hazard Mitigation Plan. The Local Hazard Mitigation Plan (LHMP) guides the City in reducing risks from disasters to people, property, economy and environment.<sup>4</sup>

The Safety Element of the General Plan provides a contextual framework for understanding the relationship between hazard mitigation, response to a natural disaster and initial recovery from a natural disaster. Chapters I and III of the Safety Element outline the scope of the City Emergency Operations Organization (EOO)’s on-going efforts to use experiences and new information to improve the City’s hazard program. Chapter II outlines the City’s historic commitment to improving its prevention of controllable disasters, mitigation of impacts associated with disasters and response to disaster events.

<sup>3</sup> City of Los Angeles, Department of City Planning, Mobility Plan 2035, adopted September 2016.

<sup>4</sup> City of Los Angeles, Department of City Planning, Safety Element, adopted November 2021.

Goals and policies of the Safety Element, relate to hazard mitigation by the City, including emergency response (multi-hazard), and disaster recovery (multi-hazard). The goals and objectives of the Safety Element provide a guideline for the City's service systems and do not relate to actions of the private developer. As such, these goals and objectives are not evaluated. However, regulations arising out of the objectives of the Safety Element are reflected in the Building and Safety Code and the Fire Code provision with which the Project must comply in order to obtain building permits and a certificate of occupancy.

## 2.1.5 Housing Element

Adopted in November 2021, the Housing Element 2021–2029 of the City's General Plan identifies five primary goals that will guide the Element:<sup>5</sup>

- Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable portions that meet existing and projected needs.
- Goal 2: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.
- Goals 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.
- Goal 4: A City that fosters racially and socially inclusive neighborhoods and corrects the harms of historic racial, ethnic, and social discrimination of the past and present.
- Goal 5: A City that is committed to preventing and ending homelessness.

The Regional Housing Needs Assessment (RHNA) is the State required process that seeks to ensure cities and counties are planning for enough housing to accommodate all economic segments of the community. For this current 2021-2029 Housing Element 6th cycle, the regional Southern California Association of Governments (SCAG) issued a target of 456,643 housing units for the entire City of Los Angeles, of which 184,721 units (40%) are designated for very low-and low-income households.

On February 22, 2022, the California Department of Housing and Community Development (HCD) rejected the 2021 Housing Element<sup>6</sup>, telling the City that it must re-zone more quickly to comply with stricter state laws that are aimed at more development across California. Under the state's ruling, the city must rezone for 255,000 new homes by mid-October, instead of over the next three years.

Los Angeles City Planning and the Los Angeles Housing Department worked together to address feedback received from HCD and prepare revisions (targeted amendments) to programs to address the new Affirmatively Furthering Fair Housing (AFFH) requirements.

<sup>5</sup> Los Angeles, Housing Element 2021-2029, adopted November 2021: <https://planning.lacity.org/plans-policies/housing-element-update#adopted-plan>

<sup>6</sup> California Department of Housing and Community Development, [https://planning.lacity.org/odocument/f058cf1b-ce3a-4e10-ad07-9972e24585e2/HCD\\_comment\\_Letter.pdf](https://planning.lacity.org/odocument/f058cf1b-ce3a-4e10-ad07-9972e24585e2/HCD_comment_Letter.pdf)

On June 14, 2022, the Los Angeles City Council adopted the targeted amendments to the 2021-2029 Housing Element (Council File No. 21-1230-S1). The amended Housing Element was provided to HCD immediately after its adoption for review and certification.<sup>7</sup> On June 29, 2022, HCD confirmed that the amended Housing Element is in full compliance with State Housing Element Law.<sup>8</sup>

### 2.1.6 Open Space Element

The Open Space and Conservation Chapter of the Framework Element contains goals, objectives, and policies to guide the provision, management, and conservation of public open space resources; address the outdoor recreational needs of the City's residents; and guide amendments to the General Plan Open Space Element and Conservation Element.

### 2.1.7 Conservation Element

The City of Los Angeles General Plan includes a Conservation Element. Section 5 of the Conservation Element recognizes the City's responsibility for identifying and protecting its cultural and historical heritage. The Conservation Element established an objective to protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes and a corresponding policy to continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities.<sup>9</sup>

### 2.1.8 Consistency Analysis

**Table 2-1, General Plan**, lists the goals for land use that apply to developers in collaboration with local government. As shown, the Project will be consistent with the applicable (developer-controlled or focused) goals of the General Plan for each land use.

The Project's residential uses are consistent with the goals of the General Plan Framework. Therefore, there would be no significant impacts due to consistency with land use designations in the General Plan.

<sup>7</sup> Los Angeles, Housing Element 2021-2029, news: <https://planning.lacity.org/plans-policies/community-plan-update/housing-element-news/city-council-adopts-targeted-amendments>, accessed March 20, 2024.

<sup>8</sup> California Department of Housing and Community Development: <https://planning.lacity.org/odocument/c30f832f-9f91-47ff-bcc0-69f33b197a11/LACityAdoptedIN062922.pdf>, accessed March 20, 2024.

<sup>9</sup> City of Los Angeles Conservation Element of the General Plan, adopted September 26, 2001, p. II-9.



**Table 2-1**  
**General Plan Framework, Mobility, Housing, Conservation, Health and Wellness, and**  
**Infrastructure and Public Services and Element Consistency Analysis**

Goal, Objectives, Policies	Discussion
<b>Framework Element Land Use Chapter</b>	
<p><b>Goal 3A:</b> A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.</p> <p><b>Objective 3.1:</b> Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.</p> <p><b>Policy 3.1.4:</b> Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram.</p> <p><b>Objective 3.2:</b> Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.</p> <p><b>Policy 3.2.1:</b> Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.</p> <p><b>Policy 3.2.2:</b> 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</p>	<p><b>No Conflict.</b> The Project will result in the development of a residential building that will provide 163 dwelling units. This Project contributes towards and facilitates the City's long-term economic viability and vision for a more livable city.</p> <p>The Project is proper in relation to the site's location within the Regional Center Commercial land use designation and its proximity to bus stops and rail transit station (within a quarter-mile of the Wilshire/Vermont Metro subway stop as well as numerous bus stops). The Project allows for improvement of the under-utilized Project Site in coordination with access to mass transit.</p> <p>Therefore, the Project is in substantial conformance with the purposes, intent and provisions of the Framework Element of the General Plan.</p>

<p>densities of residential development within neighborhoods at appropriate locations.</p> <p><b>Objective 3.4:</b> 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.</p> <p><b>Policy 3.4.1:</b> Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial 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.</p>	
<b>Mobility Element</b>	
<p><b>Policy 2.3:</b> Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.</p>	<p><b>No Conflict.</b> The Project would be located nearby a commercial corridor that is characterized by a high degree of pedestrian activity.</p> <p>The Project would further promote pedestrian activity by developing a residential use proximate to public transit options, with attractive streetscape improvements such as street trees and landscaping.</p>
<p><b>Policy 3.1:</b> Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City's transportation system.</p>	<p><b>No Conflict.</b> The Project would promote this policy by providing adequate vehicular access, improving pedestrian access, and providing bicycle facilities.</p> <p>The Project includes 11 short-term and 107 long-term bicycle parking spaces, per LAMC requirements.</p>
<p><b>Policy 3.2:</b> Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.</p>	<p><b>No Conflict.</b> The Project would be designed to provide accessibility and accommodate the needs of people with disabilities as required by the American with Disabilities Act (ADA) and the City's applicable related building code regulations.</p>
<p><b>Policy 3.3:</b> Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.</p>	<p><b>No Conflict.</b> The Project would promote equitable land use decisions that result in fewer vehicle trips by providing a new residential use development in close proximity to public transit options, jobs (including construction jobs).</p>

<b>Policy 3.4:</b> Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.	<p><b>No Conflict.</b> The Project would be located in an area well-served by public transit provided by Metro.</p> <p>The Site is nearby the Metro Rail D Line at the Wilshire/Vermont Metro subway stop as well as numerous bus stops).</p>
<b>Policy 3.5:</b> Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	<b>No Conflict.</b> The Project would activate the area around major transit stops with housing and commercial use.
<b>Policy 3.7:</b> Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.	<b>No Conflict.</b> The Project would be located in an area well-served by public transit provided by Metro.
<b>Policy 3.8:</b> Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.	<b>No Conflict.</b> The Project provides bicycle parking spaces in accordance with LAMC requirements. The Project includes 11 short-term and 107 long-term bicycle parking spaces, per LAMC requirements.
<b>Policy 3.9:</b> Discourage the vacation of public rights-of-way	<b>No Conflict.</b> The Project would not vacate any public rights-of-way, all associated public rights-of-way would be maintained as part of the Project.
<b>Policy 3.10:</b> Discourage the use of cul-de-sacs that do not provide access for active transportation options.	<b>No Conflict.</b> The Project would not include the development of a cul-de-sac.
<b>Policy 4.8</b> Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	<p><b>No Conflict.</b> If the Project is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action, a transportation assessment for a Project is required.<sup>10</sup></p> <p>The Project conducted a vehicle miles traveled (VMT) analysis. The Project incorporates TDM measures as reduced parking supply and the provision of bicycle parking according to LAMC requirements as design features that can reduce the number of single occupancy vehicle trips to the Project Site.</p> <p>This measure was accounted for in the VMT evaluation. The VMT Calculator estimates that the Project would generate a total daily VMT of 3,233 and a total homebased production VMT of 1,323. Based on the VMT Calculator’s estimated resident population of 367, this would result in a household VMT per capita of 3.6. The average household VMT per capita would not exceed the Central APC significant household VMT impact threshold of 6.0 and, therefore, the overall Project would not result in</p>

<sup>10</sup> LADOT, [Transportation Assessment Guidelines](#), August 2022.

	a significant household VMT impact and no mitigation measures would be required. <sup>11</sup>
<b>Policy 4.13</b> Balance on-street and off-street parking supply with other transportation and land use objectives.	<p><b>No Conflict.</b> The Mobility Plan 2035 recognizes that an oversupply of parking can undermine broader regional goals of creating vibrant public spaces and a robust multimodal mobility system and that parking consumes a vast amount of space in the urban environment, which otherwise could be put to valuable alternative uses.</p> <p>Additionally, the Mobility Plan observes that large parking lots create significant environmental impacts, detract from neighborhoods' visual quality, and discourage walking by increasing the distances between services and facilities. Adequate parking would be provided on-site in accordance with LAMC requirements.</p> <p>Furthermore, the Project would be located in an area well-served by public transit, which would reduce parking demand.</p>
<b>Policy 5.2</b> Support ways to reduce vehicle miles traveled (VMT) per capita.	<b>No Conflict.</b> The Project would include residential uses located nearby a commercial corridor characterized by a high degree of pedestrian activity. The Project would provide greater proximity to neighborhood services, jobs, and residences and would be well-served by existing public transportation. Therefore, the Project would support VMT reductions.
<b>Policy 5.4</b> Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.	<b>No Conflict.</b> While this policy applies to large-scale goals relative to fuel sources, technologies and infrastructure, the Project would facilitate the use of alternative-fuel, low-emitting, and fuel-efficient vehicles by providing parking spaces that are capable of supporting future installation of electric vehicle supply equipment (EVSE), per the applicable LAMC Section 99.04.106.8.
<b>Policy 5.5</b> Maximize opportunities to capture and infiltrate stormwater within the City's public right-of-ways.	<b>No Conflict.</b> During construction, the Project would incorporate a Stormwater Pollution Prevention Plan (SWPPP) that includes the implementation of best management practices (BMPs) and other erosion control measures to minimize the discharge of pollutants in stormwater runoff in accordance with the state's General Industrial Stormwater Permit. In addition, during operation, the Project would include BMPs to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system as part of the City's Low Impact Development (LID) ordinance.

<sup>11</sup> Updated Transportation Analysis, Gibson Transportation Consulting, May 16, 2023. Included as **Appendix C-2** to this CE.

<b>Housing Element (2021-2029)</b>	
<b>Objective 1.1</b> Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.	<b>No Conflict.</b> The Project would develop a variety of floor plan layouts and bedroom types, including 163 new multi-family residential units, of which 18 units would be affordable extremely low income (ELI). The Project would contribute to the total number of dwelling units as deemed necessary in the Regional Housing Needs Assessment without displacing any existing tenants.
<b>Objective 1.2</b> Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.	<p><b>No Conflict.</b> The Project would not involve the removal of any existing housing. The Project would develop 163 dwelling units and would include 18 ELI dwelling units.</p> <p>The mixed-use Project has been developed to provide an appropriate design that is compatible with existing development in the community. As such, the Project would promote a livable neighborhood with a mix of housing types in a building designed to be appropriate in scale and character to the surrounding area.</p>
<b>Objective 3.1</b> Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.	<b>No Conflict.</b> Project amenities include residential open spaces and recreational uses that will promote healthy activities for future residents. The Project would also activate the Project Site with a mix of uses that would provide a secure building, lighting, and provide “eyes on the street” with a security plan, thus promoting public safety.
<b>Objective 3.2</b> Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.	<p><b>No Conflict.</b> The Project would develop a variety of floor plan layouts. Project amenities would include open space/landscaped areas. The Project Site is an infill site located within walking distance to transit options, and would replace a parking lot. As such, the Project would contribute to the promotion of a sustainable community.</p> <p>The Project would comply with the Los Angeles Green Building Code (LAGBC). Further, pursuant to the California’s CALGreen Building Standards, the Project Applicant would be required to recycle/divert construction waste generated on the Project Site in accordance with the LAMC. As such, the Project would contribute to the promotion of development of sustainable buildings to minimize the adverse effects on the environment and the use of non-renewable resources.</p>
<b>Objective 4.1</b> Ensure that housing opportunities are accessible to all residents without discrimination on the basis of race, color, ancestry, sex, national origin, color, religion, sexual orientation, gender identity, marital status,	<b>No Conflict.</b> The Project would comply with all federal, state, and local laws regarding fair housing practices, accessibility, and the production, preservation, and operation of housing.

immigration status, family status, age, intellectual, developmental, and physical disability, source of income and student status or other arbitrary reason.	
<b>Objective 4.2</b> Promote outreach and education on fair housing practices and accessibility among residents, community stakeholders and those involved in the production, preservation and operation of housing.	<b>No Conflict.</b> The Project would comply with all federal, state, and local laws regarding equal housing without discrimination on the basis of race, ancestry, sex, national origin, color, religion, sexual orientation, marital status, familial status, age, disability (including HIV/AIDS), and student status.
<b>Conservation Element</b>	
<b>15.1 Objective:</b> Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.	<b>No Conflict.</b> The Project Site and surrounding area are characterized by dense urban development. Due to existing buildings in the area, views are generally obstructed, and no scenic vistas exist. Therefore, the Project would not have any adverse effect on a scenic vista for the enjoyment of present and future generations.
<b>15.1 Policy:</b> Continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.	<b>No Conflict.</b> The Project Site does not contain any significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) or unique scenic features (historic, ocean, mountains, unique natural features). The Project Site is located in an urbanized portion of the City and topographically relatively flat. The Project Site is not a part of a scenic resource and would not obstruct any scenic views.
<b>Health and Wellness Element</b>	
<b>1.5</b> Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	<b>No Conflict.</b> The Project would provide housing opportunities to the community within walking distance to existing bus lines, helping to reduce dependence on vehicles and the air pollutants generated by vehicular traffic. In addition, the Project would be located within and near the job centers of mid Wilshire Los Angeles.
<b>2.2</b> Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.	<b>No Conflict.</b> The Project would promote pedestrian activity, with a residential and retail development.  The Project would be designed to encourage pedestrian activity. Use of bicycles to and from the Project Site would be encouraged as part of the Project by the provision of ample and safe bicycle parking. The number, type of spaces, and dimensions would be provided based on LAMC Sections 12.21-A,16 and 12.21-A,4(c). The bicycle spaces would be provided in a readily accessible location(s). Appropriate lighting would be provided to increase safety and provide theft protection during nighttime parking.

<p><b>2.3</b> Strive to eliminate barriers for individuals with permanent and temporary disabilities to access health care and health resources.</p>	<p><b>No Conflict.</b> Design of the Project would comply with all existing federal, state, and local regulations, including the Americans with Disabilities Act (ADA) and the state and City building codes to eliminate barriers for individuals with permanent and temporary disabilities.</p>
<p><b>2.11</b> Lay the foundation for healthy communities and healthy living by promoting infrastructure improvements that support active transportation with safe, attractive, and comfortable facilities that meet community needs; prioritize implementation in communities with the greatest infrastructure deficiencies that threaten the health, safety, and well-being of the most vulnerable users.</p>	<p><b>No Conflict.</b> See Policy 1.5 above regarding how the Project's mix of uses and location near transit would support healthy communities and healthy living.</p>
<p><b>3.8</b> Support public, private, and nonprofit partners in the ongoing development of new and innovative active spaces and strategies to increase the number of Angelenos who engage in physical activity across ages and level of abilities.</p>	<p><b>No Conflict.</b> The Project meets the LAMC requirement and applicable TOC incentive reductions. This includes an outdoor deck, indoor amenities, and balconies.</p>
<p><b>5.1</b> Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.</p>	<p><b>No Conflict.</b> The Project would facilitate the use of alternative-fuel, low-emitting, and fuel-efficient vehicles by providing parking spaces that are capable of supporting future installation of electric vehicle supply equipment (EVSE), per the applicable LAMC Section 99.04.106.8. See Policy 1.5 above regarding how the Project's uses and location near transit would support healthy communities and healthy living.</p>
<p><b>5.3</b> Reduce exposure to second-hand smoke by promoting smoke-free environments and market and support public, private, and nonprofit cessation programs and services.</p>	<p><b>No Conflict.</b> The Project would reduce exposure to second-hand smoke in accordance with applicable law, such as prohibition on smoking in rental residential units (California Civil Code Section 1947.5).</p>
<p><b>5.4</b> Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.</p>	<p><b>No Conflict.</b> The Project's regional and local, construction emissions and operational emissions would be less than significant (see the air quality analysis below). The Project would comply with existing regulations pertaining to hazardous materials to ensure that no significant impacts related to upset and accident conditions related to hazardous materials would occur as a result of the Project.</p> <p>Finally, the Project does not include facilities that would use hazardous materials, such as a dry cleaner, industrial manufacturing processes, or automotive repair facilities. The Project would not result in any impacts related to odors.</p>
<p><b>5.7</b> Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution,</p>	<p><b>No Conflict.</b> The Project would comply with Section 2485 in CCR Title 13, which requires trucks and vehicles in loading and unloading queues to have their engines turned off after five minutes when not in</p>

especially for children, seniors and others susceptible to respiratory diseases.	use, in order to reduce vehicle emissions.
<b>Infrastructure and Public Services Chapter</b>	
<b>Policy 9.3.1:</b> Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.	<b>No Conflict.</b> The Project would support this City policy through compliance with City grading permit regulations (Chapter IX, Division 70 of the LAMC), which requires the preparation of an erosion control plan, to reduce the effects of sedimentation and erosion. The Project would also be required to comply with the City's LID Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. Thus, Best Management Practices (BMPs) would be implemented to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system. The treatment method proposed for the Project Site is the implementation of High Efficiency Biofiltration Systems (flow-through planters) to manage stormwater runoff in accordance with current LID requirements. Thus, the Project would reduce the amount of hazardous substances and total amount of flow entering the wastewater system.
<b>Objective 9.6:</b> Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	<b>No Conflict.</b> See Policy 9.3.1. above under Infrastructure and Public Services Chapter.
<b>Objective 9.10:</b> Ensure that water supply, storage, and delivery systems are adequate to support planned development.	<b>No Conflict.</b> Based on LADWP's demand projections provided in its 2020 Urban Water Management Plan (UWMP) <sup>12</sup> , LADWP would be able to meet the water demand of the Project, as well as the existing and planned future water demands of its service area. As the Project's water demand is accounted for in the City's future projected demands (the 2020-2045 RTP includes growth throughout the Los Angeles subregion and informs the LADWP 2020 UWMP), the Project would not require the construction or expansion of new water treatment facilities that could cause a significant environmental effect. In general, projects that conform to SCAG's 2020-2045 RTP demographic projections and are in the City's service area are considered to have been included in LADWP's water supply planning efforts in the UWMP. In terms of the City's overall water supply condition, the water requirement for any project that is consistent with the City's General Plan has been taken into account in the planned growth of the water system. Furthermore, the Project would not exceed

<sup>12</sup> LADWP 2020 Urban Water Management Plan, page ES-6: [https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-sourcesofsupply/a-w-sos-uwmpLn.jsessionid=0LnWhxdVj2JJg2Vm6Xrr4rmqyLL9GtlpLdJBQxVQgdb53TnwhJRB!-1106340359?\\_afLoop=151440072116797&\\_afWindowMode=0&\\_afWindowId=null#%40%3F\\_afWindowId%3Dnull%26\\_afLoop%3D151440072116797%26\\_afWindowMode%3D0%26\\_adf.ctrl-state%3Dw319yjmek\\_4](https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-sourcesofsupply/a-w-sos-uwmpLn.jsessionid=0LnWhxdVj2JJg2Vm6Xrr4rmqyLL9GtlpLdJBQxVQgdb53TnwhJRB!-1106340359?_afLoop=151440072116797&_afWindowMode=0&_afWindowId=null#%40%3F_afWindowId%3Dnull%26_afLoop%3D151440072116797%26_afWindowMode%3D0%26_adf.ctrl-state%3Dw319yjmek_4)



	the available capacity within the distribution infrastructure that would serve the Project Site.
<b>Goal 9P:</b> Appropriate lighting required to: (1) provide for nighttime vision, visibility, and safety needs on streets, sidewalks, parking lots, transportation, recreation, security, ornamental, and other outdoor locations; (2) provide appropriate and desirable regulation of architectural and information lighting such as building façade lighting or advertising lighting; and (3) protect and preserve the nighttime environment, views, driver visibility, and otherwise minimize or prevent light pollution, light trespass, and glare.	<b>No Conflict.</b> The Project would introduce new sources of artificial light to the Project Site, including low-level exterior lights for security and way-finding purposes, as well as general accent lighting. The Project would not include electronic lighting or signs with flashing or strobe lights. All exterior lighting would be shielded or directed toward the areas to be lit to limit spill-over onto off-site uses. The Project would comply with the City's lighting and signage ordinances and would have signage approved by LADBS.
General Plan, Chapter 3-Land Use: <a href="https://planning.lacity.org/cwd/framwk/chapters/03/03207.htm">https://planning.lacity.org/cwd/framwk/chapters/03/03207.htm</a> City of Los Angeles, Conservation Element of the General Plan, March 2001. Housing Element: <a href="https://planning.lacity.org/plans-policies/housing-element">https://planning.lacity.org/plans-policies/housing-element</a> City of Los Angeles, Health and Wellness Element of the General Plan, March 2015. General Plan, <a href="http://cityplanning.lacity.org/cwd/framwk/fwhome0.htm">http://cityplanning.lacity.org/cwd/framwk/fwhome0.htm</a> Note: This table includes only the policies that are applicable to the Project.	

## 2.2 Wilshire Community Plan

The Community Plan is one of 35 community plans geographically established for different areas of the City to implement the policies of the General Plan Framework Element and comprise the Land Use Element. The specific purpose of the Community Plan is to promote an arrangement of land use, circulation, and services that encourages and contributes to the economic, social and physical health, safety, welfare, and convenience of the community within the larger framework of the City. In addition, the Community Plan serves to guide the development of the community to meet existing and anticipated needs and conditions, as well as to balance growth and stability, enable economic stability and growth, responsibly manage land development and other trends, and to protect investment.

The General Plan Framework Element is a strategy for long-term growth that sets a citywide context to guide the update of the community plan and citywide elements. As stated, the Community Plan is the Land Use Element of the City's General Plan. The Community Plan also contains policies and objectives to guide development and uses planned within the City. As addressed above, not every goal, policy, or objective is of the Community Plan applicable to the Project or the Project Site, a demonstration of consistency with the General Plan requires a finding of general harmony with the plan. The Community Plan is intended to promote an arrangement of land use, circulation, and services that will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the community within the larger framework of the City; guide the development of the Community Plan area to meet existing and anticipated needs and conditions; to balance growth and stability; regulate land development and other trends; and protect investment.

As further set forth in **Table 2-2** below, the Project would implement and be consistent with the applicable goals and policies of the Community Plan. The Project includes urban infill uses (residential) with bicycle parking and is located near public transit.

The Project Site is located within the Wilshire Community Plan (adopted on September 19, 2001)<sup>13</sup>, which designates the Site as Regional Center Commercial land use. The Project Site is zoned C4-2, C2-2, and R5P-2.

The Site is approximately 600 feet west of the intersection of Vermont Avenue and Wilshire Boulevard, which provides access to Metro Rail B and D Lines at the Wilshire/Vermont Station, and also served by Metro Local 18, 20, 204, Rapid 720, Rapid 754, LADOT DASH Wilshire Center/Koreatown.

Additionally, the Project would promote economic development by providing construction jobs. By activating the streetscape and replacing underutilized surface parking lot with a residential-use development, the Project supports and promotes a pedestrian oriented streetscape.

**Table 2-2, Community Plan**, sets forth the Community Plan objectives for residential land use and discusses the Project's consistency and applicability with each objective. The Project would not conflict with any of the objectives of the Community Plan.

**Table 2-2**  
**Community Plan Consistency Analysis**

Objective	Analysis of Project Consistency
<b>Residential</b>	
<p><b>Objective 1-1</b> Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010.</p>	<p><b>No Conflict.</b> The Project increases the housing stock without displacing any residential uses. and promotes greater individual choice in new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area by providing 163 dwelling units in a multiple family dwelling (including 18 affordable dwelling units).</p> <p>While this policy primarily pertains to the City's distribution of land uses within the Community Plan area, the Project is consistent with relevant growth projections. Specifically, growth would be well within SCAG's RTP projections for the Los Angeles Subregion, which serve as the basis for the General Plan Framework's demographics projections. The Project Site is located in SCAG's City of Los Angeles Subregion.</p> <p>The Project would be within the population and housing projections of the 2020-2045 RTP/SCS.<sup>14</sup></p> <p>According to SCAG's 2020-2045 RTP/SCS, the forecasted population for the City of Los Angeles Subregion in 2021 is approximately 4,078,197 persons.</p>

<sup>13</sup> <https://planning.lacity.org/odocument/3333424a-21b9-4f7b-86db-064926b9dcb9/WilshireCommunityPlan.pdf>, accessed March 20, 2024.

<sup>14</sup> Data calculated based on linear interpolation of 2021 and 2026 values. 2020-2045 RTP/SCS, Demographics and Growth Forecast: <https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocialdemographics-and-growth-forecast.pdf?1606001579>, accessed March 20, 2024.

	<p>In 2026, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have a population of approximately 4,222,594 persons, an increase of 144,397 persons.</p> <p>According to SCAG's 2020-2045 RTP/SCS, the forecasted households for the City of Los Angeles Subregion in 2021 is approximately 1,440,448 households. In 2026, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 1,513,897 households, an increase of 73,448 households.</p> <p>Development of the Project's 163 units would result in a net increase of approximately 367 residents, per the LADOT VMT calculator.</p> <p>The 827 estimated net new residents generated by the Project would represent approximately 0.6 percent of the population growth and 0.46 percent of the housing growth forecasted by SCAG between 2021 and 2026. Therefore, the Project's population and housing units would be well within SCAG's projections for the Subregion. The Project is an infill development that would provide housing to meet the needs of the City and Community Plan area.</p>
<b>Objective 1-2</b> To reduce vehicular trips and congestion by developing new housing in proximity to adequate services and facilities.	<b>No Conflict.</b> The Project provides residential uses near commercial, services, and office uses near Wilshire Boulevard, which is a major transit corridor.
<b>Objective 1-3</b> To preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.	<b>No Conflict.</b> The Project would not affect existing residential uses or neighborhoods as it would not result in the demolition of existing residences. The nearby residential uses would be consistent with the proposed residential uses in the Project.
<b>Objective 1-4</b> To promote adequate and affordable housing and increase its accessibility to more segments of the population, especially students and senior citizens.	<b>No Conflict.</b> The Project would develop a variety of floor plan layouts, including 163 new multi-family residential units (including 18 affordable units).
<b>Commercial</b>	
<b>Objective 2-1</b> Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas.	<b>No Conflict.</b> The Project would build a residential building adjacent to a commercial building and share the floor areas.
<b>Objective 2-2</b> Promote distinctive commercial districts and pedestrian-oriented areas.	<b>No Conflict.</b> The Project would build a residential building adjacent to a commercial building and share the floor areas.
<a href="https://planning.lacity.org/plans-policies/community-plan-area/wilshire">https://planning.lacity.org/plans-policies/community-plan-area/wilshire</a>	

## 2.3 Zoning Information

### 2.3.1 Wilshire Center/Koreatown

All applications within the Wilshire Center/Koreatown Redevelopment Project requesting a permit for construction, remodeling, improvements, alterations including seismic compliance, demolition and/or signs must be referred to the Community Redevelopment Agency (CRA) for both CEQA clearance and permit approval.<sup>15</sup>

On December 29, 2011, the California Supreme Court issued its decision in the California Redevelopment Association v. Matosantos case, which involved challenging the constitutionality of Assembly Bill (AB)X1 26, the bill that dissolved all redevelopment agencies in California. The decision upheld (AB)X1 26, which therefore led to the dissolution of the Community Redevelopment Agency of the City of Los Angeles (CRA/LA). The dissolution of the agencies became effective February 1, 2012. ABX1 26, however, did not dissolve adopted redevelopment plans. Therefore, the Redevelopment Plan and its requirements for development within the Redevelopment Area are still in effect. As the City of Los Angeles elected not to become the successor agency to the CRA/LA, a Designated Local Authority (DLA) was formed and the Governor appointed its three-member board to wind down the operations of the former CRA/LA.

In June of 2012, the state approved AB 1484, which amended California Health and Safety Code Section 34173(i) to allow the land use related plans and functions of the former redevelopment agency to be transferred to the jurisdiction that initially authorized the creation of the redevelopment agency, upon request by that jurisdiction. On June 29, 2012, a motion (Huizar-Reyes) was introduced to request the transfer of the former redevelopment agency's land use plans from the DLA to the City. On December 11, 2012, the Planning and Land Use Management (PLUM) Committee recommended that the motion be received and filed, pursuant to a report by the City Administrative Officer recommending that the Department of City Planning (Planning Department) be first allowed to assemble and coordinate staff to undertake the responsibilities that would accompany the land use plans and functions of the redevelopment agency, before requesting the transfer. On December 12, 2012, the City Council adopted the PLUM Committee's recommendations, and the motion was received and filed. Ordinance 186325 was subsequently prepared to transfer the CRA land use powers to the City of Los Angeles. The Ordinance was adopted on September 20, 2019, and effective November 11, 2019. The Department of City Planning is now responsible for implementing land use provisions in active redevelopment project areas.

The Wilshire Center Redevelopment Plan sets forth an array of goals promoting business retention and expansion, attracting new businesses and developing public improvements.<sup>16</sup> The Project would promote the economic well-being of the area by increasing the tax revenue at the Site, redevelop a portion of the Site into a residential project. The Project would enhance the safety of the area by increasing the population at the Site providing a natural surveillance around the Site into the night. The Project would add housing to the Site. The other objectives are for government policies and services.

<sup>15</sup> <http://zimas.lacity.org/documents/zoneinfo/ZI1940.pdf>, accessed March 20, 2024.

<sup>16</sup> <http://www.crala.org/internet-site/Projects/WilshireCenter/upload/WilshireCenter.pdf>, accessed March 20, 2024.

### 2.3.2 State Enterprise Zone: Los Angeles

The Site is within an Enterprise Zone/Employment and Economic Incentive Program Area (EZ). The Federal, State and City governments provide economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services. EZ special provisions applicable to plan check include parking standards and height.<sup>17</sup> The EZ provides reduced parking requirements of 2 spaces for every 1,000 square feet of business, retail, restaurant, bar and related uses (LAMC Section 12.21.A.4(x)(3)6.). The EZ provides height district limitations for total floor area (LAMC Section 12.21.4).

There is no commercial use in the Project.

### 2.3.3 Transit Priority Area in the City of Los Angeles

On September 2013, the Governor signed into law Senate Bill (SB) 743, which instituted changes to the California Environmental Quality Act (CEQA) when evaluating environmental impacts to projects located in areas served by transit. While the thrust of SB 743 addressed a major overhaul on how transportation impacts are evaluated under CEQA, it also limited the extent to which aesthetics and parking are defined as impacts under CEQA. Specifically, Section 21099 (d)(1) of the Public Resources Code (PRC) states that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if:

1. The project is a residential, mixed-use residential, or employment center project, and
2. The project is located on an infill site within a transit priority area.<sup>18</sup>

The Project is a residential project. The Project Site is an infill site, which is defined in pertinent part as a lot located within an urban area that has been previously developed.<sup>19</sup> The Project Site is within a transit priority area, which is defined in pertinent part as an area within one-half mile of an existing major transit stop.<sup>20</sup> Therefore, aesthetics and parking are not considered impacts under CEQA.

## 2.4 Zoning Code

The Project is consistent with the applicable use and development standards of the C and R zones, which allow multiple dwelling.<sup>21</sup> The Project's multi-family uses are allowed as multiple dwelling uses.

<sup>17</sup> ZI-2374: <http://zimas.lacity.org/documents/zoneinfo/ZI2374.pdf>.

<sup>18</sup> <http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf>.

<sup>19</sup> California Public Resources Code Section 21099(a)(4).

<sup>20</sup> California Public Resources Code Section 21099(a)(7).

<sup>21</sup> <https://planning.lacity.org/odocument/eadcb225-a16b-4ce6-bc94-c915408c2b04/ZoningCodeSummary.pdf>

## 2.5 Conclusion

For all the foregoing reasons, the Project would be consistent with the applicable goals and policies of the City's land use plans and zoning for the Project Site. Therefore, impacts with respect to applicable land use plans and zoning would be less than significant.

Therefore, the Project would comply with CCR Section 15332(a).

### 3 Discussion of CCR Section 15332(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 in an urbanized area of the Wilshire Community Plan of the City of Los Angeles. Urban land uses directly abut and surround the Project Site on all sides.

As defined by CEQA Section 21071: *“Urbanized area” means either of the following: (a) An incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons. (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.*

The Project Site measures 0.83 acres, which is less than five acres. The Project Site is located within the City of Los Angeles with a population well over 100,000 persons. Therefore, the development occurs within the City limits, is of no more than five acres, and is substantially surrounded by urban uses.

Therefore, the Project would comply with CCR Section 15332(b).

## 4 Discussion of CCR Section 15332(c)

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

This section is based on the following item, which is included as **Appendix B** to this Categorical Exemption:

**B** Tree Report and Tree Removal Request, Enjoli Ferrari Integrated, May 29, 2023

### 4.1 Trees

There are two street trees (*Ficus microcarpa*) on South Berendo Street in the sidewalk adjacent to the proposed development area (surface parking lot) and none onsite.<sup>22</sup> The street trees on South Berendo Street adjacent to the Roseberry Building and onsite trees in the Roseberry Building's courtyard would be unaffected by the Project. There are no protected trees or shrubs<sup>23</sup> on the Site.

The Project could remove the two street trees adjacent to the surface parking lot. *Ficus* trees historically lift sideways due to having aggressive root systems making it difficult to walk/move and or engage near this property. To prevent future hazards on the new property and to ensure the property is fully in compliance with all ADA standards and requirements, it is being requested that these trees be removed.<sup>24</sup> Any tree removal will comply with the City's Tree Replacement Program (including Urban Forestry Division, Bureau of Street Services for the street trees).

### 4.2 Habitat for Species

The Project Site has been subject to substantial disturbance associated with the original construction of the building and surface parking lot and ongoing regular maintenance of the landscaping and nearby surrounding areas are entirely developed. As such, the Project Site does not exhibit potential to support endangered, rare, or threatened plant species.

The Project Site is disturbed, relative to the presence of natural habitats, and surrounding areas are entirely developed; therefore, the Site does not provide potential habitat for endangered, rare, or threatened animal species. Some examples of these disturbances that deter animals include complete absence of native habitats or vegetation, substantial vehicle traffic, artificial lighting, regular vegetation maintenance, domesticated and feral dogs and cats, and pest management.

The California Natural Diversity Database (CNDDDB) identifies the following special-status habitats

<sup>22</sup> Tree Report and Tree Removal Request, Enjoli Ferrari Integrated, May 29, 2023. Included as **Appendix B** to this CE.

<sup>23</sup> LAMC Section 46.01: "PROTECTED TREE OR SHRUB" means any of the following Southern California indigenous tree species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree, or any of the following Southern California indigenous shrub species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the shrub: Protected Trees: (a) Oak tree including Valley Oak (*Quercus lobata*) and California Live Oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (*Quercus berberidifolia*); (b) Southern California Black Walnut (*Juglans californica*); (c) Western Sycamore (*Platanus racemosa*); (d) California Bay (*Umeellularia californica*). Protected Shrubs: (a) Mexican Elderberry (*Sambucus mexicana*); (b) Toyon (*Heteromeles arbutifolia*). This definition shall not include any tree or shrub grown or held for sale by a licensed nursery, or trees or shrubs planted or grown as a part of a planting program.

<sup>24</sup> Tree Report and Tree Removal Request, Enjoli Ferrari Integrated, May 29, 2023. Included as **Appendix B** to this CE.



as occurring within the Hollywood quadrangle: California Walnut Woodland and Southern Sycamore Alder Riparian Woodland.<sup>25</sup> No special status habitats are present on the Project site and there is no potential to occur.

### 4.3 Migratory Birds

Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 CFR Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

The City's Bureau of Street Services, Urban Forestry Division complies with the MBTA for tree pruning and tree removal. The Project would comply with the regulations of the CDFW<sup>26</sup> and USFWS.<sup>27</sup> The Project Site is completely surrounded by urban uses. The Project Site is a surface parking lot and building.

### 4.4 Wetlands and Riparian Areas

No federally protected wetlands (e.g., estuarine and marine deepwater, estuarine and marine, freshwater pond, lake, riverine) occur on or in the immediate vicinity of the Project Site.<sup>28</sup> The nearest wetland habitat is MacArthur Park, which classified as a Freshwater Pond and located approximately 0.80 miles southeast of the Project Site.<sup>29</sup>

No riparian or other sensitive habitat areas are located on or adjacent to the Project Site.<sup>30</sup> Due to the highly urbanized nature of the Project Site and surrounding area, the lack of a major water body, and the lack of trees (only palms), the Project Site is not a habitat for native resident or migratory species or contain native nurseries.

There are no City or County significant ecological areas on or around the Project Site.<sup>31</sup>

There are no California Natural Community Conservation Plans (CNCCP) in the area. The only CNCCP in LA County is in the City of Rancho Palos Verdes.<sup>32</sup> There are no Habitat Conservation Plans near the Site.<sup>33</sup> Thus, there exists no value for the Project Site as habitat for endangered,

<sup>25</sup> California Department of Fish and Wildlife, BIOS Map: <https://wildlife.ca.gov/Data/CNDDDB/Maps-and-Data#43018410-cnddb-quickview-tool>, March 20, 2024

<sup>26</sup> <http://www.leginfo.ca.gov/.html/fgctableofcontents.html>, March 20, 2024

<sup>27</sup> <https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treaty-act.php>, accessed March 20, 2024.

<sup>28</sup> U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: <http://www.fws.gov/wetlands/Data/Mapper.html>, accessed March 20, 2024.

<sup>29</sup> U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Layer: <http://www.fws.gov/wetlands/Data/Mapper.html>, accessed March 20, 2024.

<sup>30</sup> U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: <http://www.fws.gov/wetlands/Data/Mapper.html>, accessed March 20, 2024.

<sup>31</sup> Navigate LA, Significant Ecological Areas layer: <http://navigate.la.lacity.org/navigate/>, accessed March 20, 2024.

<sup>32</sup> California Natural Community Conservation Plans, April 2019, <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>, accessed March 20, 2024.

<sup>33</sup> USFWS, Habitat Conservation Plans: <https://ecos.fws.gov/ecp0/conservationPlan/region/summary?region=8&type=HCP>, accessed March 20, 2024.

rare, or threatened species. Further, the Project Site is not located in an approved local, regional, or state habitat conservation plan.

## **4.5 Conclusion**

Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, or with the provisions of an adopted Habitat Conservation Plan. Accordingly, the Site has no value as habitat for endangered, rare, or threatened species.

Therefore, the Project would comply with CCR Section 15332(c).

## 5 Discussion of CCR Section 15332(d): Traffic

**Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.<sup>34</sup>**

This section is based on the following items, included as **Appendix C** of this CE:

- C-1** Transportation Assessment, Gibson Transportation Consulting, July 2022
- C-2** Updated Transportation Assessment, Gibson Transportation Consulting, May 16, 2023
- C-3** Approval Letter, Los Angeles Department of Transportation, June 8 2023
- C-4** No Replacement Parking Letter, Gibson Transportation Consulting, July 31, 2023

### 5.1 Construction

According to the LADOT, construction impacts are considered part of the non-CEQA transportation analysis.<sup>35</sup> The discussion below is for informational purposes only.

Project construction would result in the temporary loss of two existing unmetered parking spaces adjacent to the Project Site on South Berendo Street.

Project construction would not impede access to any existing public transit stops.

Construction staging and worker parking would occur onsite. Therefore, no intermittent closure of the travel lane on Berendo Street is expected. Flag persons would be present to maintain traffic operations should the travel lane be closed or trucks need to impede traffic. Additional temporary traffic controls would be provided to direct traffic around any closures and to maintain emergency access, as required.

Construction traffic would include worker trips and grading haul trips. Construction workers generally arrive at and depart from the worksite outside of peak traffic hours. Project construction would result in varying levels of truck and worker traffic to and from the Project Site on a daily basis. The haul trips would occur during the permissible hauling hours identified by the Department of Building and Safety. Thus, it is not anticipated that construction traffic trips would contribute to a significant increase in the overall congestion in the Project Site vicinity.

### 5.2 Operation

Under the Los Angeles Department of City Planning's current procedure, after filing a Planning case for a proposed project, the "Transportation Study Assessment, Department of Transportation – Referral Form" must be completed and reviewed by Planning staff. The form is intended to

<sup>34</sup> Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section below.

<sup>35</sup> Transportation Assessment Guidelines, LADOT, August 2022 <https://ladot.lacity.gov/businesses/development-review#transportation-assessment>, accessed February 1, 2024.

screen whether a proposed project is required to conduct a full transportation assessment in accordance with Los Angeles Department of Transportation (LADOT) guidelines.

LADOT's Transportation Assessment Guidelines (July 2020) (TAG) provides screening criteria to determine whether traffic analysis is required under the California Environmental Quality Act (CEQA). CEQA analysis is based on vehicle miles traveled (VMT) that could be generated by the Project.

The TAG on page 1-2 states that a development project requires preparation of a transportation assessment if it is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action by the City.<sup>1</sup> The Project would require a discretionary action. The Project trip generation was estimated to determine whether the other half of the criteria is satisfied.

The TAG allows the use of LADOT's VMT Calculator tool (version 1.3, released July 2020) to estimate daily trips for the purpose of screening a development project. The VMT Calculator is programmed with trip generation rates from Trip Generation Manual, 9<sup>th</sup> Edition (Institute of Transportation Engineers [ITE], 2012). It also applies various adjustment factors based on the Project's proximity to transit, surrounding density of development, etc. It considers trips generated by the Project uses and discounts trips generated by existing or recently operating uses that would be removed from the Project site.

### **5.2.1 Methodology**

The CEQA thresholds identified in the TAG are consistent with City thresholds and with State of California (State) CEQA guidance:

- Conflicting with Plans, Programs, Ordinances or Policies
- Causing Substantial VMT
- Substantially Inducing Additional Automobile Travel
- Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

### **5.2.2 Conflict with Plans, Programs, Ordinances or Policies**

The following includes a summary of the Project's consistency with each plan:

#### **Mobility Plan 2035**

The Project would be consistent with Mobility Plan policies by locating vehicular access to the Project Site off an alleyway north of the Project Site. While the Project Site stretches to Wilshire Boulevard, all Project construction would occur in the northern portion of the Project Site, beginning approximately 130 feet north of Wilshire Boulevard. Therefore, the Project would have minimal operational effects on students and nearby schools.

The Project would be located near numerous local and rapid bus options at the intersection of South Vermont Avenue & West Wilshire Boulevard. The Project does not propose narrowing or shifting existing sidewalk placement or paving, narrowing, shifting, or removing an existing

parkway, other than temporarily during construction. Instead, the existing pedestrian sidewalks on South Berendo Street would be retained in accordance with City street standards, and the Project would provide a 10-foot setback in front of the residential building to accommodate short-term bicycle parking and street trees and to provide pedestrian access to the Project Site.

The Project would provide both short-term and long-term bicycle parking for residents and visitors and does not propose modifying, removing, or otherwise negatively affect existing public bicycle infrastructure. These measures would promote active transportation modes such as biking and walking, thereby reducing the Project VMT per capita for residents compared to the average for the area. Thus, the Project would be consistent with the goals of the Mobility Plan.

### **Plan for a Healthy Los Angeles**

The Project prioritizes safety and access for all individuals utilizing the site by complying with all ADA requirements and providing connections to pedestrian amenities. Further, the Project supports healthy lifestyles by locating housing near commercial corridors served by transit, providing pedestrian-friendly landscaped spaces to serve residents, and providing bicycle parking. The Project would not displace any existing housing and would provide bicycle parking and a reduced parking supply to reduce VMT per capita, thereby reducing GHG per capita. Thus, the Project would be consistent with the goals of Plan for a Healthy Los Angeles.

### **Land Use Element of the General Plan**

The Project would be providing housing near West Wilshire Boulevard and Vermont Avenue, two commercial corridors that are served by several Metro bus and rail lines. The Project would promote alternative modes of travel by providing both short-term and long-term bicycle parking. Thus, the Project would be consistent with the objectives of Wilshire Community Plan.

### **LAMC Section 12.21.A.16 (Bicycle Parking)**

The proposed bicycle parking short-term and long-term supply for the residential uses would satisfy LAMC requirements.

### **LAMC Section 12.26J (TDM Ordinance)**

The Project does not propose non-residential uses in excess of 25,000 sf. Therefore, LAMC Section 12.26J is not applicable.

### **Vision Zero Action Plan / Vision Zero Corridor Plans**

The Project Site is located along Wilshire Boulevard, which is part of the high Injury Network (HIN). LADOT plans to install basic safety improvements along West 5th Street, West 6th Street, and West Wilshire Boulevard between South Catalina Street and South Westmoreland Avenue, including adjacent to the Roseberry Building, as part of the Young Oak Kim Academy Safe Routes to Schools (SRTS) Plan. The Project would not interfere with implementation of these improvements, nor would it preclude future Vision Zero safety projects by the City. Thus, the Project does not conflict with Vision Zero.

## Streetscape Plans

The Project is not located within the boundaries of any streetscape plan and, therefore, streetscape plans do not apply to the Project.

## Citywide Design Guidelines

The Project design includes separate pedestrian and vehicular access points and would locate the vehicular access on the alley rather than on the public street. The Project would eliminate two existing vehicular driveways located on South Berendo Street accessing the existing surface parking lot.

The Project would maintain the existing sidewalk on South Berendo Street as well as provide a 10-foot setback in front of the residential building. The Project would be designed with pedestrian access facing South Berendo Street, which provides access to two major commercial corridors, West 6<sup>th</sup> Street and West Wilshire Boulevard. Thus, the Project design provides for the safety, comfort, and accessibility of pedestrians, aligning with the Pedestrian-First Design approach.

The Project does not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities. Therefore, the Project does not cause a significant impact.

### 5.2.3 Cause Substantial Vehicle Miles Traveled

As shown in **Table 5-1**, the VMT Calculator estimates that the Project would generate 3,233 total daily VMT. It would produce 1,323 home-based production VMT (used to calculate household VMT per capita). Based on the VMT Calculator residential population estimate, the Project would generate average household VMT per capita of 3.6, which is less than the Central APC impact threshold of 6.0. Therefore, the Project would not result in a significant VMT impact and no mitigation measures would be required.

The TDM strategy included as part of the Project design features (reduced parking supply and bicycle parking facilities) was included in the VMT Calculator inputs.

Per City of Los Angeles VMT Calculator User Guide (LADOT and LADCP, May 2020), work VMT per employee is not reported for projects in which the commercial use is local-serving (assumed true for commercial uses less than 50,000 square feet) and is considered to be less than significant. The Project has not retail uses and would not result in a significant work VMT impact.

**Table 5-1**  
**VMT Calculator**

Daily Vehicle Trips	Daily VMT	Household VMT			Work VMT		
		Per Capita	Threshold	Impact?	Per Capita	Threshold	Impact?
479	3,233	3.6	6.0	No	-	N/A	No
The Project TDM Measures (incorporated in the VMT Calculator as Project Design Features) include: 1. Reduced parking supply 2. Bicycle parking per LAMC requirements <u>Updated Transportation Assessment</u> , Gibson Transportation Consulting, May 16 2023.							

## 5.2.4 Substantially Induce Additional Automobile Travel Analysis

The Project is not a transportation project that would induce automobile travel. Therefore, further evaluation is not required, and the Project would not result in a significant impact.

## 5.2.5 Substantially Increasing Hazards Due to a Geometric Design Feature of Incompatible Use

Vehicular access to the Project Site would be limited to commercial / service vehicles only, as there would be no on-site parking provided for residents. Commercial access would be provided via one full-access driveway from the existing alley north of the Project Site, which provides access to Berendo Street, a designated Local Street and 6th Street, a designated Avenue II.

The two existing driveways on South Berendo Street to the Project Site would be removed with the development of the Project, thereby reducing potential vehicular and pedestrian conflicts and allowing the curb space to be allocated to metered public parking and loading space.

The 14-foot publicly accessible sidewalk and parkway on South Berendo Street would be retained and the Project would provide a 10-foot setback in front of the residential building to accommodate short-term bicycle parking and street trees. The Project would not modify roadway widths or otherwise affect the geometric design of roads surrounding the Project Site, nor would it implement any features that would obstruct sight distance or paths of vehicular, pedestrian, or bicycle travel. Pedestrian and bicycle access would be provided separate from the vehicular access.

Berendo Street is not part of any enhanced network identified in the Mobility Plan. There are no bicycle or transit facilities on Berendo Street nor any plans to add them in the future. Wilshire Boulevard is part of the Transit Enhanced Network, the Bicycle Enhanced Network, and the Pedestrian Enhanced Districts, and 6th Street is part of the Pedestrian Enhanced Districts; however, there are no current plans for bicycle, pedestrian, or transit facility improvements on those streets. Nonetheless, the Project driveway accessing the alley would not preclude or interfere with the implementation of future roadway improvements benefiting transit, pedestrians, or bicycles.

The Project would intensify pedestrian and bicycle activity on Berendo Street and 6th Street, though not in sufficient quantities to result in a significant conflict with vehicles using the alley to access the Project driveway. Further, pedestrian access would be located closer to Wilshire Boulevard than the vehicular access, thereby minimizing the potential for pedestrians to be crossing the alley leading to the Project driveway. During Project construction, the sidewalk adjacent to the residential building on South Berendo Street would be temporarily closed, but appropriate pedestrian detour routes would be maintained.

Based on this review, the Project would not result in any hazards from its design or operation and would not result in a significant impact.

## 5.2.6 Transportation Effects of Removal of Replacement Parking

The Project would no longer provide replacement parking for the Roseberry Building as allowed by Assembly Bill 2097, which prohibits a local jurisdiction from imposing minimum parking requirements on a development project located within 0.5 miles of a major public transit stop.

This change does not affect the results or conclusions of the Transportation Assessment. The Transportation Assessment made clear that the replacement parking could be located anywhere within 750 feet of the Roseberry Building.<sup>36</sup> With this change, the Roseberry Building would still generate trips, but whatever parking those patrons use would not be provided as a component of the Project. Such parking may be separately designated (not as a part of the Project) or patrons may use street parking or unaffiliated third-party parking lots. These trips would continue to park nearby, as assumed in the Transportation Assessment and, therefore, there would be no effect on the Transportation Assessment results or conclusions.<sup>37</sup>

### 5.3 Conclusion

LADOT reviewed the transportation assessment and confirmed that the Project would not have a significant transportation impact.<sup>38</sup>

For all the foregoing reasons, the Project would not have a significant traffic impact and satisfies the traffic requirement in CCR Section 15332(d) related to traffic.

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<sup>36</sup> For the purpose of conducting a quantitative analysis, the Transportation Assessment assumed that Roseberry Building parking would be provided at 3200 Wilshire Boulevard as a representative option.

<sup>37</sup> No Replacement Parking Letter, Gibson Transportation Consulting, July 31, 2023. Included as **Appendix C-4** to this CE.

<sup>38</sup> Approval Letter, Los Angeles Department of Transportation, June 8 2023.



## 6 Discussion of CCR Section 15332(d): Noise

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.<sup>39</sup>

This section is based on the following items, included as **Appendix D** of this CE:

**D-1** Noise Technical Modeling, DKA Planning, June 2023

**D-2** Vibration Technical Modeling, DKA Planning, June 2023

### 6.1 Fundamentals of Noise

#### 6.1.1 Characteristics of Sound

Sound can be described in terms of its loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (i.e., dB). Because the human ear is not equally sensitive to sound at all frequencies, the A-weighted scale (dBA) is used to reflect the normal hearing sensitivity range. On this scale, the range of human hearing extends from 3 to 140 dBA. **Table 6-1** provides examples of A-weighted noise levels from common sources.

**Table 6-1**  
**A-Weighted Decibel Scale**

Typical A-Weighted Sound Levels	Sound Level (dBA $L_{eq}$ )
Near Jet Engine	130
Rock and Roll Band	110
Jet flyover at 1,000 feet	100
Power Motor	90
Food Blender	80
Living Room Music	70
Human Voice at 3 feet	60
Residential Air Conditioner at 50 feet	50
Bird Calls	40
Quiet Living Room	30
Average Whisper	20
Rustling Leaves	10
Source: Cowan, James P., Handbook of Environmental Acoustics, 1993. These noise levels are approximations intended for general reference and informational use.	

#### 6.1.2 Noise Definitions

This noise analysis discusses sound levels in terms of equivalent noise level ( $L_{eq}$ ), maximum noise level ( $L_{max}$ ) and the Community Noise Equivalent Level (CNEL).

<sup>39</sup> Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

### 6.1.2.1 Equivalent Noise Level ( $L_{eq}$ )

$L_{eq}$  represents the average noise level on an energy basis for a specific time period. Average noise level is based on the energy content (acoustic energy) of sound. For example, the  $L_{eq}$  for one hour is the energy average noise level during that hour.  $L_{eq}$  can be thought of as a continuous noise level of a certain period equivalent in energy content to a fluctuating noise level of that same period.

### 6.1.2.2 Maximum Noise Level ( $L_{max}$ )

$L_{max}$  represents the maximum instantaneous noise level measured during a given time period.

### 6.1.2.3 Community Noise Equivalent Level (CNEL)

CNEL is an adjusted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 P.M. and 10:00 P.M. is as if it were actually 5 dBA higher than had it occurred between 7:00 A.M. and 7:00 P.M. From 10:00 P.M. to 7:00 A.M., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL figures are obtained by adding an additional 5 dBA to evening noise levels between 7:00 P.M. and 10:00 P.M. and 10 dBA to nighttime noise levels between 10:00 P.M. and 7:00 A.M. As such, 24-hour CNEL figures are always higher than their corresponding actual 24-hour averages.

## 6.1.3 Effects of Noise

The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Most human response to noise is subjective. Factors that influence individual responses include the intensity, frequency, and pattern of noise; the amount of background noise present; and the nature of work or human activity exposed to intruding noise.

According to the National Institute of Health (NIH), extended or repeated exposure to sounds above 85 dB can cause hearing loss. Sounds less than 75 dBA, even after continuous exposure, are unlikely to cause hearing loss.<sup>40</sup> The World Health Organization (WHO) reports that adults should not be exposed to sudden “impulse” noise events of 140 dB or greater. For children, this limit is 120 dB.<sup>41</sup>

Exposure to elevated nighttime noise levels can disrupt sleep, leading to increased levels of fatigue and decreased work or school performance. For the preservation of healthy sleeping environments, the WHO recommends that continuous interior noise levels not exceed 30 dBA,  $L_{eq}$  and that individual noise events of 45 dBA or higher be limited.<sup>42</sup> Assuming a conservative exterior to interior sound reduction of 15 dBA, continuous exterior noise levels should therefore not exceed 45 dBA  $L_{eq}$ . Individual exterior events of 60 dBA or higher should also be limited. Some epidemiological studies have shown a weak association between long-term exposure to

<sup>40</sup> National Institute of Health, National Institute on Deafness and Other Communication, [www.nidcd.nih.gov/health/noise-induced-hearing-loss](http://www.nidcd.nih.gov/health/noise-induced-hearing-loss).

<sup>41</sup> World Health Organization, Guidelines for Community Noise, 1999.

<sup>42</sup> World Health Organization, Guidelines for Community Noise, 1999.

noise levels of 65 to 70 dBA,  $L_{eq}$  and cardiovascular effects, including ischaemic heart disease and hypertension. However, at this time, the relationship is largely inconclusive.

People with normal hearing sensitivity can recognize small perceptible changes in sound levels of approximately 3 dBA while changes of 5 dBA can be readily noticeable. Sound level increases of 10 dBA or greater are perceived as a doubling in loudness and can provoke a community response.<sup>43</sup> However, few people are highly annoyed by noise levels below 55 dBA  $L_{eq}$ .<sup>44</sup>

### 6.1.4 Noise Attenuation

Noise levels decrease as the distance from noise sources to receivers increases. For each doubling of distance, noise from stationary sources can decrease by about 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt and grass). For example, if a point source produces a noise level of 89 dBA at a reference distance of 50 feet and over an asphalt surface, its noise level would be approximately 83 dBA at a distance of 100 feet, 77 dBA at 200 feet, etc. Noises generated by mobile sources such as roadways decrease by about 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of distance. It should be noted that because decibels are logarithmic units, they cannot be added or subtracted. For example, two cars each producing 60 dBA of noise would not produce a combined 120 dBA.

Noise is most audible when traveling by direct line of sight, an unobstructed visual path between noise source and receptor. Barriers that break line of sight between sources and receivers, such as walls and buildings, can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. As a result, sound barriers can generally reduce noise levels by up to 15 dBA.<sup>45</sup> The effectiveness of barriers can be greatly reduced when they are not high or long enough to completely break line of sight from sources to receivers.

## 6.2 Regulatory Framework

### 6.2.1 Federal

Currently, no federal noise standards regulate environmental noise associated with short-term construction activities or long-term operations of development projects. As such, temporary and long-term noise impacts produced by the Project would be largely regulated or evaluated by State and City of Los Angeles standards designed to protect public well-being and health.

### 6.2.2 State

#### 6.2.2.1 2017 General Plan Guidelines

The State's 2017 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning

<sup>43</sup> Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2018.

<sup>44</sup> World Health Organization, Guidelines for Community Noise, 1999.

<sup>45</sup> California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

processes to prevent or reduce noise and land use incompatibilities. **Table 6-2** illustrates State compatibility considerations between various land uses and exterior noise levels.

California Government Code Section 65302 also requires each county and city to prepare and adopt a comprehensive long-range general plan for its physical development. Section 65302(f) requires a noise element to be included in the general plan. This noise element must identify and appraise noise problems in the community, recognize Office of Noise Control guidelines, and analyze and quantify current and projected noise levels.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that are subject to relatively high levels of noise from transportation. The noise insulation standards, collectively referred to as the California Noise Insulation Standards (Title 24, California Code of Regulations) set forth an interior standard of 45 dBA CNEL for habitable rooms. The standards require an acoustical analysis which indicates that dwelling units meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Local jurisdictions typically enforce the California Noise Insulation Standards through the building permit application process.

**Table 6-2**  
**State of California Noise/Land Use Compatibility Matrix**

Land Use Compatibility	Community Noise Exposure (dBA, CNEL)							
	<	55	60	65	70	75	80	>
Residential – Low Density Single-Family, Duplex Mobile Homes	NA							
		CA						
					NU			
Residential – Multi-Family	NA							
			CA					
					NU			
Transient Lodging – Motels, Hotels	NA							
			CA					
					NU			
Schools, Libraries, Churches, Hospitals, Nursing Homes	NA							
			CA					
					NU			
Sports Arenas, Outdoor Spectator Sports								
Playgrounds, Neighborhood Parks	NA							
					NU			
Golf Courses, Riding Stables, Water Recreation, Cemeteries	NA							
					NU			
Office Buildings, Business Commercial and Professional	NA							
					CA			

						NU
Industrial, Manufacturing, Utilities, Agriculture	NA					
					CA	
						NU
<p>NA = Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.</p> <p>CA = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.</p> <p>NU = Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.</p> <p>CU = Clearly Unacceptable - New construction or development should generally not be undertaken.</p> <p>Source: CA Office of Planning and Research, General Plan Guidelines - Noise Element Guidelines (Appendix D), Figure 2, 2017.</p>						

## 6.2.3 County of Los Angeles

### 6.2.3.1 Airport Land Use Commission Comprehensive Land Use Plan

In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission and for coordinating the airport planning of public agencies within the County. The Airport Land Use Commission coordinates planning for the areas surrounding public use airports. The Comprehensive Land Use Plan provides for the orderly expansion of Los Angeles County's public use airports and the areas surrounding them. It is intended to provide for the adoption of land use measures that will minimize the public's exposure to excessive noise and safety hazards. In formulating the Comprehensive Land Use Plan, the Los Angeles County Airport Land Use Commission has established provisions for safety, noise insulation, and the regulation of building height within areas adjacent to each of the public airports in the County.

## 6.2.4 City of Los Angeles

### 6.2.4.1 General Plan Noise Element

The City of Los Angeles General Plan includes a Noise Element that includes policies and standards in order to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. There are also references to programs applicable to construction projects that call for protection of noise sensitive uses and use of best practices to minimize short-term noise impacts. However, the Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise impacts. Instead, it adopts the State's guidance on noise and land use compatibility, shown in **Table 6-3** above, "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels."

It also includes a policy and an objective that are relevant for the Project:

**Policy 2.2:** Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.

**Objective 3** (Land Use Development): Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.

There are also two programs that are applicable to development projects:

**Program 11:** For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures.

**Program 12:** When issuing discretionary permits for a proposed noise-sensitive use (as defined by this chapter) or a subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room, as required by Los Angeles Municipal Code Section 91.

#### 6.2.4.2 Los Angeles Municipal Code

The City of Los Angeles Municipal Code (LAMC) contains regulations that would regulate noise from the Project's temporary construction activities.

Section 41.40(a) would prohibit specific Project construction activities from occurring between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c) would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday, or at any time on any Sunday. These restrictions serve to limit specific Project construction activities to Monday through Friday 7:00 A.M. to 9:00 P.M., and 8:00 A.M. to 6:00 P.M. on Saturdays or national holidays.

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated in a residential zone or within 500 feet of any residential zone. Of particular importance to construction activities is subdivision (a), which institutes a maximum noise limit of 75 dBA as measured at a distance of 50 feet from the activity for the types of construction vehicles and equipment that would likely be used in the construction of the Project. However, the LAMC notes that these limitations would not necessarily apply if it can be proven that the Project's compliance would be technically infeasible despite the use of noise-reducing means or methods.

In addition, the LAMC regulates long-term operations of land uses, including but not limited to the following regulations.

Section 111.02 discusses the measurement procedure and criteria regarding the sound level of "offending" noise sources. A noise source causing a 5 dBA increase over the existing average ambient noise levels of an adjacent property is considered to create a noise violation. However, Section 111.02(b) provides a 5 dBA allowance for noise sources lasting more than five but less

than 15 minutes in any 1-hour period, and a 10 dBA allowance for noise sources causing noise lasting 5 minutes or less in any 1-hour period. In accordance with these regulations, a noise level increase from certain city-regulated noise sources of five dBA over the existing or presumed ambient noise level at an adjacent property is considered a violation.

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Any amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the Project's property line, as the Project is located within 500 feet of residential zones.

Section 112.02 would prevent Project heating, ventilation, and air conditioning (HVAC) systems and other mechanical equipment from elevating ambient noise levels at neighboring residences by more than 5 dBA.

The LAMC also provides regulations regarding vehicle-related noise, including Sections 114.02, 114.03, and 114.06. Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City in a manner that would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than 5 dBA. Section 114.03 prohibits loading and unloading causing any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10 P.M. and 7 A.M. Section 114.06 requires vehicle theft alarm systems to be silenced within five minutes.

## 6.3 Existing Conditions

### 6.3.1 Noise-Sensitive Receptors

The Project Site is located in the Wilshire Center corridor near Downtown Los Angeles. Wilshire Boulevard is built up with commercial and retail uses, with residential sensitive receptors on side streets. Sensitive noise receptors within 1,000 feet of the Project Site include, but are not limited to, the following representative sampling:

- California Language School, 639 South New Hampshire Ave., directly northeast of the Project Site (existing surface lot and the existing building).
- Medical Building, 3255 West Wilshire Boulevard, directly east of the Project Site (existing surface lot and existing building).
- Multi-family residences, 624 South Berendo Street, 80 feet north of the Project Site (existing surface lot).
- Multi-family residences, 3282 West Wilshire Boulevard, 110 feet east of the Project Site (existing building) and 250 feet south of the Project Site (existing surface lot).
- Immanuel Presbyterian Church, 3300 West Wilshire Boulevard, 140 feet southwest of the Project Site (existing building) and 260 feet southwest of the Project Site (existing surface lot).
- Multi-family residences, 625 South Berendo Street, 160 feet northwest of the Project Site.

### 6.3.2 Existing Ambient Noise Levels

The Project Site is occupied by a 64-space surface-level parking lot, accessible from South Berendo Street. There is intermittent noise from the operation of the parking lot, including tire friction as vehicles navigate to and from parking spaces, minor engine acceleration, doors slamming, and occasional car alarms. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. Traffic is the primary source of noise near the Project Site, largely from the operation of vehicles with internal combustion engines and frictional contact with the ground and air.<sup>46</sup> This includes traffic on Wilshire Boulevard, which carries about 3,273 vehicles at Berendo Street in the A.M. peak hour.<sup>47</sup>

As shown in **Table 6-3**, noise levels near the Project Site ranged from 52.2 dBA  $L_{eq}$  on New Hampshire Street to 67.5 dBA  $L_{eq}$  on Wilshire Boulevard, noise levels generally consistent with the traffic volumes on the applicable street(s).<sup>48</sup> **Figure 6-1** illustrates where ambient noise levels were measured near the Project Site to establish the noise environment and their relationship to the applicable sensitive receptor(s). 24-hour CNEL noise levels are generally considered “Normally Acceptable” and “Conditionally Acceptable” for the types of land uses near the Project Site.

**Table 6-3**  
**Existing Noise Levels**

Noise Measurement Locations	Primary Noise Source	Sound Levels		Nearest Sensitive Receptor(s)	Noise/Land Use Compatibility <sup>b</sup>
		BA ( $L_{eq}$ )	dBA (CNEL) <sup>a</sup>		
1. California Language School	Traffic on New Hampshire St.	52.2	50.2	California Language School	Normally Acceptable
2. 3255 Wilshire Blvd.	Traffic on Wilshire Bl.	67.5	65.5	Medical Building	Conditionally Acceptable
3. 625 Berendo St.	Traffic on Berendo St.	61.3	59.3	Residences – 625 Berendo St.	Normally Acceptable
4. Immanuel Presbyterian Church	Traffic on Wilshire Bl.	64.8	62.8	Presbyterian Church	Conditionally Acceptable
5. 3278 Wilshire Blvd.	Traffic on Wilshire Bl.	67.1	65.1	Residences – 3278 Wilshire Bl.	Conditionally Acceptable

<sup>a</sup> Estimated based on short-term (15-minute) noise measurement using Federal Transit Administration procedures from 2018 Transit Noise and Vibration Impact Assessment Manual, Appendix E, Option 4.

<sup>b</sup> Pursuant to California Office of Planning and Research “General Plan Guidelines, Noise Element Guidelines, 2017. When noise measurements apply to two or more land use categories, the more noise-sensitive land use category is used. See Table 2 above for definition of compatibility designations.

Source: DKA Planning, 2023.

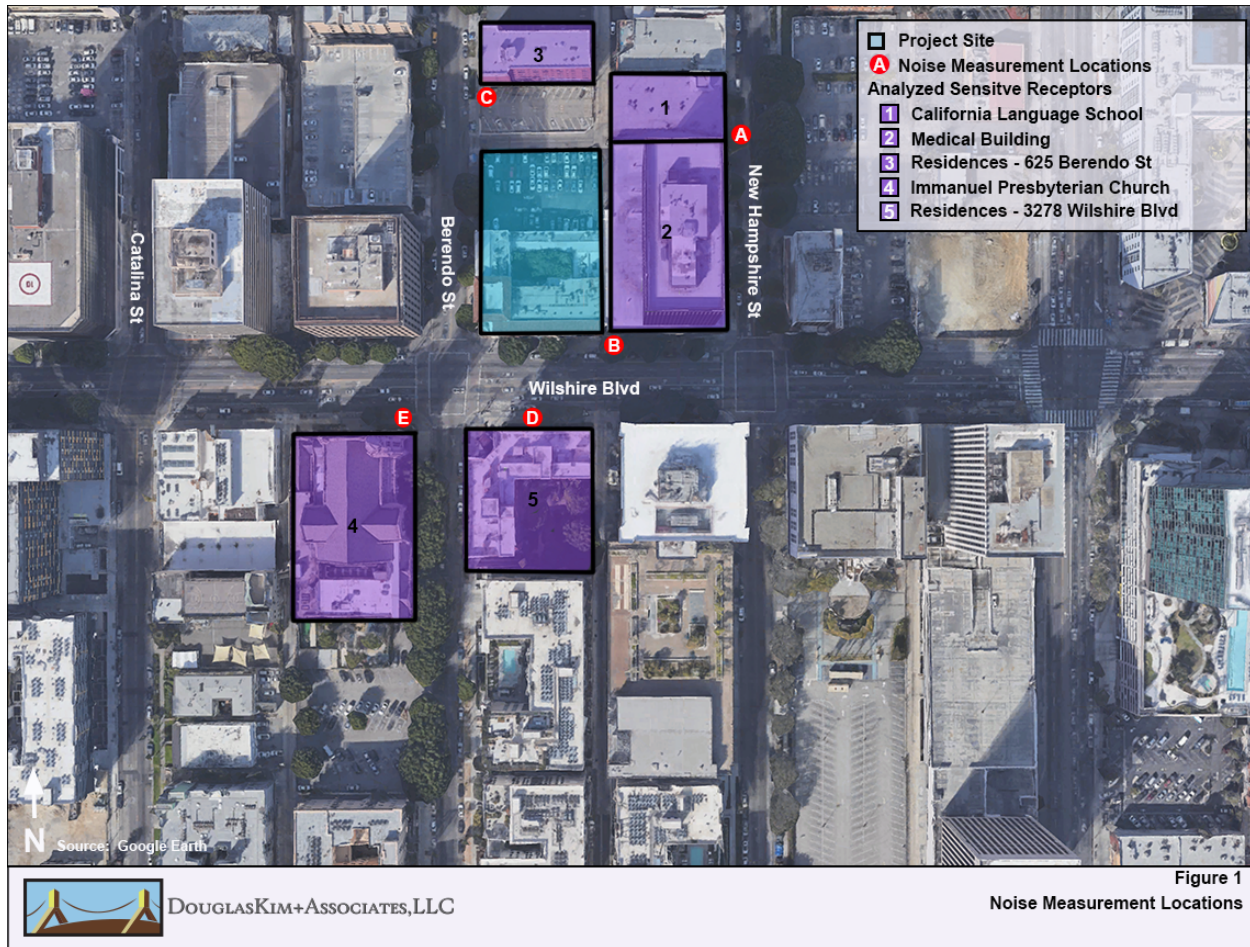
<sup>46</sup> World Health Organization, <https://www.who.int/docstore/peh/noise/Comnoise-2.pdf> accessed March 18, 2021.

<sup>47</sup> DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on Wilshire Blvd at Berendo St, [https://navigatela.lacity.org/dot/traffic\\_data/manual\\_counts/42213\\_BERWIL111018.pdf](https://navigatela.lacity.org/dot/traffic_data/manual_counts/42213_BERWIL111018.pdf), 2011 traffic counts adjusted by one percent growth factor to represent existing conditions.

<sup>48</sup> Noise measurements were taken using a Quest Technologies Sound Examiner SE-400 Meter. The Sound Examiner meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day’s measurements, and set at approximately five feet above the ground.



**Figure 6-1**  
**Noise Measurement Locations**



## 6.4 Methodology

### 6.4.1 On-Site Construction Activities

Construction noise levels at nearby sensitive receptors were modeled employing the ISO 9613-2 sound attenuation methodologies using the SoundPLAN Essential model (version 5.1). This software package considers reference equipment noise levels, noise management techniques, distance to receptors, and any attenuating features to predict noise levels from sources like construction equipment. The distance from construction equipment noise sources (e.g., engines and tailpipes) assume that vehicles would not be capable of operating directly where the Project's property line abuts adjacent structures. These vehicles would retain some setback to preserve maneuverability, in addition to operating at reduced power and intensity to maintain precision at these locations.

### 6.4.2 Off-Site Construction Activities

The Project's off-site construction noise impact from haul trucks was analyzed by considering the Project's estimated haul truck usage with existing traffic and roadway noise levels along the Project's anticipated haul route. Because it takes a doubling of traffic volumes on a roadway to

generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA,<sup>49</sup> the analysis focused on whether truck traffic would double traffic volumes on key roadways to be used for hauling soils to and/or from the Project Site during construction activities. Because haul trucks generate more noise than traditional passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a reference level conversion to an equivalent number of passenger vehicles.<sup>50</sup> For vendor deliveries, a 9.55 PCE was used to reflect a blend of medium- and heavy-duty vehicles. It should be noted that while an official haul route has not been approved as of the preparation of this analysis, it is assumed that Wilshire Boulevard and Vermont Avenue would be a logical haul route that would minimize haul truck traffic on local streets in favor of major arterials that can access regional-serving freeways like the Santa Monica Freeway to the south or Hollywood Freeway to the north.

### 6.4.3 On-Site Operational Noise Sources

The Project's potential to result in significant noise impacts from on-site operational noise sources was evaluated by identifying sources of on-site noise sources and considering the impact that they could produce given the nature of the source (i.e., loudness and whether noise would be produced during daytime or more-sensitive nighttime hours), distances to nearby sensitive receptors, surrounding ambient noise levels, the presence of similar noise sources in the vicinity, and maximum allowable noise levels permitted by the LAMC.

### 6.4.4 Off-Site Operational Project Traffic Noise Sources

The Project's off-site noise impact from Project-related traffic was evaluated based its potential to increase traffic volumes on local roadways that serve the Project Site. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA, the analysis focused on whether auto trips generated by the Project would double traffic volumes on key roadways to be used to access the Project Site.

## 6.5 Thresholds of Significance

### 6.5.1 State CEQA Guidelines

In accordance with CEQA Guidelines Section 15332(d), approval of the project would not result in any significant effects relating to noise.

### 6.5.2 Construction Noise Threshold

Based on guidelines from the City of Los Angeles City Department of Planning, the on-site construction noise impact would be considered significant if:

- Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA (hourly  $L_{eq}$ ) or more at a noise-sensitive use;

<sup>49</sup> Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

<sup>50</sup> Caltrans, Technical Noise Supplement Table 3-3, 2013.

- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly  $L_{eq}$ ) or more at a noise-sensitive use; or
- Construction activities of any duration would exceed the ambient noise level by 5 dBA (hourly  $L_{eq}$ ) at a noise-sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.
- Construction activities of any duration that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet from any residential zone of the City or within 500 feet thereof.

### 6.5.3 Operational Noise Thresholds

In addition to applicable City standards and guidelines that would regulate or otherwise moderate the Project's operational noise impacts, the following criteria are adopted to assess the impact of the Project's operational noise sources:

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, as defined by the State's 2017 General Plan Guidelines.
- Project operations would cause any 5 dBA or greater noise increase.<sup>51</sup>

## 6.6 Analysis of Project Impacts

### 6.6.1 Construction

#### 6.6.1.1 On-Site Construction Activities

Construction would generate noise over 26 months of demolition, grading, building construction, and application of architectural coatings, as shown on **Table 6-4**. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with LAMC Section 41.40(a). On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M.

Noise levels would generally peak during the demolition and grading phases, when diesel-fueled heavy-duty equipment (e.g., excavators, dozers) are needed to move large amounts of debris and dirt, respectively. This equipment is mobile in nature and does not always operate at in a steady-state mode full load, but rather powers up and down depending on the duty cycle needed to conduct work. As such, equipment is occasionally idle during which time no noise is generated.

<sup>51</sup> As a 3 dBA increase represents a slightly noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use's "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. In instances where the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a readily noticeable 5 dBA increase is still to be significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be less than significant.

**Table 6-4**  
**Construction Schedule Assumptions**

Phase	Approximate Duration	Notes
Demolition	Months 1-2	Demolition of 16,500 square feet of asphalt parking lot, hauled at an off-site landfill up to 40 miles away in 10 cubic-yard capacity haul trucks.
Grading	Month 3-5	18,075 cubic yards of soil export hauled up to 40 miles away in 10-cubic yard capacity trucks
Trenching	Months 13-16	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 6-18	Footings and Foundation work (e.g., pouring concrete pads), framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, interior painting, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 14-27	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2021.		

During other phases of construction (e.g., trenching, building construction, architectural coatings), noise impacts are generally lesser because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, and various powered hand tools and pneumatic equipment would often be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks. **Figure 6-2** summarizes noise impacts from the construction site during the demolition and grading phases.

Because the Project's construction phase would occur for more than three months, the applicable City threshold of significance for the Project's construction noise impacts is an increase of 5 dBA over existing ambient noise levels. As shown in **Table 6-5**, when considering ambient noise levels, the use of multiple pieces of powered equipment simultaneously would increase ambient noise negligibly. This assumes the use of best practices techniques required by the City's Building and Safety code, such as temporary sound barriers and the use of quieter and/or smaller equipment. These construction noise levels would not exceed the City's significance threshold of 5 dBA.

In addition, the Project would comply with LAMC Section 112.05(a), which limits construction noise to 75 dBA at 50 feet from a residential zone. The nearest residential zone is at 624 South Berendo Street, 80 feet north of the Site. The maximum construction noise at this receptor would be 58 dBA.

Therefore, the Project's on-site construction noise impact would be less than significant.



**Table 6-5**  
**Construction Noise Impacts at Off-Site Sensitive Receptors**

Receptor	Maximum Construction Noise Level (dBA Leq)	Existing Ambient Noise Level (dBA Leq)	New Ambient Noise Level (dBA Leq)	Increase (dBA Leq)	Significant ?
1. California Language School	41.0	52.2	52.5	0.3	No
2. Immanuel Presbyterian Church	45.2	64.8	64.8	0.0	No
3. Medical Building, 3255 Wilshire	42.4	67.5	67.5	0.0	No
4. Residences – 625 Berendo St.	58.0	61.3	63.0	1.7	No
5. Residences – 3278 Wilshire Bl.	47.9	67.1	67.2	0.1	No

Source: DKA Planning, 2023.

**Figure 6-2**  
**Construction Noise Levels**



#### 6.6.1.2 Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving debris and soil from the Project Site during demolition and grading activities, respectively; vendor trips; and worker commute trips. These activities would generate up to an estimated 201 peak hourly PCE

vehicle trips, as summarized in **Table 6-6**, during the building construction phase.<sup>52</sup> This would represent about 6.1 percent of traffic volumes on Wilshire Boulevard, which carries about 3,273 vehicles at Berendo Street in the morning peak hour of traffic.<sup>53</sup> Because workers and vendors will likely use more than one route to travel to and from the Project Site, this conservative assessment of traffic volumes overstates the likely traffic volumes from construction activities at this intersection.

Wilshire Boulevard would likely serve as part of the haul route for any soil exported from the Project Site given its direct access to major north-south arterials that directly access the Santa Monica Freeway to the south and the Hollywood Freeway to the east. Because the Project's construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase) on Wilshire Boulevard, the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more, which is less than the 5 dBA threshold of significance for off-site construction noise activities. Therefore, the Project's noise impacts from construction-related traffic would be less than significant.

**Table 6-6**  
**Estimated Hourly Construction Trips**

Construction Phase	Worker Trips <sup>a</sup>	Vendor Trips	Haul Trips	Total (PCE)	Percent of Peak A.M. Hour Trips on Wilshire Blvd. <sup>e</sup>
Demolition	10	0	4 <sup>b</sup>	14	<b>0.4</b>
Grading	8	0	164 <sup>c</sup>	172	<b>5.3</b>
Trenching	3	0	0	3	<b>0.1</b>
Building Construction	135	66 <sup>d</sup>	0	201	<b>6.1</b>
Architectural Coating	27	0	0	27	<b>0.8</b>
PCE = passenger car equivalency <sup>a</sup> Assumes all worker trips occur in the peak hour of construction activity. <sup>b</sup> The project would generate 61 haul trips over a 43-day period. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a PCE. <sup>c</sup> This would generate about 3,615 one-way haul trips over an 60-day period. Assumes a 19.1 PCE. <sup>d</sup> This would generate 24.2 vendor truck trips daily over a seven-hour work day. Assumes a blend of vehicle types and a 9.55 PCE. <sup>e</sup> Percent of existing traffic volumes on Wilshire Boulevard at Berendo Street. Source: DKA Planning, 2023.					

## 6.6.2 Operation

### 6.6.2.1 On-Site Operational Noise Sources

<sup>52</sup> This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor and haul trips are made in the same early hour, using the same route as haul trucks to travel to and from the Project Site.

<sup>53</sup> DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on Wilshire Blvd at Berendo St, [https://navigatela.lacity.org/dot/traffic\\_data/manual\\_counts/42213\\_BERWIL111018.pdf](https://navigatela.lacity.org/dot/traffic_data/manual_counts/42213_BERWIL111018.pdf), 2011 traffic counts adjusted by one percent growth factor to represent existing conditions.

During long-term operations, the Project would produce noise from on-site sources such as mechanical equipment associated with the structures themselves or from activity in outdoor spaces.

Mechanical Equipment. The Project would operate mechanical equipment on the roof 86 feet above grade that would generate incremental long-term noise impacts. This analysis assumes the use of typical HVAC equipment for multi-family residences (e.g., 2.5-ton Carrier 24ABC630A003), with each unit distributed across the roof as needed to serve each residence. While each unit would have a sound power of about 76 dBA, the location on the roof would help shield the noise path to nearby sensitive receptors. As blocking the line of sight to a noise source generally results in a 5 decibel reduction, each rooftop unit would generate about 50.3 dBA at ten feet of distance.<sup>54</sup>

However, noise impacts from rooftop mechanical equipment on nearby sensitive receptors would be negligible for several reasons. First, there would be no line-of-sight from these rooftop units to the sensitive receptors. Because the residences and other sensitive receptors near the Project Site are three- to five-stories in height, there would be no sound path from the HVAC equipment to residences that would be 30 to 50 feet lower than the roof of the Project. Second, the presence of the Project's roof edge creates an effective noise barrier that further reduces noise levels from rooftop HVAC units by 8 dBA or more.<sup>55</sup> A four-foot high parapet would further shield sensitive receptors near the Project Site. These design elements would be helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and weekends. As a result, noise from HVAC units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts. Compliance with LAMC Section 112.02 would further limit the impact of HVAC equipment on noise levels at adjacent properties.

Pad-mounted oil transformers that lower high voltage to standard household voltage used to power electronics, appliances and lighting would be located on the ground level in an unobstructed location fronting Berendo Street. These transformers are housed in a steel cabinet and generally do not involve pumps, though fans may be needed on some units. Switchgear responsible for distributing power through the development could be located externally, though no mechanical processes that generate noise would be necessary.

Otherwise, all other mechanical equipment would be fully enclosed within the structure. This would include a utility fan room and elevator equipment (including hydraulic pump, switches, and controllers) in the subterranean basement parking level P1 and mechanical, electrical, and plumbing rooms on the ground level. All these activities would generally occur within the envelope of the development, operational noise would be shielded from off-site noise-sensitive receptors.

Auto-Related Activities. The majority of vehicle-related noise impacts at the Project Site would come from vehicles entering and exiting the residential development from a driveway off the side alley. During the peak P.M. hour, up to 74 vehicles would generate noise in and out of the garage,

<sup>54</sup> Washington State Department of Transportation, Noise Walls and Barriers. <https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers>. Assumes the Carrier's rated sound power of 76 dB.

<sup>55</sup> Ibid.

with up to 64 net vehicles using the garage in the peak A.M. hour.<sup>56</sup> This rate of up to one vehicle accessing the Project Site per minute would not substantially elevate traffic noise levels near the Project Site, as a doubling of traffic volume is generally needed to raise ambient noise levels by 3 dBA.

Parking garage noise would include tire friction as vehicles navigate to and from parking spaces, doors slamming, car alarms, and minor engine acceleration. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds.

As there are no sensitive receptors with a direct line-of-sight to the Project Site, these intermittent noise events activities would significantly impact sensitive receptors near the Project Site.

Outdoor Uses. While most operations are conducted inside the development (e.g., retail transactions), outdoor activities could generate noise that could impact local sensitive receptors. This would include human conversation, deliveries, trash collection, and landscape maintenance. These are discussed below:

- Human conversation. Noise associated with everyday human activities would largely be contained internally within the Project. Noise could include passive activities such as human conversation and socializing in outdoor spaces, including these locations:
  - Second floor interior courtyard. This would be a shared use space for socializing or passive recreation (e.g., reading, walking), with intermittent use largely during day or evening hours. Any noise would be shielded on all four sides by the development itself. No powered speakers are proposed that would amplify either speech or music.
  - Private balconies on all elevations. These would be private spaces for residents used for socializing or passive recreation (e.g., reading), with intermittent use largely during day or evening hours. No powered speakers are proposed that would amplify either speech or music.
  - 8th Floor outdoor terrace. This 2,420 square-foot area facing the abutting alley would be a shared use space for socializing or passive recreation (e.g., reading, walking), with intermittent use largely during day or evening hours. This space would be at least three stories taller than adjacent sensitive receptors near the Project Site. No powered speakers are proposed that would amplify either speech or music.

The primary use of these spaces would be for human conversation, which would produce negligible noise impacts, based on the Lombard effect. This phenomenon recognizes that voice noise levels in face-to-face conversations generally increase proportionally to background ambient noise levels. Specifically, vocal intensity increases about 0.38 dB for every 1.0 dB increase in noise levels above 55 dB.<sup>57</sup> For example, the sound of a human voice at 60 dB would produce a noise level of 39 dB at ten feet, which would not elevate ambient noise levels at any of the analyzed sensitive receptors by more than 0.2 dBA  $L_{eq}$ . Moreover,

<sup>56</sup> Gibson Transportation Consulting, Inc. Updated Transportation Analysis for the 638 S. Berendo Street Residential Project; May 2023.

<sup>57</sup> Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.



noise levels from human speech would attenuate rapidly with greater distance, resulting in a 33 dB noise level at twenty feet, and 27 dB at 40 feet. Further, the infrequent nature of outdoor use of these spaces and any acoustic noise (e.g., speech) makes it impossible to individually or collectively elevate 24-hour noise levels by 5 dBA CNEL or more at any nearby noise-sensitive receptors.

- Trash collection. On-site trash and recyclable materials for the residents would be managed from the waste collection area on the first floor of the parking garage. Dumpsters would be moved to the street manually or with container handler trucks that use hydraulic-powered lifts that use beeping alerts during operation. Haul trucks would access solid waste from Berendo Street and/or the alley, where solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA  $L_{eq}$  and 66 dBA  $L_{eq}$  could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.<sup>58</sup> Because CNEL levels represent the energy average of sound levels during a 24-hour period, the modest sound power from a few minutes of trash collection activities during daytime hours would negligibly affect CNEL sound levels.
- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generate substantial bursts of noise during regular maintenance. For example, two gas powered leaf blowers with two-stroke engines and a hose vacuum can generate an average of 85.5 dBA  $L_{eq}$  and cause nuisance or potential noise impacts for nearby receptors.<sup>59</sup> The landscape plan focuses on a modest palette of accent trees and raised planters that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. Because CNEL levels represent the energy average of sound levels during a 24-hour period, the modest sound power from a few minutes of maintenance activities during daytime hours would negligibly affect CNEL sound levels.

As discussed above, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Project would also not increase surrounding noise levels by more than 5 dBA CNEL, the minimum threshold of significance based on the noise/land use category of sensitive receptors near the Project Site. As a result, the Project's on-site operational noise impacts would be considered less than significant,

### 6.6.2.2 Off-Site Operational Noise Sources

The majority of the Project's operational noise impacts would be from off-site vehicle travel to and from the residences and office uses. The Project could add 479 vehicle trips to the local roadway network on a peak weekday at the start of operations. During the peak P.M. hour, up to 74 vehicles would generate noise in and out of the garage, with up to 64 net vehicles using the garage in the

<sup>58</sup> RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.

<sup>59</sup> Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017. These equipment generated a range of 74.0-88.5 dBA  $L_{eq}$  at 50 feet.

peak A.M. hour.<sup>60</sup> This would represent 2.3 percent of the 3,273 vehicles currently using Wilshire Boulevard at Berendo Street in the A.M. peak hour.<sup>61</sup>

Because it takes a doubling of traffic volumes (i.e., 100 percent) to increase ambient noise levels by 3 dBA  $L_{eq}$ , the Project's traffic would neither increase ambient noise levels 3 dBA or more into "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, nor increase ambient noise levels 5 dBA or more. Twenty-four hour CNEL impacts would similarly be minimal, far below the City's criterion for significant operational noise impacts, which begin at 3 dBA. As such, this impact would be less than significant.

### 6.6.2.3 Consistency with City General Plan Noise Element

While the City's Noise Element focuses on a number of measures for Citywide implementation by municipal government, there are some objectives, policies, and programs that are applicable to development projects. **Table 6-7** summarizes the Project's consistency with these.

**Table 6-7**  
**Project Consistency with City of Los Angeles General Plan Noise Element**

Objective/Policy/Program	Project Consistency
<b>Policy 2.2:</b> Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.	<b>Consistent.</b> The Project would comply with City, state, and other applicable noise regulations to ensure that noise impacts are considered less than significant.
<b>Objective 3</b> (Land Use Development): Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.	<b>Consistent.</b> The project is being evaluated under CEQA and would result in less-than-significant impacts on noise.
<b>Program 11.</b> For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures.	<b>Consistent.</b> The Project would not have a significant noise impact on noise-sensitive uses and as such, would not require mitigation under CEQA.
<b>Program 12.</b> When issuing discretionary permits for a proposed noise-sensitive use (as defined by this chapter) or a subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room, as required by Los Angeles Municipal Code Section 91.	<b>Consistent.</b> The noise-sensitive project is being evaluated under CEQA and would before being entitled would comply with Building Code and Title 24 noise insulation requirements to achieve an interior noise level of 45 dB.
Source: DKA Planning, 2023.	

<sup>60</sup> Gibson Transportation Consulting, Inc. Updated Transportation Analysis for the 638 S. Berendo Street Residential Project; May 2023. Included as **Appendix C-2** to this CE.

<sup>61</sup> DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on Wilshire Boulevard at Berendo Street, [https://navigatela.lacity.org/dot/traffic\\_data/manual\\_counts/42213\\_BERWIL111018.pdf](https://navigatela.lacity.org/dot/traffic_data/manual_counts/42213_BERWIL111018.pdf), 2011 traffic counts adjusted by one percent growth factor to represent existing conditions.

### 6.6.3 Airport Noise

The Project Site is located about 9.2 miles east of the Santa Monica Airport and 9.9 miles east of Los Angeles International Airport. Because the Project would not be located within the vicinity of a private airstrip or within two miles of a public airport, the Project would not expose local workers or residents in the area to excessive noise levels. This would be considered a less than significant impact.

## 6.7 Vibration Analysis

### 6.7.1 Fundamentals of Vibration

Characteristics of Vibration. Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, and acceleration. Unlike noise, vibration is not a common environmental problem, as it is unusual for vibration from vehicle sources to be perceptible. Common sources of vibration include trains, construction activities, and certain industrial operations.

Vibration Definitions. This analysis discusses vibration in terms of Peak Particle Velocity (PPV). PPV is commonly used to describe and quantify vibration impacts to buildings and other structures. PPV levels represent the maximum instantaneous peak of a vibration signal and are usually measured in inches per second.<sup>62</sup>

Effects of Vibration. High levels of vibration may cause physical personal injury or damage to buildings. However, groundborne vibration levels rarely affect human health. Instead, most people consider groundborne vibration to be an annoyance that can disrupt concentration or disturb sleep. Groundborne vibration can also interfere with certain types of highly sensitive equipment and machines, especially imaging devices used in medical laboratories.

Perceptible Vibration Changes. Unlike noise, groundborne vibration is not an environmental issue that most people experience every day. Background vibration levels in residential areas are usually well below the threshold of perception for humans, approximately 0.01 inches per second.<sup>63</sup> Perceptible indoor vibrations are most often caused by sources within buildings themselves, such as slamming doors or heavy footsteps. Common outdoor sources of groundborne vibration include construction equipment, trains, and traffic on rough or unpaved roads. Traffic vibration from smooth and well-maintained roads is typically not perceptible.

### 6.7.2 Regulations

#### 6.7.2.1 Federal

Federal Transit Administration (FTA). In 2018, the FTA published the Transit Noise and Vibration Impact Assessment Manual to aid in the estimation and analysis of vibration impacts. Typically,

<sup>62</sup> California Department of Transportation, Transportation and Construction Vibration Guidance Manual, September 2013.

<sup>63</sup> Ibid.

potential building and structural damages are the foremost concern when evaluating the impacts of construction-related vibrations. **Table 6-8** summarizes FTA's vibration guidelines for building and structural damage. While these are reference values for vibration levels at 25 feet of distance, this analysis uses logarithmic equations to determine whether building damage would occur regardless of actual distance between construction activity and nearby buildings.

**Table 6-8**  
**FTA Vibration Damage Potential Threshold Criteria**

Structure and Condition	Threshold Criteria (in/sec PPV) at 25 Feet
I. Reinforced-concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
Source: Federal Transit Administration "Transit Noise and Vibration Impact Assessment Manual", September 2018.	

The FTA Assessment Manual also cites criteria for cases where more detailed analysis may be required. For buildings consisting of concrete wall and floor foundations, masonry or concrete walls, or stone masonry retaining walls, continuous vibrations of 0.3 inches per second PPV can be damaging. For buildings consisting of steel or reinforced concrete, such as factories, retaining walls, bridges, steel towers, open channels, underground chambers and tunnels with and without concrete alignment, continuous vibrations of 0.5 inches per second PPV can be damaging.

#### 6.7.2.2 State

California's Civil Code Section 832 protects adjacent properties when excavation of a site occurs.

*Each coterminal owner is entitled to the lateral and subjacent support which his land receives from the adjoining land, subject to the right of the owner of the adjoining land to make proper and usual excavations on the same for purposes of construction or improvement, under the following conditions:*

- 1. Any owner of land or his lessee intending to make or to permit an excavation shall give reasonable notice to the owner or owners of adjoining lands and of buildings or other structures, stating the depth to which such excavation is intended to be made, and when the excavating will begin.*
- 2. In making any excavation, ordinary care and skill shall be used, and reasonable precautions taken to sustain the adjoining land as such, without regard to any building or other structure which may be thereon, and there shall be no liability for damage done to any such building or other structure by reason of the excavation, except as otherwise provided or allowed by law.*
- 3. If at any time it appears that the excavation is to be of a greater depth than are the walls or foundations of any adjoining building or other structure, and is to be so close as to endanger the building or other structure in any way, then the owner of the building or other structure must be allowed at least 30 days, if he so desires, in which to take measures to protect the same from any damage, or in which to extend the foundations thereof, and he*

*must be given for the same purposes reasonable license to enter on the land on which the excavation is to be or is being made.*

*4. If the excavation is intended to be or is deeper than the standard depth of foundations, which depth is defined to be a depth of nine feet below the adjacent curb level, at the point where the joint property line intersects the curb and if on the land of the coterminous owner there is any building or other structure the wall or foundation of which goes to standard depth or deeper then the owner of the land on which the excavation is being made shall, if given the necessary license to enter on the adjoining land, protect the said adjoining land and any such building or other structure thereon without cost to the owner thereof, from any damage by reason of the excavation, and shall be liable to the owner of such property for any such damage, excepting only for minor settlement cracks in buildings or other structures.*

Caltrans' has identified building damage significance guidance that provides thresholds for different categories of structures, including historic buildings that may not be considered extremely fragile (**Table 6-9**).

**Table 6-9**  
**Caltrans Vibration Damage Potential Threshold Criteria**

Structure and Condition	Significance Thresholds (in/sec PPV)	
	Transient Sources	Continuous/ Frequent/ Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
Source: California Department of Transportation, 2013.		

### 6.7.2.3 Local

The Los Angeles Municipal Code (LAMC) governs construction-related vibration issues and public notification. LAMC Section 91.3307 adopts the California Building Code's regulations Section 3307, protecting adjoining property and includes the following subsection.

**SEC.91.3307.1. PROTECTION REQUIRED.**

*“Adjoining public and private property shall be protected from damage during construction, remodeling and demolition work. Protection must be provided for footings, foundations, party walls, chimneys, skylights and roofs. Provisions shall be made to control water runoff and erosion during construction or demolition activities.*

*For excavations, adjacent property shall be protected as set forth in Section 832 of the Civil Code of California.*

*Prior to the issuance of any permit, which authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the site shall provide the Department of Building and Safety with evidence that the adjacent property owner or owners have been given a 30-day written notice of the intent to excavate. This notice shall state the depth to which the excavation is intended to be made and when the excavation will commence. This notice shall be by certified mail, return receipt requested.”*

LAMC addresses how underpinning is designed, ensuring that temporary shoring standards protect the integrity of soils under adjacent properties while allowing for incremental stressing. LAMC Section 91.3307.2.1 states that “[i]n constructing underpinning, all portions of the structure shall be supported so that no structural material is stressed beyond the yield point.”

LAMC Section 91.3307.2.2 addresses closure of open spaces in foundations, requiring that “[a]ll spaces between the existing footing and the underpinning shall be packed full of mortar conforming to the provisions of CBC Section 2103 and having no slump when tested by the method specified in ASTM C 143.”

LAMC Section 91.3307 regulates structural protections for adjoining property, including underpinning and lateral support requirements.

LAMC Sections 91.3307.3.1 and 91.3307.3.2 address issues relating to adjacent properties.

#### SEC.91.3307.3.1. GENERAL (TEMPORARY EXCAVATIONS AND SHORING).

*Excavations shall not remove the lateral support from a public way, from an adjacent property or from an existing structure. For the purpose of this section, the lateral support shall be considered to have been removed when any of the following conditions exist:*

- 1. The excavation exposes any adverse geological formations, which would affect the lateral support of a public way, an adjacent property or an adjacent structure.*
- 2. The excavation extends below a plane extending downward at an angle of 45 degrees from the edge of the public way or an adjacent property.”*

*Exception: Normal footing excavations not exceeding two feet in depth will not be construed as removing lateral support.*

- 3. The excavation extends below a plane extending downward at an angle of 45 degrees from the bottom of a footing of an existing structure.*

#### SEC.91.3307.3.2. REMOVAL OF LATERAL SUPPORT.

*Approval of the Department of Public Works shall be obtained prior to the issuance of a permit for any excavation that would remove the lateral support from a public way.*

*The slopes of excavations adjacent to an existing structure, an adjacent property or public way may exceed one horizontal to one vertical where either:*

*1. A soil report recommending that the slope may be in excess of one to one has been approved by the Department and the Department of Public Works when the excavation is adjacent to a public way.*

*When justified by the soils engineer, the Department may approve the use of the proposed building and/or shoring to support an adjacent structure on an adjoining property in lieu of underpinning, provided:*

*(i) Evidence is submitted that the adjoining property owner has been notified in advance of the proposed excavation in compliance with Section 832 of the Civil Code of California.*

*(ii) The owner of the site records a sworn affidavit with the Office of the County Recorder, which will inform future owners of the site that the lateral support of a portion of the building footings on the adjoining property is provided by the subterranean walls of the building on the site.*

*2. Underpinning is designed to support adjacent structures, temporary shoring is designed to support the excavation, and plans are approved and permits are issued by the Department.*

*Temporary shoring shall be designed for an earth pressure equivalent to that exerted by a fluid weighing not less than 30 pounds (13 kg) per cubic foot plus all surcharge loads or as recommended by a soils engineer and approved by the Department.*

*Soils bearing values shall be those specified in Division 18, Article 1, Chapter IX of the LAMC or those recommended by a soils engineer and approved by the Department.*

*The design of the required temporary shoring and necessary underpinning shall include a sequence of construction and installation.*

*Allowable stresses used in the design of temporary shoring may be increased 33-1/3% for structural and reinforcing steel and 25% for wood. No increase will be permitted for concrete. Other values shall be those prescribed by this Code.*

### **6.7.3 Methodology**

Construction Vibration. Ground-borne vibration impacts during construction activities were evaluated for both on-site and off-site construction activities by identifying potential vibration sources (e.g., construction equipment), estimating the vibration levels at off-site structures, and comparing the proposed impacts against applicable vibration significance thresholds.

Operational Vibration. As with many non-industrial projects, the Project does not include land uses that would generate high levels of ground-borne vibration. Instead, any vibration related to operation of the Project would involve vehicle activity traveling to and from the Project Site. However, vibration from vehicle activities using rubber-tired wheels is unlikely to be perceptible by people. As such, operational impacts on ground-borne vibration are not analyzed further.

### 6.7.4 Threshold of Significance

Groundborne Vibration Thresholds. There are no adopted City standards or other applicable regulations that would govern the Project's vibration impacts. In assessing impacts related to noise and vibration in this section, the City uses Appendix G as the thresholds of significance. The FTA's criteria in its 2018 Transit Noise and Vibration Impact Assessment manual will be used where applicable and relevant to assist in analyzing the Appendix G thresholds. In addition, Caltrans' thresholds for historic buildings will be used when structures are not Category IV structures considered extremely susceptible to vibration damage.

### 6.7.5 Existing Conditions

The Project Site is a surface parking lot that does not involve use of equipment or heavy-duty vehicles that would generate substantive groundborne vibration. The primary source of groundborne vibration near the Project Site is vehicle travel on arterials like Wilshire Boulevard and Vermont Avenue. The blend of passenger vehicles, trucks, delivery trucks, transit buses, and other light-, medium-, and heavy-duty vehicles generate minimal levels of vibration. Consistent with federal guidance, "[i]t is unusual for vibration from sources such as buses and trucks to be perceptible..."<sup>64</sup> As such, vehicle movement generates imperceptible ground vibration, with the occasional exception of heavy-duty vehicles that travel over speed bumps, potholes, and other street irregularities.

There are several buildings near the Project Site that could be exposed to groundborne vibration during construction and operation of the proposed development that include:

- Commercial building, 3275 Wilshire Boulevard, directly south of the Project's construction zone. While this building is eligible for National Register status, the exterior walls are of brick masonry construction, with floors, roof, and interior partitions of wood frame construction.<sup>65</sup> not considered to be extremely susceptible to vibration damage under FTA guidelines. This would be considered a Category III structure (Non-engineered timber and masonry building).
- California Language School, 639 New Hampshire Avenue, directly northeast of the Project Site. The exterior walls are of brick masonry construction, with a roof of wood frame construction. This would be considered a Category III structure (Non-engineered timber and masonry building).
- Medical building, 3255 Wilshire Boulevard, directly east of the Project Site. The structure includes a multi-story podium structure that would qualify as a Category II building (Engineered concrete and masonry).
- Multi-Family Residences, 624 Berendo Street, 80 feet north of the Project Site. This would be considered a Category III structure (Non-engineered timber and masonry building).

### 6.7.6 Project Impacts

<sup>64</sup> Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

<sup>65</sup> Historic Resources Group. Historical Resources Impacts Assessment Report, 650 South Berendo Street. January 2022.



Construction equipment can produce groundborne vibration based on equipment and methods employed. While this spreads through the ground and diminishes in strength with distance, buildings on nearby soil can be affected. This ranges from no perceptible effects at the lowest levels, low rumbling sounds and perceptible vibration at moderate levels, and slight damage at the highest levels. **Table 6-10** summarizes vibratory levels for common construction equipment.

**Table 6-10**  
**Vibration Source Levels for Construction Equipment**

Equipment	Approximate PPV at 25 feet (in/sec)
Pile Driver (impact)	0.644
Pile Drive (sonic)	0.170
Clam shovel drop (slurry wall)	0.202
Hydromill (slurry wall)	0.008
Vibratory Roller	0.210
Hoe Ram	0.089
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Truck	0.076
Jackhammer	0.035
Small Bulldozer	0.003
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018.	

Groundborne vibration would be generated by a number of construction activities at the Project site. As a result of equipment that could include on-site bulldozer operations or the vibrational equivalent, vibration velocities of up to 0.135 inches per second PPV are projected to occur at the 3275 Wilshire building, the nearest sensitive receptor (**Table 6-8**). This impact is below the 0.2 inches per second PPV threshold from FTA that is considered potentially harmful to Category III buildings. Other potential construction activities would produce less vibration and have lesser potential impacts on nearby sensitive receptors. As a result, construction-related structural vibration impacts would be considered less than significant.

As shown in **Table 6-11**, the Project's estimated construction vibration impacts at the nearest off-site structures would not exceed FTA thresholds for potential damage. As a result, construction activities would not compromise the structures near the Project Site. Therefore, the Project's vibration impacts as generated by on-site construction activities would not be considered potentially significant.

**Table 6-11**  
**Building Damage Vibration Levels – On-Site Sources**

Off-Site Receptor Location	Distance to Project Site (feet) <sup>a</sup>	Vibration Velocity Levels at Off-Site Sensitive Receptors from Construction Equipment (in/sec PPV)					Significance Criterion (PPV)	Potentially Significant Impact?
		Large Bulldozer	Caisson Drilling	Loaded Trucks	Jack-hammer	Small Bulldozer		
FTA Reference Vibration Level (25 Feet)	N/A	0.089	0.089	0.076	0.035	0.003	--	--
3275 Wilshire	16.5	0.135	0.135	0.115	0.053	0.005	0.20 <sup>b</sup>	No

639 New Hampshire Ave.	25	0.089	0.089	0.076	0.035	0.003	0.20 <sup>b</sup>	No
3255 Wilshire	27	0.082	0.082	0.070	0.032	0.003	0.30 <sup>c</sup>	No
624 Berendo St.	80	0.028	0.028	0.024	0.011	0.001	0.30 <sup>b</sup>	No

<sup>a</sup> Includes ten-foot buffer for equipment maneuverability

<sup>b</sup> FTA criterion for Category III (non-engineered timber and masonry buildings)

<sup>c</sup> FTA criterion for Category II (Engineered concrete and masonry buildings)

Source: DKA Planning, 2022.

Construction of the Project would generate trips from large trucks including haul trucks, concrete mixing trucks, concrete pumping trucks, and vendor delivery trucks. Regarding building damage, based on FTA data, the vibration generated by a typical heavy-duty truck would be approximately 63 VdB (0.006 PPV) at a distance of 50 feet from the truck.<sup>66</sup> According to the FTA “[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads.” Nonetheless, there are buildings along the Project’s anticipated haul route(s) on Wilshire Boulevard that are situated away from the right-of-way and would be exposed to groundborne vibration levels of approximately 0.006 PPV. This estimated vibration generated by construction trucks traveling along the anticipated haul route(s) would be well below the most stringent building damage criteria of 0.12 PPV for buildings extremely susceptible to vibration. The Project’s potential to damage roadside buildings and structures as the result of groundborne vibration generated by its truck trips would therefore be considered less than significant.

During operation of the residential development, there would be no significant stationary sources of groundborne vibration, such as heavy equipment or industrial operations. Operational groundborne vibration in the Project Site’s vicinity would be generated by its related vehicle travel on local roadways. However as previously discussed, road vehicles rarely create vibration levels perceptible to humans unless road surfaces are poorly maintained and have potholes or bumps. As a result, the Project’s long-term vibration impacts would be less than significant.

## 6.8 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to noise.

<sup>66</sup> Federal Transit Administration, “Transit Noise and Vibration Impact Assessment,” May 2006, Figure 7-3.

## 7 Discussion of CCR Section 15332(d): Air Quality

**Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.<sup>67</sup>**

This section is based on the following item, included as **Appendix E** of this CE:

**E**     Air Quality Technical Modeling, DKA Planning, March 2024

### 7.1 Regulatory Framework

#### 7.1.1 Federal

##### 7.1.1.1 Clean Air Act

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementation of some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California, the CCAA is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standards (NAAQS). These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA which are most applicable to the Project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).

NAAQS have been established for seven major air pollutants: CO (carbon monoxide), NO<sub>2</sub> (nitrogen dioxide), O<sub>3</sub> (ozone), PM<sub>2.5</sub> (particulate matter, 2.5 microns), PM<sub>10</sub> (particulate matter, 10 microns), SO<sub>2</sub> (sulfur dioxide), and Pb (lead).

The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved. Title I provisions are implemented for the purpose of attaining NAAQS. The federal standards are summarized in **Table 7-1**. USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O<sub>3</sub>, PM<sub>2.5</sub>, and Pb.

<sup>67</sup> Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

**Table 7-1**  
**State and National Ambient Air Quality Standards and Attainment Status for LA County**

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O <sub>3</sub> )	1-hour	0.09 ppm (180 µg/m <sup>3</sup> )	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m <sup>3</sup> )	N/A <sup>1</sup>	0.070 ppm (137 µg/m <sup>3</sup> )	Non-attainment
Respirable Particulate Matter (PM <sub>10</sub> )	24-hour	50 µg/m <sup>3</sup>	Non-attainment	150 µg/m <sup>3</sup>	Maintenance
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>	Non-attainment	--	--
Fine Particulate Matter (PM <sub>2.5</sub> )	24-hour	--	--	35 µg/m <sup>3</sup>	Non-attainment
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Non-attainment	12 µg/m <sup>3</sup>	Non-attainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 µg /m <sup>3</sup> )	Attainment	35 ppm (40 µg /m <sup>3</sup> )	Maintenance
	8-hour	9.0 ppm (10 µg /m <sup>3</sup> )	Attainment	9 ppm (10 µg /m <sup>3</sup> )	Maintenance
Nitrogen Dioxide (NO <sub>2</sub> )	1-hour	0.18 ppm (338 µg/m <sup>3</sup> )	Attainment	100 ppb (188 µg/m <sup>3</sup> )	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 µg/m <sup>3</sup> )	Attainment	53 ppb (100 µg/m <sup>3</sup> )	Maintenance
Sulfur Dioxide (SO <sub>2</sub> )	1-hour	0.25 ppm (655 µg/m <sup>3</sup> )	Attainment	75 ppb (196 µg/m <sup>3</sup> )	Attainment
	24-hour	0.04 ppm (105 µg/m <sup>3</sup> )	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m <sup>3</sup>	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m <sup>3</sup>	Non-attainment
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates (SO <sub>4</sub> )	24-hour	25 µg/m <sup>3</sup>	Attainment	No Federal Standards	
Hydrogen Sulfide (H <sub>2</sub> S)	1-hour	0.03 ppm (42 µg/m <sup>3</sup> )	Unclassified	No Federal Standards	
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m <sup>3</sup> )	N/A	No Federal Standards	

<sup>1</sup>N/A = not available

Source: CARB, Ambient Air Quality Standards, and attainment status, 2021.  
(www.arb.ca.gov/desig/adm/adm.htm).

CAA Title II pertains to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for NO<sub>x</sub> emissions have been lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet stricter emission standards established by CARB. USEPA adopted multiple tiers of emission standards to reduce emissions from non-road diesel engines (e.g., diesel-powered construction equipment) by integrating engine and fuel controls as a system to gain the greatest emission reductions.

The first federal standards (Tier 1) for new non-road (or off-road) diesel engines were adopted in 1994 for engines over 50 horsepower, to be phased-in from 1996 to 2000. On August 27, 1998, USEPA introduced Tier 1 standards for equipment under 37 kW (50 horsepower) and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. The Tier 1 through 3 standards were met through advanced engine design, with no or only limited use of exhaust gas after-treatment (oxidation catalysts). Tier 3 standards for NO<sub>x</sub> and hydrocarbon are similar in stringency to the 2004 standards for highway engines. However, Tier 3 standards for particulate matter were never adopted. On May 11, 2004, USEPA signed the final rule introducing Tier 4 emission standards, which were phased-in between 2008 and 2015. The Tier 4 standards require that emissions of particulate matter and NO<sub>x</sub> be further reduced by about 90 percent. Such emission reductions are achieved through the use of control technologies, including advanced exhaust gas after-treatment.

## **7.1.2 State**

### **7.1.2.1 California Clean Air Act**

In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). In California, CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel

specifications in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in **Table 7-1**.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.

In August 2022, CARB approved regulations to ban new gasoline-powered cars beginning with 2035 models. Automakers will gradually electrify their fleet of new vehicles, beginning with 35 percent of 2026 models sold. In March 2023, USEPA approved CARB's regulations that mandate that all new medium- and heavy-duty trucks would be zero emissions by 2045 where feasible. Trucking companies would also have to gradually convert their existing fleets to zero emission vehicles.

CARB has further required that all small (25 horsepower and below) off-road engines that are spark-ignited (e.g., lawn and gardening equipment) must be zero emission starting in model year 2024. Standards for portable generators and large pressure washers were given until model year 2028 to be electric-powered.

### 7.1.2.2 Toxic Air Contaminant Identification and Control Act

The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community" [Health and Safety Code Section 39666(f)].

The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds. CARB identified particulate emissions from diesel-fueled engines (diesel PM) TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program.

For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles

and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Board approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce diesel particulate matter (PM) emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. Breathing Hydrogen Sulfide (H<sub>2</sub>S) at levels above the state standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

### **7.1.2.3 California Air Toxics Program**

The California Air Toxics Program was established in 1983, when the California Legislature adopted Assembly Bill (AB) 1807 to establish a two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air.<sup>68</sup> In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or “listed,” as a TAC in California. Since inception of the program, a number of such substances have been listed, including benzene, chloroform, formaldehyde, and particulate emissions from diesel-fueled engines, among others.<sup>69</sup> In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants as TACs.

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of airborne toxic control measures (ATCMs), both for mobile and stationary sources. In 2004, CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given time.

In addition to limiting exhaust from idling trucks, CARB adopted regulations on July 26, 2007 for off-road diesel construction equipment such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles to reduce emissions by installation of diesel particulate filters and encouraging the replacement of older, dirtier engines with newer emission-controlled models. In April 2021, CARB proposed a 2020 Mobile Source Strategy that seeks to move California to 100 percent zero-emission off-road equipment by 2035

### **7.1.2.4 Assembly Bill 2588 Air Toxics “Hot Spots” Program**

The AB 1807 program is supplemented by the AB 2588 Air Toxics “Hot Spots” program, which was established by the California Legislature in 1987. Under this program, facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks if present. In 1992, the AB 2588 program was amended by Senate Bill

<sup>68</sup> CARB, California Air Toxics Program, [www.arb.ca.gov/toxics/toxics.htm](http://www.arb.ca.gov/toxics/toxics.htm).

<sup>69</sup> CARB, Toxic Air Contaminant Identification List, [www.arb.ca.gov/toxics/id/taclist.htm](http://www.arb.ca.gov/toxics/id/taclist.htm).

(SB) 1731 to require facilities that pose a significant health risk to the community to reduce their risk through implementation of a risk management plan.

### **7.1.2.5 Air Quality and Land Use Handbook: A Community Health Perspective**

CARB published the *Air Quality and Land Use Handbook* (CARB Handbook) on April 28, 2005 to serve as a general guide for considering health effects associated with siting sensitive receptors proximate to sources of TAC emissions. The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

### **7.1.2.6 California Code of Regulations**

The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by the state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions. Specifically, Section 2485 in CCR Title 13 states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) used during construction shall be limited to five minutes at any location. In addition, Section 93115 in CCR Title 17 states that operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

## **7.1.3 Regional**

### **7.1.3.1 South Coast Air Quality Management District**

The SCAQMD was created in 1977 to coordinate air quality planning efforts throughout Southern California. SCAQMD is the agency principally responsible for comprehensive air pollution control in the region. Specifically, SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain the CAAQS and NAAQS in the district. SCAQMD has jurisdiction over an area of 10,743 square miles consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The Basin portion of SCAQMD's jurisdiction covers an area of 6,745 square miles. The Basin includes all of Orange County and the non-desert portions of Los Angeles (including the Project Area), Riverside, and San Bernardino counties. The Basin is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south.



Programs that were developed by SCAQMD to attain and maintain the CAAQS and NAAQS include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to the following:

- Rule 401 Visible Emissions – This rule prohibits an air discharge that results in a plume that is as dark or darker than what is designated as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.
- Rule 402 Nuisance – This rule prohibits the discharge of “such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.”
- Rule 403 Fugitive Dust – This rule requires that future projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.

### 7.1.3.2 Air Quality Management Plan

SCAQMD adopted the 2022 Air Quality Management Plan (AQMP) on December 2, 2022, updating the region’s air quality attainment plan to address the “extreme” ozone non-attainment status for the Basin and the severe ozone non-attainment for the Coachella Valley Basin by laying a path for attainment by 2037. This includes reducing NO<sub>x</sub> emissions by 67 percent more than required by adopted rules and regulations in 2037. The AQMP calls on strengthening many stationary source controls and addressing new sources like wildfires, but still concludes that the region will not meet air quality standards without a significant shift to zero emission technologies and significant federal action. The 2022 AQMP relies on the growth assumptions in SCAG’s 2020-2045 RTP/SCS.

### 7.1.3.3 Multiple Air Toxics Exposure Study V

To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study V (MATES-V, released in August 2021).<sup>70</sup> The report included refinements in aircraft and recreational boating emissions and diesel conversion factors. The report finds a Basin average cancer risk of 455 in a million (population-weighted, multi-pathway), which represents a decrease of 54% compared to the number in MATES IV (2012) (MATES-V, page ES-13). The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by a computer modeling study in which the SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data. About 88% of the risk is attributed to emissions associated with

<sup>70</sup> <https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v>

mobile sources, with the remainder attributed to toxics emitted from stationary sources, which include large industrial operations, such as refineries and metal processing facilities, as well as smaller businesses such as gas stations and chrome plating facilities (MATES-V, page ES-12). The results indicate that diesel PM is the largest contributor to air toxics risk, accounting on average for about 50 percent of the total risk (MATES-V, Figure ES-2).

#### **7.1.3.4 Southern California Association of Governments (SCAG)**

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements, including the Transportation Conformity Rule and other applicable federal, state, and air district laws and regulations. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities “conform” to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. In addition, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the AQMP for the Air Basin.

SCAG adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on September 23, 2020. The RTP/SCS aims to address the transportation and air quality impacts of 3.7 million additional residents, 1.6 additional households, and 1.6 million additional jobs from 2016 to 2045. The Plan calls for \$639 billion in transportation investments and reducing VMT by 19 percent per capita from 2005 to 2035. The updated plan accommodates 21.3 percent growth in population from 2016 (3,933,800) to 2045 (4,771,300) and a 15.6 percent growth in jobs from 2016 (1,848,300) to 2045 (2,135,900). The regional plan projects several benefits:

- Decreasing drive-along work commutes by three percent
- Reducing per capita VMT by five percent and vehicle hours traveled per capita by nine percent
- Increasing transit commuting by two percent
- Reducing travel delay per capita by 26 percent
- Creating 264,500 new jobs annually
- Reducing greenfield development by 29 percent by focusing on smart growth
- Locating six more percent household growth in High Quality Transit Areas (HQTAs), which concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.
- Locating 15 percent more jobs in HQTAs

- Reducing PM<sub>2.5</sub> emissions by 4.1 percent
- Reducing GHG emissions by 19 percent by 2035

### 7.1.3 Local

#### 7.1.3.1 City of Los Angeles General Plan Air Quality Element

The Air Quality Element of the City's General Plan was adopted on November 24, 1992, and sets forth the goals, objectives, and policies, which guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals. The Air Quality Element includes six key goals:

**Goal 1:** Good air quality in an environment of continued population growth and healthy economic structure.

**Goal 2:** Less reliance on single-occupant vehicles with fewer commute and non-work trips.

**Goal 3:** Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.

**Goal 4:** Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

**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 measures such as site orientation and tree planting.

**Goal 6:** Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

#### 7.1.3.2 Clean Up Green Up Ordinance

The City of Los Angeles adopted a Clean Up Green Up Ordinance (Ordinance Number 184,245) on April 13, 2016, which among other provisions, includes provisions related to ventilation system filter efficiency in mechanically ventilated buildings. This ordinance added Sections 95.314.3 and 99.04.504.6 to the Los Angeles Municipal Code (LAMC) and amended Section 99.05.504.5.3 to implement building standards and requirements to address cumulative health impacts resulting from incompatible land use patterns.

#### 7.1.3.3 California Environmental Quality Act

In accordance with CEQA requirements, 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 uses the SCAQMD's *CEQA Air Quality Handbook* and SCAQMD's supplemental online guidance/information for the environmental review of plans and development proposals within its jurisdiction.

#### 7.1.3.4 Land Use Compatibility

In November 2012, the Los Angeles City Planning Commission (CPC) issued an advisory notice (Zoning Information 2427) regarding the siting of sensitive land uses within 1,000 feet of freeways. The CPC deemed 1,000 feet to be a conservative distance to evaluate projects that house populations considered to be more at-risk from the negative effects of air pollution caused by freeway proximity. The CPC advised that applicants of projects requiring discretionary approval, located within 1,000 feet of a freeway and contemplating residential units and other sensitive uses (e.g., hospitals, schools, retirement homes) perform a Health Risk Assessment (HRA).

The Project Site is more than 1,000 feet of any freeway.

On April 12, 2018, the City updated its guidance on siting land uses near freeways, resulting in an updated Advisory Notice effective September 17, 2018 requiring all proposed projects within 1,000 feet of a freeway adhere to the Citywide Design Guidelines, including those that address freeway proximity. It also recommended that projects consider avoiding location of sensitive uses like schools, day care facilities, and senior care centers in such projects, locate open space areas as far from the freeway as possible when the size of the site permits, locate non-habitable uses (e.g., parking structures) nearest the freeway, and screen project sites with substantial vegetation and/or a wall barrier. The Advisory Notice also informs project applicants of the regulatory requirements of the Clean Up Green Up Ordinance. Requirements for preparing HRAs were removed.

## 7.2 Existing Conditions

### 7.2.1 Pollutants and Effects

#### 7.2.1.1 State and Federal Criteria Pollutants

Air quality is defined by ambient air concentrations of seven specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. These specific pollutants, known as “criteria air pollutants,” are defined as pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants include carbon monoxide (CO), ground-level ozone (O<sub>3</sub>), nitrogen oxides (NO<sub>x</sub>), sulfur oxides (SO<sub>x</sub>), particulate matter ten microns or less in diameter (PM<sub>10</sub>), particulate matter 2.5 microns or less in diameter (PM<sub>2.5</sub>), and lead (Pb). The following descriptions of each criteria air pollutant and their health effects are based on information provided by the SCAQMD.<sup>71</sup>

**Carbon Monoxide (CO).** CO is primarily emitted from combustion processes and motor vehicles due to incomplete combustion of fuel. Elevated concentrations of CO weaken the heart’s contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

<sup>71</sup> SCAQMD, Final Program Environmental Impact Report for the 2016 AQMP, <https://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>.

**Ozone (O<sub>3</sub>).** O<sub>3</sub> is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. O<sub>3</sub> concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O<sub>3</sub> irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

**Nitrogen Dioxide (NO<sub>2</sub>).** NO<sub>2</sub> is a byproduct of fuel combustion and major sources include power plants, large industrial facilities, and motor vehicles. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form NO<sub>2</sub>, creating the mixture of NO and NO<sub>2</sub> commonly called NO<sub>x</sub>. NO<sub>2</sub> absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO<sub>2</sub> also contributes to the formation of PM<sub>10</sub>. Nitrogen oxides irritate the nose and throat, and increase one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO<sub>x</sub> is as a precursor to the formation of ozone.

**Sulfur Dioxide (SO<sub>2</sub>).** Sulfur oxides (SO<sub>x</sub>) are compounds of sulfur and oxygen molecules. SO<sub>2</sub> is the pre-dominant form found in the lower atmosphere and is a product of burning sulfur or burning materials that contain sulfur. Major sources of SO<sub>2</sub> include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO<sub>2</sub> potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

**Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>).** The human body naturally prevents the entry of larger particles into the body. However, small particles, with an aerodynamic diameter equal to or less than 10 microns (PM<sub>10</sub>), and even smaller particles with an aerodynamic diameter equal to or less than 2.5 microns (PM<sub>2.5</sub>), can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM<sub>10</sub> and PM<sub>2.5</sub>. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

**Lead (Pb).** Lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting or processing the metal is the primary source of lead emissions, which is primarily a regional pollutant. Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

### 7.2.1.2 State-only Criteria Pollutants

**Visibility-Reducing Particles.** Deterioration of visibility is one of the most obvious manifestations of air pollution and plays a major role in the public's perception of air quality. Visibility reduction from air pollution is often due to the presence of sulfur and NO<sub>x</sub>, as well as PM.

**Sulfates (SO<sub>4</sub><sup>2-</sup>).** Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

**Hydrogen Sulfide (H<sub>2</sub>S).** H<sub>2</sub>S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation. Breathing H<sub>2</sub>S at levels above the state standard could result in exposure to a very disagreeable odor.

**Vinyl Chloride.** Vinyl chloride is a colorless, flammable gas at ambient temperature and pressure. It is also highly toxic and is classified as a known carcinogen by the American Conference of Governmental Industrial Hygienists and the International Agency for Research on Cancer. At room temperature, vinyl chloride is a gas with a sickly-sweet odor that is easily condensed. However, it is stored at cooler temperatures as a liquid. Due to the hazardous nature of vinyl chloride to human health, there are no end products that use vinyl chloride in its monomer form. Vinyl chloride is a chemical intermediate, not a final product. It is an important industrial chemical chiefly used to produce polyvinyl chloride (PVC). The process involves vinyl chloride liquid fed to polymerization reactors where it is converted from a monomer to a polymer PVC. The final product of the polymerization process is PVC in either a flake or pellet form. Billions of pounds of PVC are sold on the global market each year. From its flake or pellet form, PVC is sold to companies that heat and mold the PVC into end products such as PVC pipe and bottles. Vinyl chloride emissions are historically associated primarily with landfills.

## 7.2.2 Toxic Air Contaminants

TACs refer to a diverse group of “non-criteria” air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular). CARB and OEHHA determine if a substance should be formally

identified, or “listed,” as a TAC in California. A complete list of these substances is maintained on CARB’s website.<sup>72</sup>

Diesel particulate matter (DPM), which is emitted in the exhaust from diesel engines, was listed by the state as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 micrometer ( $\mu\text{m}$ )), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1  $\mu\text{m}$ ). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or “soot.” Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.<sup>73,74</sup>

## 7.2.4 Project Site

The Project Site is located within the South Coast Air Basin (the Basin); named so because of its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys or basins below. The 6,745-square-mile Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south. Ambient pollution concentrations recorded in Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. USEPA has classified Los Angeles County as nonattainment areas for  $\text{O}_3$ ,  $\text{PM}_{2.5}$ , and lead. This classification denotes that the Basin does not meet the NAAQS for these pollutants. In addition, under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for  $\text{O}_3$ ,  $\text{PM}_{10}$ , and  $\text{PM}_{2.5}$ . The air quality within the Basin is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

Air pollutant emissions are generated in the local vicinity by stationary and area-wide sources, such as commercial activity, space and water heating, landscaping maintenance, consumer products, and mobile sources primarily consisting of automobile traffic.

<sup>72</sup> CARB, Toxic Air Contaminant Identification List, [www.arb.ca.gov/toxics/id/taclist.htm](http://www.arb.ca.gov/toxics/id/taclist.htm).

<sup>73</sup> CARB, Overview: Diesel Exhaust and Health, [www.arb.ca.gov/research/diesel/diesel-health.htm](http://www.arb.ca.gov/research/diesel/diesel-health.htm).

<sup>74</sup> CARB, Fact Sheet: Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results, March 2008.

### 7.2.4.1 Air Pollution Climatology<sup>75</sup>

The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cooler surface layer which inhibits the pollutants from dispersing upward. Light winds during the summer further limit ventilation. Additionally, abundant sunlight triggers photochemical reactions which produce O<sub>3</sub> and the majority of particulate matter.

### 7.2.4.2 Air Monitoring Data

The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's Central Los Angeles receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project area.

**Table 7-2** shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2020 through 2022. The one-hour State standard for O<sub>3</sub> was exceeded 16 times during this three-year period, including fourteen times in 2020. The federal standard was exceeded 31 times in that same period. In addition, the daily State standard for PM<sub>10</sub> was exceeded 201 times. The daily federal standard for PM<sub>2.5</sub> was exceeded 15 times. CO and NO<sub>2</sub> levels did not exceed the CAAQS from 2020 to 2022 for 1-hour (and 8-hour for CO).

**Table 7-2**  
**Ambient Air Quality Data**

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2020	2021	2022
<b>Ozone (O<sub>3</sub>)</b>			
Maximum 1-hour Concentration (ppm)	0.185	0.099	0.138
Days > 0.09 ppm (State 1-hour standard)	14	1	1
Days > 0.070 ppm (Federal 8-hour standard)	22	2	6
<b>Carbon Monoxide (CO<sub>2</sub>)</b>			
Maximum 1-hour Concentration (ppm)	1.9	2.0	1.7
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	1.5	1.6	1.5
Days > 9.0 ppm (State 8-hour standard)	0	0	0
<b>Nitrogen Dioxide (NO<sub>2</sub>)</b>			
Maximum 1-hour Concentration (ppm)	0.0618	0.0778	0.0751
Days > 0.18 ppm (State 1-hour standard)	0	0	0
<b>PM<sub>10</sub></b>			
Maximum 24-hour Concentration (µg/m <sup>3</sup> )	77	64	60
Days > 50 µg/m <sup>3</sup> (State 24-hour standard)	24	3	4
<b>PM<sub>2.5</sub></b>			

<sup>75</sup> AQMD, Final Program Environmental Impact Report for the 2012 AQMP, December 7, 2012.



Maximum 24-hour Concentration ( $\mu\text{g}/\text{m}^3$ )	47.3	61.0	33.7
Days > 35 $\mu\text{g}/\text{m}^3$ (Federal 24-hour standard)	2	12	0
<b>Sulfur Dioxide (<math>\text{SO}_2</math>)</b>			
Maximum 24-hour Concentration (ppb)	3.8	2.2	6.5
Days > 0.04 ppm (State 24-hour standard)	0	0	0
ppm = parts by volume per million of air. $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter. N/A = not available at this monitoring station. Source: SCAQMD annual monitoring data at Central LA subregion ( <a href="http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year">http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year</a> ) accessed January 2, 2024.			

#### 7.2.4.3 Existing Health Risk in the Surrounding Area

Based on the MATES-V model, the calculated cancer risk in the Project area (zip code 90010) is approximately 591 in a million.<sup>76</sup> The cancer risk in this area is predominately related to nearby sources of diesel particulate matter (e.g., diesel trucks and traffic on the Hollywood Freeway 1.18 miles northeast of the Project Site and Wilshire Boulevard). In general, the risk at the Project Site is higher than 92 percent of the population across the South Coast Air Basin.

The Office of Environmental Health Hazard Assessment, on behalf of the California Environmental Protection Agency (CalEPA), provides a screening tool called CalEnviroScreen that can be used to help identify California communities disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, the Project Site (Census tract 6037213310) is located in the 85th percentile, which means the Project Site has an overall environmental pollution burden higher than at least 85 percent of other communities within California.<sup>77</sup>

#### 7.2.4.4 Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The California Air Resources Board (CARB) has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The Project Site is located in the Wilshire Center corridor near Downtown Los Angeles. Wilshire Boulevard is built up with commercial and retail uses, with residential sensitive receptors on side streets. Sensitive receptors within 1,000 feet of the Project Site include, but are not limited to, the following representative sampling:

<sup>76</sup> SCAQMD, Multiple Air Toxics Exposure Study in the South Coast Air Basin ((MATES-V), MATES V Interactive Carcinogenicity Map, 2021, [https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data\\_id=dataSource\\_105-a5ba9580e3aa43508a793fac819a5a4d%3A26&views=view\\_39%2Cview\\_1](https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data_id=dataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A26&views=view_39%2Cview_1), accessed July 20, 2022.

<sup>77</sup> Office of Environmental Health Hazard Assessment, <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>, accessed July 20, 2022.

- California Language School, 639 West New Hampshire Avenue, directly northeast of the Project Site.
- Multi-family residences, 624 South Berendo Street, 80 feet north of the Project Site.
- Medical Building, 3255 West Wilshire Boulevard, directly east of the Project Site.
- Multi-family residences, 3282 West Wilshire Boulevard, 110 feet east of the Project Site.
- Immanuel Presbyterian Church, 3300 West Wilshire Boulevard, 140 feet southwest of the Project Site.
- Multi-family residences, 625 South Berendo Street, 160 feet northwest of the Project Site.

#### 7.2.4.5 Existing Project Site Emissions

The Project Site is occupied by a 64-space surface-level parking lot, accessible from South Berendo Street. Because this parking lot serves adjacent land uses, it does not produce vehicle emissions in itself. As such, this analysis assumes the Project Site does not generate any criteria pollutant emissions.

### 7.3 Methodology

The air quality analysis conducted for the Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air Quality Handbook, as provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod, version 2022.1.1.22) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. The analyses focuses on the potential change in air quality conditions due to Project implementation. Air pollutant emissions would result from both construction and operation of the Project. Specific methodologies used to evaluate these emissions are discussed below.

#### 7.3.1 Construction

Sources of air pollutant emissions associated with construction activities include heavy-duty off-road diesel equipment and vehicular traffic to and from the Project construction site. Project-specific information was provided describing the schedule of construction activities and the equipment inventory required from the Applicant. Details pertaining to the schedule and equipment can be found in **Appendix E** to this CE. The CalEEMod model provides default values for daily equipment usage rates and worker trip lengths, as well as emission factors for heavy-duty equipment, passenger vehicles, and haul trucks that have been derived by the CARB. Maximum daily emissions were quantified for each construction activity based on the number of equipment and daily hours of use, in addition to vehicle trips to and from the Project Site.

The SCAQMD recommends that air pollutant emissions be assessed for both regional scale and localized impacts. The regional emissions analysis includes both on-site and off-site sources of

emissions, while the localized emissions analysis focuses only on sources of emissions that would be located on the Project Site.

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology.<sup>78</sup> The localized effects from on-site portion of daily emissions were evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's localized significance thresholds (LST) methodology, which uses on-site mass emission look-up tables and Project-specific modeling, where appropriate.<sup>79</sup> SCAQMD provides LSTs applicable to the following criteria pollutants: NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. SCAQMD does not provide an LST for SO<sub>2</sub> since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O<sub>3</sub> formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to 5 acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed. In accordance with SCAQMD guidance, maximum daily emissions of NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> from on-site sources during each construction activity were compared to LST values for a 1-acre site having sensitive receptors within 25 meters (82 feet).<sup>80</sup>

The Basin is divided into 38 SRAs, each with its own set of maximum allowable LST values for on-site emissions sources during construction and operations based on locally monitored air quality. Maximum on-site emissions resulting from construction activities were quantified and assessed against the applicable LST values.

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD localized significance thresholds (LSTs) for NO<sub>2</sub>, CO, and PM<sub>10</sub> were initially published in June 2003 and revised in July 2008.<sup>81</sup> The LSTs for PM<sub>2.5</sub> were established in October 2006.<sup>82</sup> Updated LSTs were published on the SCAQMD website on October 21, 2009.<sup>83</sup> **Table 7-3** presents the significance criteria for both construction and operational emissions.

<sup>78</sup> SCAQMD, Final Localized Significance Methodology, revised July 2008.

<sup>79</sup> SCAQMD, LST Methodology Appendix C-Mass Rate LST Look-Up Table, October 2009.

<sup>80</sup> SCAQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

<sup>81</sup> SCAQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

<sup>82</sup> SCAQMD, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, October 2006.

<sup>83</sup> SCAQMD, Final Localized Significance Threshold Methodology Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009.

**Table 7-3**  
**SCAQMD Emissions Thresholds**

Criteria Pollutant	Construction Emissions		Operation Emissions	
	Regional	Localized /a/	Regional	Localized /a/
Volatile Organic Compounds (VOC)	75	--	55	--
Nitrogen Oxides (NO <sub>x</sub> )	100	74	55	74
Carbon Monoxide (CO)	550	680	550	680
Sulfur Oxides (SO <sub>x</sub> )	150	--	150	--
Respirable Particulates (PM <sub>10</sub> )	150	5	150	2
Fine Particulates (PM <sub>2.5</sub> )	55	3	55	1
/a/ Localized significance thresholds assumed a 1-acre and 25-meter (82-foot) receptor distance in the Central LA source receptor area. The SCAQMD has not developed LST values for VOC or SO <sub>x</sub> . Source: SCAQMD.				

### 7.3.2 Operation

CalEEMod also generates estimates of daily and annual emissions of air pollutants resulting from future operation of a project. Operational emissions of air pollutants are produced by mobile sources (vehicular travel) and stationary sources (utilities demand). The Project Site is serviced by the Los Angeles Department of Water and Power (LADWP), for which CalEEMod has derived default emissions factors for electricity and natural gas usage that are applied to the size and land use type of the Project in question. CalEEMod also generates estimated operational emissions associated water use, wastewater generation, and solid waste disposal.

Similar to construction, SCAQMD's CalEEMod software was used for the evaluation of Project emissions during operation. CalEEMod was used to calculate on-road fugitive dust, architectural coatings, landscape equipment, energy use, mobile source, and stationary source emissions. To determine if a significant air quality impact would occur, the net increase in regional and local operational emissions generated by the Project was compared against the SCAQMD's significance thresholds.<sup>84</sup>

### 7.3.3 Toxic Air Contaminants Impacts

Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with the CARB Handbook followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources. If the qualitative evaluation does not rule out significant impacts from a new source, or modification of an existing TAC emissions source, a more detailed analysis is conducted.

## 7.4 Thresholds of Significance

### 7.4.1 State CEQA Guidelines

<sup>84</sup> SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015. SCAQMD based these thresholds, in part on the federal Clean Air Act and, to enable defining "significant" for CEQA purposes, defined the setting as the South Coast Air Basin. (See SCAQMD, CEQA Air Quality Handbook, April 1993, pp. 6-1-6-2.).

In accordance with CEQA Guidelines Section 15332(d), approval of the project would not result in any significant effects relating to air quality.

## 7.4.2 SCAQMD Thresholds

In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G Thresholds. Under these thresholds, a significant threshold would occur when:<sup>85</sup>

### 7.4.2.1 Construction

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO<sub>x</sub>; (2) 75 pounds a day for VOC; (3) 150 pounds per day for PM<sub>10</sub> or SO<sub>x</sub>; (4) 55 pounds per day for PM<sub>2.5</sub>; and (5) 550 pounds per day for CO.
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 ppm [23,000 µg/m<sup>3</sup>] over a 1-hour period or 9.0 ppm [10,350 µg/m<sup>3</sup>] averaged over an 8-hour period) and NO<sub>2</sub> (0.18 ppm [339 µg/m<sup>3</sup>] over a 1-hour period, 0.1 ppm [188 µg/m<sup>3</sup>] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [57 µg/m<sup>3</sup>] averaged over an annual period).
- Maximum on-site localized PM<sub>10</sub> or PM<sub>2.5</sub> emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed the incremental 24-hour threshold of 10.4 µg/m<sup>3</sup> or 1.0 µg/m<sup>3</sup> PM<sub>10</sub> averaged over an annual period.

### 7.4.2.2 Operation

The City bases the determination of significance of operational air quality impacts on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook*.<sup>86</sup> However, as discussed above, the City has chosen to use Appendix G as the thresholds of significance for this analysis. Accordingly, the following serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G thresholds. Under these thresholds, a significant threshold would occur when:

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for VOC;<sup>87</sup> (2) 55 pounds per day for NO<sub>x</sub>; (3) 550 pounds per day for CO; (4) 150 pounds per day for SO<sub>x</sub>; (5) 150 pounds per day for PM<sub>10</sub>; and (6) 55 pounds per day for PM<sub>2.5</sub>.<sup>88</sup>

<sup>85</sup> SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015.

<sup>86</sup> SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015.

<sup>87</sup> For purposes of this analysis, emissions of VOC and reactive organic compounds (ROG) are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.

<sup>88</sup> SCAQMD Air Quality Significance Thresholds, [www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf](http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf), last updated March 2015.

- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-hour period or 9.0 ppm averaged over an 8-hour period) and NO<sub>2</sub> (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).<sup>89</sup>
- Maximum on-site localized operational PM<sub>10</sub> and PM<sub>2.5</sub> emissions exceed the incremental 24-hour threshold of 2.5 µg/m<sup>3</sup> or 1.0 µg/m<sup>3</sup> PM<sub>10</sub> averaged over an annual period.<sup>90</sup>
- The Project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively; or
- The Project creates an odor nuisance pursuant to SCAQMD Rule 402.

### 7.4.2.3 Toxic Air Contaminants

The following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under Appendix G thresholds. Under these thresholds, a significant threshold would occur when:<sup>91</sup>

- The Project results in the exposure of sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0.<sup>92</sup> For projects with a maximum incremental cancer risk between 1 in one million and 10 in one million, a project would result in a significant impact if the cancer burden exceeds 0.5 excess cancer cases.

## 7.5 Project Impacts

### 7.5.1 Consistency with Plans

#### 7.5.1.1 Air Quality Management Plan

The air quality plan applicable to the Project area is the 2022 AQMP. The 2022 AQMP is the SCAQMD plan for improving regional air quality in the Basin. The 2022 AQMP is the current management plan for continued progression toward clean air and compliance with State and federal requirements. It includes a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on- and off-road mobile sources and area sources. The 2022 AQMP also incorporates current scientific information and meteorological air quality models. It also updates the federally approved 8-hour O<sub>3</sub> control plan with new commitments for short-term NO<sub>x</sub> and VOC reductions. The 2022 AQMP includes short-term control measures related to

<sup>89</sup> SCAQMD, Final Localized Significance Threshold Methodology, revised July 2008.

<sup>90</sup> SCAQMD, Final—Methodology to Calculate Particulate Matter (PM) 2.5 and PM<sub>2.5</sub> Significance Thresholds, October 2006.

<sup>91</sup> SCAQMD, *CEQA Air Quality Handbook*, April 1993, Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants).

<sup>92</sup> Hazard index is the ratio of a toxic air contaminant's concentration divided by its Reference Concentration, or safe exposure level. If the hazard index exceeds one, people are exposed to levels of TACs that may pose noncancer health risks.

facility modernization, energy efficiency, good management practices, market incentives, and emissions growth management.

The air quality plan applicable to the Project area is the 2022 AQMP, the current management plan for progression toward compliance with State and federal clean air requirements. The Project would be required to comply with all regulatory measures set forth by the SCAQMD. Implementation of the Project would not interfere with air pollution control measures listed in the 2022 AQMP. In addition, as demonstrated in the following analyses, the Project would not result in significant emissions that would jeopardize regional or localized air quality standards.

The Project Site is classified as “Regional Center Commercial” in the General Plan Framework and the Community Plan, classifications that allow residential uses, such as those proposed by the Project. As such, the RTP/SCS’ assumptions about growth in the City accommodate population and job growth on the Project Site. As a result, the Project would be consistent with the growth assumptions in the City’s General Plan.

Because the AQMP accommodates growth forecasts from local General Plans, the emissions associated with this Project are accounted for and mitigated in the region’s air quality attainment plans. The air quality impacts of development on the Project Site are accommodated in the region’s emissions inventory for the 2020-2045 RTP/SCS and 2022 AQMP. Therefore, Project impacts with respect to AQMP consistency would be less than significant.

#### 7.5.1.2 City of Los Angeles Policies

The Project would offer convenient access to public transit and opportunities for walking and biking (including the provision of bicycle parking), thereby facilitating a reduction in VMT. In addition, the Project would be consistent with the existing land use pattern in the vicinity that concentrates urban density along major arterials and near transit options based on the following:

- The Project Site is within a High Quality Transit Area (HQTa)<sup>93</sup>, which are areas within one-half mile of a high quality transit corridor, which is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.<sup>94</sup>
- The Project Site is zoned as a Transit Priority Area (ZI-2452) by the City of Los Angeles.
- The Project Site is identified in ZIMAS as a Transit Oriented Communities (TOC) Tier 3 based on the shortest distance between any point on the Project Site and a qualified Major Transit Stop at the Wilshire/Vermont Metro Rail station, 800 feet east of the Project Site.<sup>95</sup>

<sup>93</sup> SCAG, HQTa 2016 based on the 2020-2045 RTP/SCS: <https://gisdata-scag.opendata.arcgis.com/datasets/high-quality-transit-areas-hqta-2016-scag-region?geometry=-121.570%2C33.364%2C-114.731%2C34.954>, accessed August 12, 2021.

<sup>94</sup> SCAG, Connect SoCal, Active Transportation Technical Report, page 26: [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal\\_active-transportation.pdf?1606001530](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_active-transportation.pdf?1606001530), accessed August 12, 2021.

<sup>95</sup> Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

- The Los Angeles County Metropolitan Transportation Authority (Metro) and Los Angeles Department of Transportation (LADOT) operate public transit in the area, including:
  - Metro B and D subway service at the Wilshire/Vermont Metro Rail station, 800 feet east of the Project Site.
  - Metro Local 20 runs east-west service on West Wilshire Boulevard.
  - Metro Local 18 runs east-west service on West Wilshire Boulevard.
  - Metro Rapid 204 runs north-south service on Vermont Avenue.
  - Metro Rapid 720 runs east-west service on West Wilshire Boulevard from Downtown Los Angeles to Santa Monica.
  - Metro Rapid 754 runs north-south service on Vermont Avenue.
- There are several Metro Bike Share stations nearby:<sup>96</sup>
  - Berendo Street and 7th Street, 850 feet south of the Site
  - Kenmore Avenue and 6th Street, 875 feet northwest of the Site
  - Shatto Place and Wilshire Boulevard, 1,030 feet east of the Site
- There are several bicycle-friendly streets nearby:<sup>97</sup>
  - New Hampshire Avenue, 150 feet east of the Site
  - Catalina Street, 850 feet southwest of the Site
- There is a dedicated bike lane on 7th Street, 750 feet south of the Site.

The City's General Plan Air Quality Element identifies 30 policies with specific strategies for advancing the City's clean air goals. As illustrated in **Table 7-4**, the Project is consistent with the applicable policies in the Air Quality Element, as the Project would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage the use of alternative modes of transportation. Therefore, the Project would result in a less than significant impact related to consistency with the Air Quality Element.

**Table 7-4**  
**Project Consistency with City of Los Angeles General Plan Air Quality Element**

Strategy	Project Consistency
<b>Policy 1.3.1.</b> Minimize particulate emissions from construction sites.	<b>Consistent.</b> The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules (e.g., Rule 403, Fugitive Dust).

<sup>96</sup> Metro Bike Share: <https://bikeshare.metro.net/stations/>, accessed July 12, 2022.

<sup>97</sup> According to LADOT's Bike Program, Bicycle Friendly Streets (BFS) facilities parallel major corridors and provide a calmer, safer alternative for bicyclists of all ages and skill levels. BFS are multi-modal streets, which means that they accommodate all neighborhood users from cars, to bikes, to pedestrians. <https://ladotbikeblog.wordpress.com/bfs/>



**Table 7-4**  
**Project Consistency with City of Los Angeles General Plan Air Quality Element**

<b>Strategy</b>	<b>Project Consistency</b>
<b>Policy 1.3.2.</b> Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	<b>Consistent.</b> The Project would minimize particulate emissions from unpaved facilities through best practices and/or SCAQMD rules.
<b>Policy 2.1.1.</b> Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	<b>Consistent.</b> The proposed development would provide transportation options to residents as an option to driving to work. The Project Site is well-served by public transit, including Metro local bus lines 18, 20, 204, 720, and 754. The Metro Wilshire/Vermont station provides access to the B and D Line rail services. This location is considered a “Walker’s Paradise”, scoring 95 of 100 points for walkability. The project will provide 11 short- and 107 long-term bicycle parking spaces for the residences. A bike/work area on the ground level will help residents maintain their bikes.
<b>Policy 2.1.2.</b> Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	<b>Consistent.</b> Residents could use high-speed telecommunications services to telecommute as an alternative to reduce work-related commuting. A June 2020 study by the National Bureau of Economic Research found that 37 percent of jobs can be performed entirely from home ( <a href="https://www.nber.org/papers/w26948">https://www.nber.org/papers/w26948</a> ). As such, the Project could help reduce commuting to the workplace through telecommuting.
<b>Policy 2.2.1.</b> Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	<b>Consistent.</b> The Project would discourage single-occupant vehicle use by providing transportation options to residents rather than driving to work. The Project Site is well-served by public transit, including Metro local bus lines 18, 20, 204, 720, and 754. The Metro Wilshire/Vermont station provides access to the B and D Line rail services. This location is considered a “Walker’s Paradise”, scoring 95 of 100 points for walkability. The project will provide 11 short- and 107 long-term bicycle parking spaces for the residences. A bike/work area on the ground level will help residents maintain their bikes.
<b>Policy 2.2.2.</b> Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	<b>Consistent.</b> The Project’s limited on-site parking due to its proximity to public transit will by definition discourage single-occupant car use. There is substantial transit infrastructure in the vicinity of the Project, as noted under Policy 2.1.1.
<b>Policy 2.2.3.</b> Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	<b>Not Applicable.</b> The residential and retail development would not host special events. The Project would not impede the advancement of this Citywide policy.
<b>Policy 3.2.1.</b> Manage traffic congestion during peak hours.	<b>Consistent.</b> The development would help manage peak-hour congestion by supporting use of alternatives to driving. There is substantial transit infrastructure in the vicinity of the Project, as noted under Policy 2.1.1.

**Table 7-4**  
**Project Consistency with City of Los Angeles General Plan Air Quality Element**

<b>Strategy</b>	<b>Project Consistency</b>
<b>Policy 4.1.1.</b> Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	<b>Consistent.</b> The Project is being entitled through the City of Los Angeles, which coordinates with SCAG, Metro, and other regional agencies on the coordination of land use, air quality, and transportation policies.
<b>Policy 4.1.2.</b> Ensure that project level review and approval of land use development remains at the local level.	<b>Consistent.</b> The Project would be entitled and environmentally cleared at the local level.
<b>Policy 4.2.1.</b> Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	<b>Not Applicable.</b> This policy calls for City updates to its General Plan.
<b>Policy 4.2.2.</b> Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	<b>Consistent.</b> The Project would be infill development that would provide residents with proximate access to jobs, shopping, and other uses.
<b>Policy 4.2.3.</b> Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	<b>Consistent.</b> The Project would support use of alternative transportation modes and penetration of electric vehicles. The Project Site would provide transportation options to residents as an option to driving to work, as it is well-served by public transit, including Metro local bus lines 18, 20, 204, 720, and 754. The Metro Wilshire/Vermont station provides access to the B and D Line rail services. This location is considered a "Walker's Paradise", scoring 95 of 100 points for walkability. The project will provide 11 short- and 107 long-term bicycle parking spaces for the residences. A bike/work area on the ground level will help residents maintain their bikes.
<b>Policy 4.2.4.</b> Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	<b>Consistent.</b> The Project's air quality impacts are analyzed in this document, and as discussed herein, all impacts with respect to air quality would be less than significant.
<b>Policy 4.2.5.</b> Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	<b>Consistent.</b> The Project would support use of alternative transportation modes. The Project Site is well-served by public transit, including Metro local bus lines 18, 20, 204, 720, and 754. The Metro Wilshire/Vermont station provides access to the B and D Line rail services. This location is considered a "Walker's Paradise", scoring 95 of 100 points for walkability. The project will provide 11 short- and 107 long-term bicycle parking spaces for the residences.
<b>Policy 4.3.1.</b> Revise the City's General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.	<b>Not Applicable.</b> This policy calls for City updates to its General Plan.
<b>Policy 4.3.2.</b> Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are	<b>Not Applicable.</b> This policy calls for City updates to its General Plan.

**Table 7-4**  
**Project Consistency with City of Los Angeles General Plan Air Quality Element**

<b>Strategy</b>	<b>Project Consistency</b>
located to minimize significant health risks to sensitive receptors.	
<b>Policy 5.1.1.</b> Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	<b>Not Applicable.</b> This policy calls for cleaner operations of the City's water port and airport facilities.
<b>Policy 5.1.2.</b> Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	<b>Not Applicable.</b> This policy calls for cleaner operations of the City's buildings and operations.
<b>Policy 5.1.3.</b> Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	<b>Not Applicable.</b> This policy calls for cleaner operations of the City's Water and Power energy plants.
<b>Policy 5.1.4.</b> Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	<b>Consistent.</b> The Project would be consistent with this policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste and energy consumption.
<b>Policy 5.2.1.</b> Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	<b>Not Applicable.</b> This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements.
<b>Policy 5.3.1.</b> Support the development and use of equipment powered by electric or low-emitting fuels.	<b>Consistent.</b> The Project would be designed to meet the applicable requirements of the States Green Building Standards Code and the City of Los Angeles' Green Building Code.
<b>Policy 6.1.1.</b> Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	<b>Not Applicable.</b> This policy calls for the City to promote clean air awareness through its public awareness programs.
Source: DKA Planning, 2023.	

## 7.5.2 Emissions

### 7.5.2.1 Construction

Construction activity has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. Fugitive dust emissions would primarily result from grading activities. NO<sub>x</sub> emissions would primarily result from the use of construction equipment and truck trips. During the building finishing phase, the application of architectural coatings (e.g., paints) would potentially release VOCs (regulated by SCAQMD Rule 1113). The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

As stated above, it is mandatory for all construction projects in the Basin to comply with SCAQMD Rule 403 for fugitive dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional PM<sub>2.5</sub> and PM<sub>10</sub> emissions associated with construction activities by approximately 61 percent.

As shown in **Table 7-5**, construction of the Project would produce VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> emissions that do not exceed the SCAQMD's regional thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is less than significant.

**Table 7-5**  
**Estimated Daily Construction Emissions**

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2024	1.4	20.7	17.6	0.1	4.8	2.2
2025	3.3	9.0	21.4	<0.1	2.7	0.8
2026	1.9	1.0	2.6	<0.1	0.4	0.1
<b>Maximum Regional Total</b>	3.3	20.7	21.4	0.1	4.8	2.2
Regional Threshold	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Maximum Localized Total</b>	2.3	11.4	10.7	<0.1	2.6	1.5
Localized Threshold	--	<b>74</b>	<b>680</b>	--	<b>5</b>	<b>3</b>
<b>Exceed Threshold?</b>	<b>N/A</b>	<b>No</b>	<b>No</b>	<b>N/A</b>	<b>No</b>	<b>No</b>
<p>The construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed, emissions would be lower because of the increased penetration of newer equipment with lower certified emission levels. Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions)</p> <p>Source: DKA Planning, 2024 based on CalEEMod 2022.1.1.22 model runs. LST analyses based on 1-acre site with 25-meter distances to receptors in Central LA source receptor area. Estimates reflect the peak summer or winter season, whichever is higher. Totals may not add up due to rounding. Modeling documentation included in the Technical Appendix.</p>						

In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the Project.<sup>98</sup> LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are based on the most recent background ambient air quality monitoring data (2019-2021) for the Project area.

<sup>98</sup> SCAQMD, LST Methodology Appendix C-Mass Rate LST Look-up Table, revised October 2009.

Maximum on-site daily construction emissions for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the Central LA SRA based on construction site acreage that is less than or equal to one acre. As the Project Site is 0.83 acres in area, this acreage assumption is appropriate. Potential impacts were evaluated at the closest off-site sensitive receptor, which are directly adjacent to the Project Site. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in **Table 7-5**, above, the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO<sub>2</sub> and CO during the construction phase. Similarly, construction activities would not produce PM<sub>10</sub> and PM<sub>2.5</sub> emissions that exceed localized thresholds recommended by the SCAQMD.

These estimates assume the use of Best Available Control Measures (BACMs) that address fugitive dust emissions of PM<sub>10</sub> and PM<sub>2.5</sub> through SCAQMD Rule 403. This would include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. Therefore, construction impacts on localized air quality are less than significant.

### 7.5.2.2 Operation

Operational emissions of criteria pollutants would come from area, energy, and mobile sources. Area sources include natural gas for space heating and water heating, gasoline-powered landscaping and maintenance equipment, consumer products such as household cleaners, and architectural coatings for routine maintenance. The CalEEMod program generates estimates of emissions from energy use based on the land use type and size. The Project would also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project Site. The Project could add up to 479 vehicle trips to the local roadway network on a peak weekday at the start of operations in 2026.<sup>99</sup>

As shown in **Table 7-6**, the Project's net emissions would not exceed the SCAQMD's regional or localized significance thresholds. The Project's operational impacts on long-term air pollution would be considered less than significant. Therefore, the operational impacts of the Project on regional and localized air quality are less than significant.

**Table 7-6**  
**Estimated Daily Operations Emissions**

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	3.1	0.1	11.0	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.4	0.2	<0.1	<0.1	<0.1
Mobile Sources	1.5	1.0	11.1	<0.1	2.3	0.6
<b>Regional Total</b>	4.6	1.5	22.3	<0.1	2.4	0.6
<b>Regional Significance Threshold</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

<sup>99</sup> Gibson Transportation Consulting, [Transportation Assessment](#), May 16, 2023, based on City of Los Angeles VMT Calculator (v1.3) estimates. Included as **Appendix C-1** to this CE.

**Table 7-6**  
**Estimated Daily Operations Emissions**

<b>Localized Total</b>	3.1	0.5	11.2	<0.1	0.9	0.2
<b>Localized Significance Threshold</b>	<b>N/A</b>	<b>74</b>	<b>680</b>	<b>--</b>	<b>2</b>	<b>1</b>
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
LST analyses based on 1-acre site with 25-meter distances to receptors in Central LA SRA Source: DKA Planning, 2024 based on CalEEMod 2022.1.1.22 model runs (included in the Technical Appendix). Totals reflect the summer season maximum and may not add up due to rounding.						

## 7.5.3 Sensitive Receptors

### 7.5.3.1 Construction

Construction of the Project could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project Site exceeded the applicable LST values presented in **Table 7-3**, or if construction activities generated significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of 10 excess cancers per million or non-carcinogenic Hazard Index greater than 1.0, respectively. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

As shown in **Table 7-5**, above, during construction of the Project, maximum daily localized unmitigated emissions of NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> from sources on the Project Site would remain below each of the respective LST values. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are within 25 meters of the Project's construction activities. Therefore, based on SCAQMD guidance, localized emissions of criteria pollutants would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern.

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust stacks of construction equipment. The construction emissions modeling conservatively assumed that all equipment present on the Project Site would be operating simultaneously throughout most of the day, while in all likelihood this would rarely be the case. Average daily emissions of diesel PM would be less than one pound per day throughout the course of Project construction. Therefore, the magnitude of daily diesel PM emissions, would not be sufficient to result in substantial pollutant concentrations at off-site locations nearby.

Furthermore, according to SCAQMD methodology, health risks 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 TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be approximately 27 months, and the magnitude of daily diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, construction TAC emissions would result in a less than significant impact.

Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.

### 7.5.3.2 Operation

The Project Site would involve replacing commercial and institutional uses with residential and retail uses, land uses that is not typically associated with TAC emissions. Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides) for the types of proposed land uses would be below thresholds warranting further study under California Accidental Release Program.

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).<sup>100</sup>

The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.<sup>101</sup> Together, the CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and to a lesser extent, facility operations (e.g., natural gas fired boilers). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.<sup>102</sup> Based on this guidance, the Project would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, the CARB-mandated airborne toxic control measures (ATCM) limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time, which would further limit diesel particulate emissions.

<sup>100</sup> CARB, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

<sup>101</sup> SCAQMD, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

<sup>102</sup> SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2002.

As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO<sub>2</sub>, PM<sub>2.5</sub>, or PM<sub>10</sub> at nearby sensitive receptors. While long-term operations of the Project would generate traffic that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce emissions concentrations needed to trigger a CO hotspot, as it would add 479 vehicle trips to the local roadway network on weekdays when the development could be leased and operational in 2026. Most vehicle-related noise impacts at the Project Site would come from up to 74 and 64 vehicles entering and exiting the development during the peak A.M. and P.M. hours, respectively.<sup>103</sup> This would represent 2.3 percent of the 3,273 vehicles currently using Wilshire Boulevard at Berendo Street in the A.M. peak hour.<sup>104</sup> Assuming peak hour volumes represent ten percent of daily volumes, this intersection would carry 32,730 daily vehicle trips, well below the traffic volumes that would be needed to generate CO exceedances of the ambient air quality standard.<sup>105</sup>

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions.<sup>106</sup> However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs.

In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and

<sup>103</sup> Gibson Transportation Consulting, Inc. Updated Transportation Analysis for the 638 S. Berendo Street Residential Project; May 2023. Included as **Appendix C-2** to this CE.

<sup>104</sup> DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on Wilshire Boulevard at Berendo Street, [https://navigatela.lacity.org/dot/traffic\\_data/manual\\_counts/42213\\_BERWIL111018.pdf](https://navigatela.lacity.org/dot/traffic_data/manual_counts/42213_BERWIL111018.pdf), 2011 traffic counts adjusted by one percent growth factor to represent existing conditions.

<sup>105</sup> South Coast Air Quality Management District; 2003 AQMP. As discussed in the 2003 AQMP, the 1992 CO Plan included a CO hotspot analysis at four intersections in the peak A.M. and P.M. time periods, including 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). The busiest intersection was Wilshire and Veteran, used by 100,000 vehicles per day. The 2003 AQMP estimated a 4.6 ppm one-hour concentration at this intersection, which meant that an exceedance (20 ppm) would not occur until daily traffic exceeded more than 400,000 vehicles per day.

<sup>106</sup> California Office of Environmental Health Hazard Assessment. Health Effects of Diesel Exhaust. [www.http://oehha.ca.gov/public\\_info/facts/dieselfacts.html](http://oehha.ca.gov/public_info/facts/dieselfacts.html)



has provided guidance for analyzing mobile source diesel emissions.<sup>107</sup> The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, the Project's operational impacts on local sensitive receptors would be less than significant.

#### **7.5.4 Odors**

The Project would not result in activities that create objectionable odors. The Project is a residential development that would not include any activities typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any occasional odors. As a result, any odor impacts from the Project would be considered less than significant.

### **7.6 Conclusion**

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to air quality.

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<sup>107</sup> SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

## 8 Discussion of CCR Section 15332(d): Water Quality

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.<sup>108</sup>

### 8.1 Surface Water Quality

#### 8.1.1 Construction

Construction activities such as earth moving, maintenance of construction equipment, and handling of construction materials can contribute to pollutant loading in stormwater runoff. Site-specific BMPs would reduce or eliminate the discharge of potential pollutants from stormwater runoff. In addition, the Project Applicant would be required to comply with City grading permit regulations and inspections to reduce sedimentation and erosion. During Project construction, particularly during the grading phase, stormwater runoff from precipitation events could cause exposed and stockpiled soils to be subject to erosion and convey sediments into municipal storm drain systems. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur.

As Project construction would disturb less than one acre of soil (total site is 0.83 acres, of which 0.36 acres is proposed to be developed, with the remainder to remain as existing building), the Project would not be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. However, the Project would be required to implement Best Management Practices (BMPs) as part of the City's grading permit requirements. BMPs would include, but would not necessarily be limited to, erosion control, sediment control, non-stormwater management, and materials management BMPs (e.g., sandbags, storm drain inlets protection, stabilized construction entrance/exit, wind erosion control, and stockpile management) to minimize the discharge of pollutants in stormwater runoff during construction.

In addition, Project construction activities would occur in accordance with City grading permit regulations (LAMC Chapter IX, Division 70), such as the preparation of an Erosion Control Plan, to reduce the effects of sedimentation and erosion. With the implementation of site-specific BMPs included as part of the Erosion Control Plan required to comply with the City grading permit regulations, the Project would significantly reduce or eliminate the discharge of potential pollutants from the stormwater runoff. Therefore, with compliance with City grading regulations, construction of the Project would not violate any water quality standard or waste discharge requirements or otherwise substantially degrade surface water quality.

With compliance with regulations in place, construction of the Project would not result in discharge that would cause: (1) pollution which would alter the quality of the water of the State (i.e., Los Angeles River) to a degree which unreasonably affects beneficial uses of the waters; (2) contamination of the quality of the water of the State by waste to a degree which creates a hazard to the public health through poisoning or through the spread of diseases; or (3) nuisance that

<sup>108</sup> Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

would be injurious to health; affect an entire community or neighborhood, or any considerable number of persons; and occurs during or as a result of the treatment or disposal of wastes. Furthermore, such mandatory compliance measures would ensure that construction of the Project would not result in discharges that would cause regulatory standards to be violated in the Los Angeles River Watershed. Therefore, temporary construction-related impacts on surface water quality would be less than significant.

### **8.1.2 Operation**

Under the City's Low Impact Development (LID) Ordinance, post-construction stormwater runoff from new projects must be infiltrated, evapotranspired, captured and used, and/or treated through high efficiency BMPs on-site for the volume of water produced by the greater of the 85th percentile storm event or the 0.75-inch storm event (i.e., "first flush"). Consistent with LID requirements to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of capture and use and/or biofiltration system BMPs as established by the LID Manual.

The installed BMP systems would be designed with an internal bypass overflow system to prevent upstream flooding during major storm events. As the majority of potential contaminants are anticipated to be contained within the "first flush" storm event, major storms are not anticipated to cause an exceedance of regulatory standards. As is typical of most urban existing uses and proposed developments, stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater system. Anticipated and potential pollutants generated by the Project are sediment, nutrients, pesticides, metals, pathogens, and oil and grease.

The implementation of BMPs required by the City's LID Ordinance would target these pollutants that could potentially be carried in stormwater runoff. Furthermore, operation of the Project would not result in discharges that would cause regulatory standards to be violated.

The existing site is nearly impervious and consists of a building, paved surface lot, and landscape areas. Implementation of the Project would increase the impervious surface. The Project Site does not appear to include BMPs or measures to treat stormwater runoff.

As such, stormwater currently flows from the Project Site without any treatment. However, the Project includes compliance with LID BMPs, such as the installation of a capture and use and/or biofiltration system, which would control stormwater runoff with no increase in runoff resulting from the Project. Therefore, with the incorporation of such LID BMPs, operation of the Project would not result in discharges that would violate any surface water quality standards or waste discharge requirements. Impacts to surface water quality during operation of the Project would be less than significant.

## **8.2 Ground Water Quality**

### **8.2.1 Construction**

In the event groundwater is encountered during construction, temporary pumps and filtration would be utilized in compliance with all applicable NPDES requirements. The treatment and disposal of the dewatered water would occur in accordance with the Los Angeles Regional Water

Quality Control Board (LARWQCB) Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. Therefore, construction could potentially improve the existing condition by removing impacted groundwater.

In addition, the construction activities would be typical of a residential project and would not involve activities that could further impact the underlying groundwater quality.

Further, compliance with all applicable federal, State, and local requirements concerning the handling, storage and disposal of hazardous waste would reduce the potential for the construction of the Project to release contaminants into groundwater.

Based on the above, construction of the Project would not result in discharges that would violate any groundwater quality standard or waste discharge requirements. Therefore, construction-related impacts on groundwater quality would be less than significant.

## 8.2.2 Operation

Water runoff flows toward the existing storm drain system with an inlet on Berendo Street, north of the Site at 6th Street.<sup>109</sup>

The Project does not include the installation of water wells, or any extraction or recharge system that is in the vicinity of the coast, an area of known groundwater contamination or seawater intrusion, a municipal supply well or spreading ground facility. The Project Site would not increase concentrations of trash in the Los Angeles River Watershed because it would not dump trash into the storm drain system. The Project would meet the requirements of the City's LID standards. Under section 3.1.3. of the LID Manual, post-construction stormwater runoff from new projects must be infiltrated, evapotranspired, captured and used, and/or treated through high efficiency BMPs on-site for the volume of water produced by the 85<sup>th</sup> percentile storm event. The Project would implement either Infiltration Drywells, Capture and Use System, or Biofiltration Planters for managing stormwater runoff in accordance with current LID requirements.

Through required compliance with the City's LID Ordinance, operation of the Project would not result in discharges that would cause: (1) pollution which would alter the quality of the waters of the State (i.e., Los Angeles River) to a degree which unreasonably affects beneficial uses of the waters; (2) contamination of the quality of the waters of the State by waste to a degree which creates a hazard to the public health through poisoning or through the spread of diseases; or (3) nuisance that would be injurious to health; affect an entire community or neighborhood, or any considerable number of persons; and occurs during or as a result of the treatment or disposal of wastes. As is typical of most urban developments, stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater system. Anticipated and potential pollutants generated by the Project include sediment, nutrients, pesticides, metals, pathogens, and oil and grease. The release of pollutants listed above would be reduced or minimized through the implementation of approved LID BMPs.

<sup>109</sup> NavigateLA, Stormwater layer: <http://navigatea.lacity.org/navigatea/>, accessed March 20, 2024.

The Project does not include the installation of water wells, or any extraction or recharge system that is in the vicinity of the coast, an area of known groundwater contamination or seawater intrusion, a municipal supply well or spreading ground facility. Operational activities, which could affect groundwater quality, include hazardous material spills and leaking underground storage tanks. No underground storage tanks will be operated by the Project.

The Project would not expand any potential areas of contamination, increasing the level of contamination, or cause regulatory water quality standard violations, as defined in the California Code of Regulations, Title 22, Division 4, Chapter 15 and the Safe Drinking Water Act. The Project is not anticipated to result in releases or spills of contaminants that could reach a groundwater recharge area or spreading ground or otherwise reach groundwater through percolation. The Project does not involve drilling to or through a clean or contaminated aquifer.

Furthermore, operation of the Project would not result in discharges that would cause regulatory standards to be violated. Stormwater infrastructure on the Project Site, in compliance with LID BMP requirements, would control and treat stormwater runoff to account for the 85<sup>th</sup> percentile storm event. The installed BMP systems would be designed with an internal bypass overflow system to prevent upstream flooding during major storm events. Implementation of LID BMPs would ensure operational impacts on surface water quality are less than significant. Therefore, the Project's potential impact on surface water quality and groundwater quality is less than significant.

The Project Site is completely developed with a building and surface parking lot and has minimal landscape pervious areas that do not have any LID systems. Implementation of a development that complies with the current requirements of the LID ordinance and handbook would actually improve the condition of the Site. Therefore no significant impact would occur.

### **8.3 Conclusion**

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to water quality.

## 9 Discussion of CCR Section 15332(e)

The site can be adequately served by all required utilities and public services.<sup>110</sup>

### 9.1 Fire Protection

Within the City of Los Angeles, fire prevention and suppression services and emergency medical services are provided by the Los Angeles Fire Department (LAFD). Project impacts regarding fire protection services are evaluated on a project-by-project basis. A project's land use, fire-related needs, and whether the project site meets the recommended response distance and fire safety requirements, as well as project design features that would reduce or increase the demand for fire protection and emergency medical services, are taken into consideration.

Beyond the standards set forth in the Los Angeles Fire Code, consideration is given to the project size and components, required fire-flow, response distance for engine and truck companies, fire hydrant sizing and placement standards, access, and potential to use or store hazardous materials. The evaluation of the Project's impact on fire protection services considers whether the development of the project would create the need for a new fire station or expansion, relocation, or consolidation of an existing facility to accommodate increased demand, the construction of which would cause significant environmental impacts.

The Project would comply with all applicable regulatory standards. In particular, the Project would comply with LAMC fire safety requirements, including those established in the Building Code (Chapter 9), the Fire Code (Chapter 7) and Section 57.507.3.1 of the LAMC regarding fire flow requirements.

LAMC Chapter V, Article 7, Section 57.512.1 provides that response distances, which are based on land use and fire flow requirements and range from 0.75 mile for an engine company to 2 miles for a truck company, shall comply with Section 57.507.3.3. Where a site's response distance is greater than permitted, all structures must have automatic fire sprinkler systems.

According to LAMC Section 57.512.1,<sup>111</sup> response distances based on land use and fire-flow requirements shall comply with Table 57.507.3.3 (recreated below).<sup>112</sup>

This Project would be a high density development. For a high density residential land use, the maximum response distance is 1.5 mile for an engine company and 2 miles for a truck company. The maximum response distances for both fire suppression companies (engine and truck) must be satisfied. According to LAMC Section 57.512.2<sup>113</sup>, where a response distance is greater than

<sup>110</sup> Each of these topic areas (public services [fire, police, schools, parks, libraries] and utilities [wastewater, water, solid waste]) are discussed in their own section.

<sup>111</sup> LAMC Section 57,512.1,  
[http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:losangelescamc\\$anc=JD57.512](http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates$fn=default.htm$3.0$vid=amlegal:losangelescamc$anc=JD57.512).

<sup>112</sup> LAMC Table 57,507.3.3,  
[http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:losangelescamc\\$anc=JD57.512.3](http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates$fn=default.htm$3.0$vid=amlegal:losangelescamc$anc=JD57.512.3)

<sup>113</sup> LAMC Section 57,512.2,  
[http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:losangelescamc\\$anc=JD57.512.2](http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates$fn=default.htm$3.0$vid=amlegal:losangelescamc$anc=JD57.512.2).

that shown in Table 57.507.3.3 (table recreated below), all structures shall be constructed with automatic fire sprinkler systems. Additional fire protection shall be provided as required by the Fire Chief per LAMC Section 57.512.2.

**Table 57.507.3.3**  
**Response Distances That If Exceeded Require The Installation Of An Automatic Fire Sprinklers System**

* Land Use	Required Fire-Flow	Maximum Response Distance	
		Engine Co.	Truck Co.
Low Density Residential	2,000 gpm from three adjacent hydrants flowing simultaneously	1-1/2 miles	2 miles
High Density Residential and Commercial Neighborhood	4,000 gpm from four adjacent hydrants flowing simultaneously	1-1/2 miles	2 miles
Industrial and Commercial	6,000 to 9,000 gpm from four hydrants flowing simultaneously	1 mile	1-1/2 miles
High Density Industrial and Commercial or Industrial (Principal Business Districts or Centers)	12,000 gpm available to any block (where local conditions indicate that consideration must be given to simultaneous fires, an additional 2,000 to 8,000 gpm will be required)	3/4 mile	1 mile
gpm – gallons per minute Land use designations are contained in the community plan elements of the General Plan for the City of Los Angeles. The maximum response distances for both L.A.F.D. fire suppression companies (engine and truck) must be satisfied. LAMC Table 57.507.3.3.			

According to the City, the Project Site is first-served by Station No. 13<sup>114</sup>, located at 2401 Pico Boulevard, approximately 1.25 miles driving distance southeast of the Site. Additionally, Station No. 29, located at 4029 Wilshire Boulevard, is approximately 1.25 miles driving distance west of the Site.<sup>115</sup>

As shown in **Table 9-1**, Fire Station No. 29 has a task force (composed of a truck company and two engine company).<sup>116</sup> Therefore, the Project Site is located within the maximum distance identified by LAMC Section 57.512.<sup>117</sup> (i.e. within 1.5 mile for an engine and 2 miles for a truck). Since the Project Site is located within the distance identified by LAMC Section 57.507.3.3, it does not need automatic fire sprinkler systems. Additional fire protection shall be provided as required by the Fire Chief per LAMC Section 57.512.2.

<sup>114</sup> ZIMAS search: <http://zimas.lacity.org>, accessed March 20, 2024.

<sup>115</sup> LAFD, Find Your Station: <https://www.lafd.org/fire-stations/station-results>, accessed March 20, 2024.

<sup>116</sup> LAFD: <http://www.lafd.org/about/about-lafd/apparatus>, accessed March 20, 2024.

<sup>117</sup> LAMC Section 57.512.1, [http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfire?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:losangelescamc\\$anc=JD57.512](http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfire?f=templates$fn=default.htm$3.0$vid=amlegal:losangelescamc$anc=JD57.512), accessed March 20, 2024.

**Table 9-1  
Fire Stations**

No.	Address	Distance	Equipment	Operational Response Time	Incident Counts
13	2401 Pico Boulevard	1.25 miles	Engine Paramedic Ambulance Rescue Ambulance EMS Battalion Captain Battalion Chief	EMS: 6:57 min Non-EMS: 6:41 min	EMS: 6,445 Non-EMS: 1,535
29	4029 Wilshire Boulevard	1.25 miles	Task Force Paramedic Ambulance Rescue Ambulance Urban Rescue Battalion Chief	EMS: 6:50 min Non-EMS: 6:28 min	EMS: 5,185 Non-EMS: 1,534
<p>Response Time: (January to December 2023) average time (turnout time + travel time) in the station area. Incident counts: (January to December 2023). Non-EMS is fire emergency. EMS is emergency medical service.  <a href="http://lafd.org/sites/default/files/pdf_files/11-03-2014_AllStations.pdf">http://lafd.org/sites/default/files/pdf_files/11-03-2014_AllStations.pdf</a>            Light Force: Truck company and single engine.            Task Force: Truck company and two fire engines.            LAFD June 2021 Fire Station Directory.            Table: CAJA Environmental Services, March 2024.</p>					

The Project Site is in an urbanized area completely surrounded by development. The Project Site is not located in a Very High Fire Hazard Severity Zone<sup>118</sup> or in the wildlands fire hazard Mountain Fire District.<sup>119</sup>

LAMC Section 57.507.3.1 establishes fire water flow standards, which vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas, with a minimum residual water pressure of 20 pounds per square inch (psi) remaining in the water system. Site-specific fire flow requirements are determined by the LAFD based on land use, life hazard, occupancy, and fire hazard level.

LAMC Section 57.507.3.2 addresses land use-based requirements for fire hydrant spacing and type. Regardless of land use, every first story of a residential, commercial, or industrial building must be within 300 feet of an approved hydrant. The site-specific number and location of hydrants would be determined as part of LAFD's fire/life safety plan review for each development. Final fireflow demands, fire hydrant placement, and other fire protection equipment would be determined for the Project by LAFD during the plan check process. If the Project is determined to require one or more new hydrants during plan check in accordance with city standards, the Project would have to provide them.

The following fire hydrants are near the Project Site:<sup>120</sup>

<sup>118</sup> ZIMAS search: <http://zimas.lacity.org/>, accessed March 20, 2024.

<sup>119</sup> Los Angeles Safety Element, Exhibit D, Selected Wildfire Hazard Areas in the City of Los Angeles: [https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety\\_Element.pdf](https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf), accessed March 20, 2024.

<sup>120</sup> Navigate LA, DWP (Fire Hydrants) Layer: <http://navigatela.lacity.org/navigatela/>, accessed March 20, 2024,



- Hydrant (ID 14453, size 2½ x 4D, 6-inch main), west side of South Berendo Street, across from alley.
- Hydrant (ID 15306, size 4D, 8-inch main), northeast corner of West Wilshire Boulevard and South Berendo Street.
- Hydrant (ID 9721, size 4D, 30-inch main), southeast corner of West Wilshire Boulevard and South Berendo Street.

If the Project is determined to require one or more new hydrants during plan check, the Project would have to provide them.

Section 35 of Article XIII of the California Constitution at Subdivision (a)(2) provides: “The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services.” Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and emergency medical services, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.<sup>121</sup>

For all the foregoing reasons, the Project would be adequately served by the LAFD.

## 9.2 Police Protection

The Project Site is served by the City of Los Angeles Police Department’s (LAPD) West Bureau, Olympic Community Police Station, located at 1130 S. Vermont.<sup>122</sup> The Olympic Community is 6.2 square miles in size, has approximately 200,000 residents, and has approximate 270 sworn officers. The officer to resident ratio is 1:741.

The Station is approximately 0.75 miles driving distance from the Project Site.

There are no immediate plans to increase LAPD staffing or resources in those areas, which would serve the Project. The Project would add approximately 367 residents.<sup>123</sup> Assuming the same officer to resident ratio, the Project would represent approximately 1 officer.

<sup>121</sup> City of Hayward v. Board Trustee of California State University (2015) 242 Cal. App. 4th 833, 847.

<sup>122</sup> LAPD, Olympic Community: <https://www.lapdonline.org/lapd-contact/west-bureau/olympic-community-police-station/>, accessed March 20, 2024.

<sup>123</sup> Gibson Transportation Consulting, Updated Transportation Assessment, May 16, 2023, based on City of Los Angeles VMT Calculator (v1.3) estimates. Included as **Appendix C-2** to this CE.

This increase is negligible and represents less than 1% increase compared to the number of existing officers. The Project will contribute property tax revenue into the City’s General Fund, which can be used to fund additional resources per the planning and deployment strategies of the LAPD.

During construction, the open sides on the Project Site would need to be secured to prevent trespass and theft of building materials. The Project Applicant would employ construction security features, such as fencing, which would serve to minimize the need for LAPD services. Temporary construction fencing would be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

The potential for crime can be reduced with site-specific designs and features. The Project would include standard security measures such as adequate security lighting, secure access to non-public areas and residential access points. Parking would be in a parking levels integrated into the building. The LAPD will require that the commanding officer of the Station be provided a diagram of each portion of the property showing access routes, and any additional information that might facilitate police response.

Section 35 of Article XIII of the California Constitution at Subdivision (a)(2) provides: “The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services.” Section 35 of Article XIII of the California Constitution was adopted by voters in 1993 pursuant to Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include police protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including police protection, and that it is reasonable to conclude that the city will comply with Proposition 172 to ensure that public safety services are provided.<sup>124</sup>

For all the foregoing reasons, the Project would be adequately served by the LAPD.

## 9.3 Schools

The Project is served by the following Los Angeles Unified School District (LAUSD) schools:<sup>125</sup>

- Young Oak Kim Academy Middle School<sup>126</sup> (grades 6-8), 615 South Shatto Place

<sup>124</sup> City of Hayward v. Board Trustee of California State University (2015) 242 Cal. App. 4th 833, 847.

<sup>125</sup> LAUSD School Finder: <https://rsi.lausd.net/ResidentSchoolIdentifier/>.

<sup>126</sup> Kim Academy enrollment is by application only.

- Robert F. Kennedy (RFK) Zone of Choice, 701 South Catalina Street and 3201 West 8th Street.<sup>127</sup>
  - Ambassador School of Global Education (K-5)
  - Ambassador School of Global Leadership (6-8, 9-12)
  - UCLA Community School (K-5, 6-8, 9-12)
  - New Open World Academy (K-5, 6-8, 9-12)
  - School of Visual Arts and Humanities 9-12)
  - Los Angeles High School of the Arts (9-12)

The residential units directly generate students. As shown in **Table 9-2**, the Project would generate approximately 59 students. This is a conservative amount that does not take credit for the existing uses on the Site (office building to remain in use).

However, pursuant to the California Government Code Section 65995<sup>128</sup> and California Education Code Section 17620<sup>129</sup>, mandatory payment of the school fees established by LAUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, fully address and mitigate any potential direct and indirect impacts to schools as a result of the Project. Therefore, Project impacts to school services would be less than significant with compliance with regulatory requirements to pay school fees pursuant to the Government Code.

For all the foregoing reasons, the Project would be adequately served by the LAUSD.

**Table 9-2**  
**Estimated Student Generation**

Land Use	Project Amount	Student Generation			
		Elementary	Middle	High	Total
Multi-Family Dwelling Units	163 units	32	9	18	<b>59</b>
Los Angeles Unified School District (LAUSD), 2024 Developer Fee Justification Study, February 2024, <a href="https://www.lausd.org/domain/921">https://www.lausd.org/domain/921</a> , accessed May 12, 2024. Table 3, Student Generation Factors, Students per household: 0.19142 elementary (grades TK-6), 0.05279 middle (grades 7-8); 0.10504 high (grades 9-12). Table 15, Summary of Commercial and Industrial Uses, Students per 1,000 sf: 0.489 for neighborhood shopping centers, 0.204 for lodging, 0.864 for standard and commercial office.					

<sup>127</sup> Schools & programs that are part of a "school choice area" pull enrollments from the school(s) that have resident areas, as defined by attendance boundaries.

<sup>128</sup> California Government Code Section 65995, <https://leginfo.ca.gov/faces/codesdisplaySection.xhtml?lawCode=GOV&sectionNum=65995>, accessed March 20, 2024

<sup>129</sup> California Education Code Section 17620 <https://leginfo.ca.gov/faces/codesdisplaySection.xhtml?lawCode=EDC&sectionNum=17620>, accessed March 20, 2024

Since the Study does not specify the grade levels of students that are generated from non-residential land uses, such students are assumed to be divided among the residential generation factors (i.e. approximately 54.3 percent for elementary, 14.6 percent for middle, and 31.0 percent for high school. Table: CAJA Environmental Services, May 2024.

## 9.4 Parks

The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipally owned and operated recreation and park facilities within the City. The Public Recreation Plan, a portion of the Service Element of the City's General Plan sets a goal of a parkland acres-to-population ratio of neighborhood and community parks of 4.0 (or 4 acres per 1,000 persons).

**Table 9-3** lists the parks and recreation centers that are located near the Project Site.

**Table 9-3**  
**Parks and Recreation Centers**

Name	Address	Acres	Distance to Site
Seoul International Park	3250 West San Marino Avenue	3.47	3,450 feet
RFK Inspiration Park	3384 West Wilshire Boulevard	0.43	835 feet
Lafayette Park	4800 West Hollywood Boulevard	10	2,600 feet
MacArthur Park	2230 West 6th Street	29.87	4,450 feet
Normandie Recreation Center	1550 South Normandie Avenue	3.28	1.2 miles
Shatto Recreation Center	3191 West 4th Street	5.39	2,500 feet
NavigateLA with Recreation and Parks Department layer: <a href="http://navigatea.lacity.org/index01.cfm">http://navigatea.lacity.org/index01.cfm</a>			

The Project would increase the number of residents at the Project Site. The Project would include common open space roof deck, and private open space balconies in compliance with the LAMC requirement. While Project residents would use the on-site open spaces and recreational facilities, it is reasonably foreseeable that Project residents would use nearby parks and recreation facilities.

According to the standards provided in the Public Recreation Plan, the 367 net new residents would require 1.47 acres to maintain the standard of four acres per 1,000 people. The City requires developers to dedicate parkland or pay applicable fees (such as dwelling unit construction tax) in lieu of parkland dedication.

In September 2016, the City adopted a Park Fee Ordinance (Ordinance), which became effective on January 11, 2017. The aim of the Ordinance is to increase the opportunities for park space creation and expand the Quimby fee program beyond those projects requiring a subdivision map to include a park linkage fee for all net new residential units. The Ordinance amends LAMC Sections 12.21, 12.33, 17.03, 17.12 and 17.58, deletes LAMC Sections 17.07 and 19.01, and adds LAMC Section 19.17. The Ordinance increases Quimby fees, provides a new impact fee for non-subdivision projects, eliminates the deferral of park fees for market rate projects that include residential units, increases the fee spending radii from the site from which the fee is collected, provides for early City consultation for subdivision projects or projects with over 50 units in order to identify means to dedicate land for park space, and updates the provisions for credits against park fees.

The Project would be required to pay the in-lieu fee prior to the issuance of a certificate of occupancy.

While Project residents would use the on-site open spaces and recreational facilities, it is reasonably foreseeable that Project residents would use nearby parks and recreation facilities. However, with the provided on-site and open space and payment of applicable fees, the Project would be adequately served by area park and recreational facilities.

## 9.5 Other Public Facilities

The City of Los Angeles Public Library (LAPL) provides library services throughout the City through its Central Library, 8 regional branches, and 64 community branches. The LAPL collection has 7.1 million books, magazines, electronic media, 120 online databases, and 34,000 e-books and related media.<sup>130</sup>

On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes Criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities – 12,500 square feet for communities with less than 45,000 people, 14,500 square feet for community with more than 45,000 people, and up to 20,000 square feet for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

**Table 9-4** describes the libraries that would serve the Project.

**Table 9-4**  
**Los Angeles Public Libraries**

Name	Address	Size (sf)	Collection Size / Circulation	Service Population	Staff
Cahuenga	4591 Santa Monica Blvd	10,942	35,377 / 40,066	71,410	8
De Neve	2820 W. 6th Street	9,723	39,924 / 42,106	111,737	9
Fremont	6121 Melrose Avenue	7,361	36,289 / 49,338	11,518	14
Pico-Union	1030 S. Alvarado Street	12,500	50,693 / 65,926	34,339	9
Pio Pico	694 S. Oxford Ave.	20,000	66,694 / 95,231	123,961	14
Wilshire	149 N. St Andrews Pl.	6,258	35,626 / 45,207	109,850	8.5
Staffing is full-time equivalent. Current service is estimated from LA Times Mapping LA database and branch library community boundaries.					

The Project would not directly necessitate the need for a new library facility. This is because the LAPL has indicated that there are no planned improvements to add capacity through expansion. There are no plans for the development of any other new libraries to serve this community. The LAPL uses the most recent Census figures to determine if a branch should be constructed in a given area.

The analysis considers features (on-site library facilities, direct support to LAPL) that would reduce the demand for library services. It is likely that the residents of the Project would have individual access to internet service, which provides information and research capabilities that

<sup>130</sup> LAPL website: <https://www.lapl.org/sites/default/files/media/pdf/about/LAPLFY2017-18Backgrounder10022018.pdf>

studies have shown reduce demand at physical library locations.<sup>131, 132, 133</sup> Further, Measure L has provided funds to restore adequate services to the existing library system. In addition, Project residents could use any of the libraries in the area.

For all of these reasons, it is not anticipated that the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, or need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for library services.

The Pio Pico is a regional branch (as a 20,000 square foot facility). It currently serves 123,961 and would be able to accommodate the Project's 367 residents. Therefore, the Project would be adequately served by the City's libraries.

## 9.6 Wastewater

The Project Site is located within the service area of the Hyperion Treatment Plant (HTP), which has been designed to treat 450 million gallons per day (mgd) to full secondary treatment. Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the LARWQCB discharge policies for the Santa Monica Bay. The HTP currently treats an average daily flow of approximately 275 mgd.<sup>134</sup> Thus, there is approximately 175 mgd available capacity.

As shown on **Table 9-5**, the Project would generate a net total of approximately 12,225 gallons of wastewater per day (or 0.012 mgd). This total does not take any credit for any proposed sustainable and water conservation features of the Project. This is a worst-case, conservative approach. With a remaining daily capacity of 175 mgd, the HTP would have adequate capacity to serve the Project's projected 0.012 mgd generation.

The sewer infrastructure in the vicinity of the Project includes an existing 8-inch line on Berendo Street. The sewage from the existing 8-inch line feeds into a 45-inch line on Mariposa Ave before discharging into a 57-inch sewer line on James M Wood Boulevard.<sup>135</sup>

Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow. If a deficiency or service problem is discovered during the permitting process that prevents the Project from an adequate level of service, the Project Applicant shall fund the required upgrades to adequately serve the Project. This will ensure that the Project's impacts to the wastewater conveyance system would be less than significant.

<sup>131</sup> "To Read or Not To Read", see pg. 10: "Literary reading declined significantly in a period of rising Internet use": <https://www.arts.gov/sites/default/files/ToRead.pdf>.

<sup>132</sup> "How and Why Are Libraries Changing?" Denise A. Troll, Distinguished Fellow, Digital Library Federation: <http://old.diglib.org/use/whitepaper.htm>.

<sup>133</sup> "Use and Users of Electronic Library Resources: An Overview and Analysis of Recent Research Studies", Carol Tenopir: <http://www.clir.org/pubs/reports/pub120/contents.html>.

<sup>134</sup> <https://www.lacitysan.org/san/faces/wcnaveexternalld/s-lsh-wwd-cw-p-hwrp?adf.ctrlstate=e9g2enwi5&afrLoop=2223629005130851#>

<sup>135</sup> NavigateLA, Sewer layer: <https://navigatea.lacity.org/navigatea/>, accessed March 20, 2024.

Therefore, no Project impacts related to wastewater treatment would occur and the Project would be adequately served by the City's wastewater facilities.

**Table 9-5**  
**Project Estimated Wastewater Generation**

Land Use	Size	Rates	Total (gpd)
Residential – Studio	163 units	75 gallons / unit	12,225
Note: sf = square feet; gpd = gallons per day Rates: Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012. Table: CAJA Environmental Services, June 2023.			

## 9.7 Water

The City receives water from five major sources: 1) the Eastern Sierra Nevada watershed, via the Los Angeles Aqueduct; 2) the Colorado River, via the Colorado River Aqueduct; 3) the Sacramento- San Joaquin Delta, via the State Water Project and the California Aqueduct; 4) local groundwater; and 5) recycled water. The amount of water obtained from these sources varies from year to year and is primarily dependent on weather conditions and demand. Los Angeles Department of Water and Power (LADWP) has adopted the 2020 Urban Water Management Plan to ensure that existing and projected water demand within its service area can be accommodated. According to the LADWP, for any project that is consistent with the City's General Plan, the projected water demand associated with that project is considered to be accounted for in the 2020 Urban Water Management Plan.

As was shown in the Land Use analysis of this Categorical Exemption, the Project would be consistent with the City's General Plan land use designation for the Project Site. Additionally, the Project Applicant would be required to comply with the water efficiency standards outlined in City Ordinance No. 180822<sup>136</sup> and in the LAGBC<sup>137</sup> to minimize water usage. Further, prior to issuance of a building permit, the Project Applicant would be required to consult with LADWP to determine Project-specific water supply service needs and all water conservation measures that shall be incorporated into the Project. As such, the Project would not require new or additional water supply or entitlements. Therefore, no Project impacts related to water supply would occur and the Project would be adequately served by the LADWP.

The 2020 UWMP was adopted in May 2021 and projects a demand of 642,600 AFY in 2025 (average weather year).<sup>138</sup> The UWMP forecasts water demand by estimating baseline water consumption by use (single family, multi-family, commercial/government, industrial), then adjusting for projected changes in socioeconomic variables (including personal income, family size, conservation effects) and projected growth of different uses based on SCAG 2020-2045 RTP/SCS.<sup>139</sup> The 2020-2045 RTP/SCS models local and regional population, housing supply and

<sup>136</sup> [http://clkrep.lacity.org/online/docs/2009/09-0510\\_ord\\_180822.pdf](http://clkrep.lacity.org/online/docs/2009/09-0510_ord_180822.pdf)

<sup>137</sup> <http://www.ladbs.org/forms-publications/forms/green-building>

<sup>138</sup> 2020 Urban Water Management Plan, Los Angeles, Exhibit ES-S.

<sup>139</sup> 2020 Urban Water Management Plan, Los Angeles, page 1-5.

jobs using a model accounting for job availability by wage and sector and demographic trends (including household size, birth and death rates, migration patterns and life expectancy).<sup>140</sup>

Neither the UWMP forecasts, nor the 2020-2045 RTP/SCS include parcel-level zoning and land use designation as an input. The Project does not materially alter socioeconomic variables or projected growth by use. Any shortfall in LADWP controlled supplies (groundwater, recycled, conservation, LA aqueduct) is offset with MWD purchases to rise to the level of demand. The UWMP demonstrates adequate capacity currently and future capacity to accommodate City growth into which the Project would easily fit.

The LADWP owns and operates the Los Angeles Aqueduct Filtration Plant (LAAFP) located in the Sylmar community of the City. The LAAFP treats City water prior to distribution throughout LADWP's Central Water Service Area. The designated treatment capacity of the LAAFP is 600 mgd, with an average plant flow of 550 mgd during the summer months and 450 mgd in the non-summer months. Thus, the facility has between approximately 50 to 150 mgd of remaining capacity depending on the season.

As shown on **Table 9-6**, the Project would demand a net total of approximately 12,225 gallons of water per day (or 0.012 mgd). This total does not take any credit for any proposed sustainable and water conservation features of the Project. This is a worst-case, conservative approach.

There is an 6-inch line on the west side of the property and an 8-inch line on the south side of the property. LADWP should be able to provide the domestic needs of the Project from the existing water system.

With the remaining capacity of approximately 50 to 150 mgd, the LAAFP would have adequate capacity to serve the Project's projected demand for treatment of 0.030 mgd. Therefore, no Project impacts related to water treatment would occur and the Project would be adequately served by existing treatment facilities.

**Table 9-6**  
**Project Estimated Water Demand**

Land Use	Size	Rates	Total (gpd)
Residential – Studio	163 units	75 gallons / unit	12,225
Wastewater generation is assumed to equal water consumption. Per the LADWP: "For estimating a project's indoor water demand, we use applicable sewer generation factors (sgf)." Note: sf = square feet; gpd = gallons per day Rates: Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012. Table: CAJA Environmental Services, June 2023.			

## 9.8 Solid Waste

### 9.8.1 Environmental Setting

County landfills are categorized as either Class III or unclassified landfills. Non-hazardous municipal solid waste is disposed of in Class III landfills, while inert waste such as construction

<sup>140</sup> SCAG, 2020-2045 RTP/SCS, Demographic and Growth Forecast, page 3.



waste, yard trimmings, and earth-like waste are disposed of in unclassified landfills.<sup>141</sup> Ten Class III landfills, one unclassified landfill with solid waste facility permits, and one transformation facility are currently operating within the County.<sup>142</sup>

Based on the information provided in the 2021 Countywide Integrated Waste Management Plan Annual Report, the total remaining permitted Class III landfill capacity in the County is estimated at 137.09 million tons.<sup>143</sup>

In 2021, the total amount of solid waste disposed of at in-county Class III landfills, transformation facilities, and out-of-County landfills was approximately 11.1 million tons and 402,989 tons of inert waste at the County's inert landfill.<sup>144</sup>

Of the remaining Class III landfill capacity in the County, approximately 71.3 million tons are available to the City (Antelope Valley, Lancaster, Sunshine Canyon).<sup>145</sup> The 2021 Annual Report indicates that the countywide cumulative need for Class III landfill disposal capacity, approximately 148.14 million tons in 2033, will exceed the 2021 remaining permitted Class III landfill capacity of 137.09 million tons.

As is the case with solid waste haulers, landfills operate in a free-enterprise system. Their operating funds and profits are obtained by collecting disposal fees from the haulers on a per ton basis. Landfill capacity is regulated primarily through the amount of solid waste that each particular facility is permitted to collect on a daily basis relative to its capacity.

Wasteshed boundaries, geographic barriers, weather, and natural disasters could place further constraints on accessibility of Class III landfill capacity. Therefore, the Annual Report evaluated seven scenarios to increase capacity and determined that the County would be able to meet the disposal needs of all jurisdictions through the 15-year planning period with six of the seven scenarios. The Annual Report also concluded that in order to maintain adequate disposal capacity, individual jurisdictions must continue to pursue strategies to maximize waste reduction and recycling, expand existing landfills, promote and develop alternative technologies, expand transfer and processing infrastructure, and use out of county disposal, including waste by rail.

The County's unclassified landfill generally does not currently face capacity issues. The remaining disposal capacity for Azusa Land Reclamation is estimated at approximately 50.77 million tons.

<sup>141</sup> Inert waste is waste which is neither chemically or biologically reactive and will not decompose. Examples of this are sand and concrete.

<sup>142</sup> County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2021 Annual Report, December 2022, Appendix E-2 Table 4: <https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17389&hp=yes&type=PDF>, accessed March 20, 2024.

<sup>143</sup> County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2021 Annual Report, December 2022, Appendix E-2 Table 4: <https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17389&hp=yes&type=PDF>, accessed March 20, 2024.

<sup>144</sup> County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2021 Annual Report, December 2022, Table 1, page 15: <https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17389&hp=yes&type=PDF>, accessed March 20, 2024.

<sup>145</sup> Total excludes Class III landfills not open to the City of Los Angeles for disposal (i.e., Scholl Canyon, Whittier, Burbank, Pebbly Beach, and San Clemente). In addition, total excludes the Calabasas Landfill, as its wasteshed does not include the Project Site. The Chiquita Canyon Landfill Expansion permits the facility to operate until it reaches 60 million tons, or after 30 years, whichever comes first. However, since the current volume of the facility's wasteshed is unknown, the volume of waste that it would take to reach 60 million tons cannot be determined. As such, for a conservative analysis, the Chiquita Canyon Landfill Expansion is excluded from the total.

In 2021, approximately 0.403 million tons of inert waste (e.g., soil, concrete, asphalt, and other construction and demolition debris) were disposed of at this unclassified landfill. Given the remaining permitted capacity, this capacity would be exhausted in 24 years.<sup>146</sup> Thus, the unclassified landfill serving the County has adequate long-term capacity.

While the City's Bureau of Sanitation (BOS) generally provides waste collection services to single-family and some small multi-family developments, private haulers permitted by the City provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is either recycled, reused, or transformed at a waste-to-energy facility, or disposed of at a landfill.

In 2018, the City disposed of approximately 3.3 million tons of solid waste at the County's Class III landfills, approximately 1,968 tons at transformation facilities, and 214 million tons at the inert landfill.<sup>147</sup> The 3.3 million tons of solid waste accounts for approximately 4.6 percent of the total remaining capacity (71.3 million tons) for the County's Class III landfills open to the City.<sup>148</sup>

The landfills that serve the City and the capacity of these landfills are shown on **Table 9-7**. As shown, the landfills have an approximate available daily intake of 11,876 tons.

**Table 9-7**  
**Landfill Capacity**

Landfill Facility	2021 Average Daily Disposal (tons/day)	Maximum Daily Disposal (tons/day)	Remaining Daily Capacity (tons/day)	Remaining Capacity (million tons)	Remaining Life (years)
<b>Class III Landfills (Open to the City)</b>					
Antelope Valley	2,645	5,548	2,903	9.24	8
Lancaster	397	5,100	4,703	9.84	20
Sunshine Canyon	7,830	12,100	4,270	52.22	16
<b>Total</b>	<b>10,872</b>	<b>22,748</b>	<b>11,876</b>	<b>71.3</b>	
<b>Inert Landfill (Open to the City)</b>					
Azusa	1,292	8,000	6,708	50.77	24
County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2021 Annual Report, December 2022, Appendix E-2 Table 4: <a href="https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17389&amp;hp=yes&amp;type=PDF">https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17389&amp;hp=yes&amp;type=PDF</a> , accessed March 20, 2024.					

## 9.8.2 Project Impacts

### 9.8.2.1 Construction

As shown in **Table 9-8**, the Project would result in approximately 809 tons of construction and demolition waste, not accounting for any mandatory recycling.

<sup>146</sup> County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2021 Annual Report, December 2022, Appendix E-2 Table 4: <https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17389&hp=yes&type=PDF>, accessed March 20, 2024.

<sup>147</sup> These numbers represent waste disposal, not generation, and thus do not reflect the amount of solid waste that was diverted via source reduction and recycling programs within the City.

<sup>148</sup>  $3.3 \text{ million tons} \div 71.3 \text{ million tons} \times 100\% = 4.6\%$ .

Pursuant to the requirements of Senate Bill 1374<sup>149</sup>, the Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous demolition and construction debris. Materials that could be recycled or salvaged include asphalt, glass, and concrete. Debris not recycled could be accepted at the unclassified landfill (Azusa Land Reclamation) within Los Angeles County and within the Class III landfills open to the City.

Given the remaining permitted capacity the Azusa Land Reclamation facility, as well as the remaining capacity at the Class III landfills open to the City, the landfills serving the Project Site would have sufficient capacity to accommodate the Project's construction solid waste disposal needs.

**Table 9-8**  
**Project Demolition and Construction Waste Generation**

Building	Size	Rate	Total (tons)
<b>Demolition Waste</b>			
Residential	0 sf	127 pounds / sf	0
Non-residential	0 sf	158 pounds / sf	0
Asphalt	16,500 sf	75 pounds / sf	619
<b>Construction Waste</b>			
Residential	86,700 sf	4.39 pounds / sf	190
Non-residential	0 sf	4.34 pounds / sf	0
<b>Total</b>			<b>809</b>
Over the entire total schedule of construction. Numbers have been rounded. sf = square feet, 1 ton = 2,000 lbs U.S. Environmental Protection Agency, Report No. EPA530-R-09-002, Estimating 2003 Demolition and Materials Amounts, March 2009, Table 2-1, Table 2-2, Table 2-3, Table 2-4: <a href="https://www.epa.gov/smm/estimating-2003-building-related-construction-and-demolition-materials-amounts">https://www.epa.gov/smm/estimating-2003-building-related-construction-and-demolition-materials-amounts</a> 1 cubic foot of asphalt weighs 150 pounds. The asphalt at the site is assumed to be 6 inches thick. Table: CAJA Environmental Services, March 2024.			

### 9.8.2.2 Operation

As shown on **Table 9-9**, the Project would generate a net total of approximately 363 tons per year of solid waste. The estimated solid waste is conservative because the waste generation factors used do not account for recycling or other waste diversion measures such as compliance with Assembly Bill 341, which requires California commercial enterprises and public entities that generate 4 cubic yards or more per week of waste, and multi-family housing with five or more units, to adopt recycling practices.

<sup>149</sup> <https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/sb1374>

Likewise, the analysis does not include implementation of the City's Zero Waste Plan, which is expected to result in a reduction of landfill disposal Citywide with a goal of reaching a Citywide recycling rate of 90 percent by the year 2025, 95% by 2035, and zero waste by 2030.<sup>150</sup>

The estimated annual net increase in solid waste that would be generated by the Project represents approximately 0.001 percent of the remaining capacity for the County's Class III landfills open to the City of Los Angeles.<sup>151</sup> Based on the above, the landfills that serve the Project Site have sufficient permitted capacity to accommodate the solid waste generated by the construction and operation of the Project. Therefore, no Project impacts related to solid waste would occur and the Project would adequately be served by existing facilities.

**Table 9-9**  
**Project Estimated Solid Waste Generation**

Land Use	Size	Rates	Total (Tons per year)
Residential	163 units	2.23 tons / unit	363

Note: 1 ton = 2,000 pounds.  
 Los Angeles Unified School District (LAUSD), 2024 Developer Fee Justification Study, February 2024, <https://www.lausd.org/domain/921>, accessed May 12, 2024.  
 Table 3, Student Generation Factors, Students per household: 0.19142 elementary (grades TK-6), 0.05279 middle (grades 7-8); 0.10504 high (grades 9-12).  
 Table 14, Employees per Square Foot of Commercial Development, Neighborhood Shopping Center land uses, which is 369 sf per employee.  
 Residential solid waste factor (City of Los Angeles CEQA Thresholds Guide, 2006, page M.3-2) is based on a rate of 12.23 pounds per household per day (or 2.23 tons per household per year).  
 Non-residential yearly solid waste generation factors from City of Los Angeles Bureau of Sanitation, City Waste Characterization and Quantification Study, Table 4, July 2002.  
 Table: CAJA Environmental Services, May 2024.

## 9.9 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(e) in that there would be adequate utilities and public services available to the Project Site.

<sup>150</sup> The recycLA program divides the City into 11 zones and designates a waste collection company for each zone. Source: LA Sanitation, recycLA, Your Plan, and City of Los Angeles, L.A.'s Green New Deal, Sustainable City pLAn 2019. <https://plan.lamayor.org/sites/default/files/pLAn2019final.pdf>, accessed April 5, 2021.

<sup>151</sup>  $(363 \text{ tons per year} / 71.3 \text{ million tons per year}) \times 100 = \sim 0.001\%$

## 10 Guideline 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 [to] 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.**

The Project is seeking a Class 32 Exemption, not a Class 3, 4, 5, 6, or 11 exemption. The Project is within an in-fill urban area of the City. There is no specific sensitive environmental condition that could occur nor environmental resource of hazardous or critical concern at the Project Site.

Therefore, this exception to a categorical exemption for the Project does not apply.

## 11 Guideline 15300.2. Exceptions: (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.**

This section is based on the following item, included as **Appendix F** of this CE:

**F**      Related Projects List, Los Angeles Department of Transportation, May 24, 2023

LADOT provided a list of 15 Related Projects within 0.5 miles of the Project Site (Nos. 1 through 15). Internal research showed two additional Related Projects (Nos. 16 and 17).

Of the 17 Related Projects, one Related Project (No. 3) is finished and ready to be in operation and one Related Project (No. 5) is under construction and would finished by the time the Project breaks ground.

Of the 15 Related Projects that could be constructed, five Related Project (No. 2, 13, 14, 16, and 17) are within 1,000 feet of the Project Site, and have the potential for overlapping construction with the Project. The other Related Projects are more than 1,000 feet from the Project Site, with several intervening buildings, a distance that reduces any potential air and noise issues.

**Figure 11-1** shows the location of the Related Projects.

**Table 11-1** summarizes the land uses for the Related Projects. The Related Projects include a total of:

- 2,749 residential units
- 63,714 square feet of retail
- 776 hotel rooms
- 27,340 square feet of restaurant
- 126,783 square feet of office

**Table 11-1**  
**Related Projects Land Uses**

#	Address	Distance	Use	Size	Status
1	2965 6th St.	2,200 feet northeast	Hotel Restaurant	99 rooms 545 sf	To be constructed.
2	605 Vermont Ave.	415 feet east	Residential Museum	103 units 30,937 sf	To be constructed.
3	689 Catalina St.	800 feet southwest	Residential	61 units	Finished as of Feb 2023.
4	550 Shatto Pl.	1,225 feet northeast	Residential Office Restaurant	367 units 11,965 sf 24,435 sf	To be constructed.
5	3545 Wilshire Blvd.	2,300 feet west	Residential Retail	428 units 10,000 sf	Architectural coatings as of November 2023.
6	603 Mariposa Ave.	1,600 feet northwest	Residential	92 units	To be constructed.
7	805 Catalina St.	1,775 feet northeast	Residential Retail	224 units 7,000 sf	To be constructed.
8	639 Commonwealth	2,300 feet east	Residential Hotel	142 units 240 rooms	To be constructed.
9	3000 Wilshire Blvd.	1,950 feet east	Residential Retail	190 units 867 sf	Demolition as of Feb 2023.
10	626 Kingsley Dr.	2,480 feet west	Residential Retail	127 units 350 sf	Demolition as of 2022.
11	525 Virgil Ave.	1,715 feet northeast	Residential Office	132 units 34,654 sf	To be constructed.
12	2859 Francis Ave.	2,425 feet southeast	Residential	11 units	To be constructed.
13	3240 Wilshire Blvd.	300 feet southeast	Hotel Apartment Retail	162 rooms 545 units 5,222 sf	To be constructed.
14	631 Vermont Ave.	350 feet east	Hotel Residential Office Retail	200 rooms 250 units 49,227 sf 21,230 sf	To be constructed.
15	616 Westmoreland Ave.	1,575 feet east	Residential Restaurant Retail	77 units 2,360 sf 745 sf	To be constructed
16	621 Catalina St.	430 feet west	Hotel Retail	75 rooms 1,500 sf	To be constructed
17	3201 Wilshire Blvd.	375 feet east	Retail	16,800 sf	To be constructed

Nos. 1 through 15: [Related Projects List](#), Related Projects Summary from Case Logging and Tracking System Los Angeles Department of Transportation, May 24, 2023.

Additional research provided by CAJA Environmental Services.

No. 2: <https://la.urbanize.city/post/morphosis-unveils-new-design-korean-american-national-museum>

No. 3: <https://la.urbanize.city/post/61-apartments-fully-framed-near-wilshire-catalina>

No. 4: <https://la.urbanize.city/post/la-city-council-signs-40-story-koreatown-tower>

No. 5: <https://la.urbanize.city/post/two-apartments-towers-sprout-3545-wilshire-boulevard>

No. 6: <https://la.urbanize.city/post/fresh-renderings-micro-unit-developments-hollywood-koreatown>

No. 8: <https://la.urbanize.city/post/142-unit-affordable-housing-development-planned-639-commonwealth-avenue-koreatown>

No. 9: <https://la.urbanize.city/post/188-apartments-retail-planned-3000-wilshire-boulevard>

No. 10: <https://la.urbanize.city/post/127-apartments-retail-replace-office-building-koreatown>

### 11.1.1 Plan Consistency

Similar to the Project, the Related Projects would be individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. Thus, the Project, together with the Related Projects, would not result in cumulative impacts with respect to consistency with each of the plans, ordinances, or policies reviewed. The Project and the Related Projects would not interfere with any of the general policy recommendations and/or pilot proposals and, therefore, there would be no significant Project impact or cumulative impact.



### 11.1.2 VMT

As detailed in the TAG, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., household VMT per capita or work VMT per employee) in the project impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and GHG goals of the RTP/SCS.

The Project would not result in a significant VMT impact. Further, the Project would be designed to further reduce single occupancy trips to the Project Site through TDM strategies that would be incorporated as part of the Project design such as the provision of LAMC-required bicycle parking. Therefore, the Project would result in a less-than-significant cumulative impact, and no further evaluation or mitigation measures would be required.

Furthermore, the Project Site is well-served by various local and rapid bus and rail lines and would contribute to the productivity and use of the regional transportation system by providing housing near transit and encourage active transportation by providing new bicycle parking infrastructure and active street frontages, in line with RTP/SCS goals. Thus, the Project would encourage a variety of transportation options and would be consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region.

### 11.1.3 Geometric Design Hazards

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with Related Projects with access points along the same block as the Project to determine if there may be a cumulatively significant impact. None of the Related Projects are located along the same block as the Project. Therefore, the Project would not result in cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

## 11.2 Noise

### 11.2.1 Construction

During the construction of the Project, there could be other construction activity in the area that could contribute to cumulative noise impacts. Noise from construction of development projects is typically localized and has the potential to affect noise-sensitive uses within 500 feet from the construction site, based on the City's screening criteria. As such, noise from construction activities for two projects within 1,000 feet of each other can contribute to a cumulative noise impact for receptors located between the two construction sites. Any cumulative impact would require a sensitive receptor to have a line-of-sight to two or more construction sites.

As illustrated in **Table 11-2**, the potential concurrent construction of all Related Projects would not elevate existing ambient noise levels by 5 dBA  $L_{eq}$  or more at any sensitive receptor. **Figure 11-1** illustrates the noise contours of both construction sites on the local terrain.

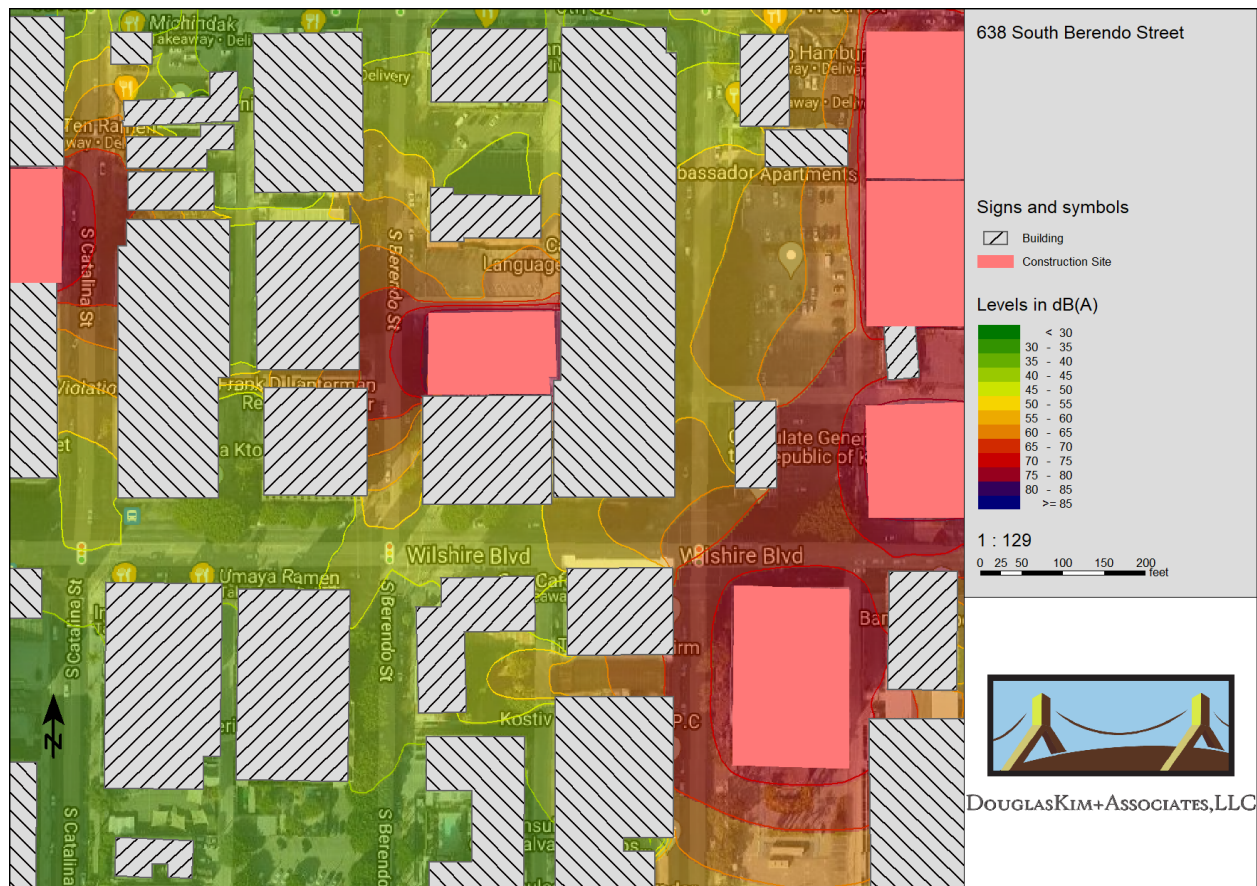
The noise contours from these five Related Projects are illustrated in **Figure 11-2**. These cumulative noise levels at analyzed sensitive receptors are marginally higher than impacts from

the Project alone, as more distant Related Projects have minimal impact on construction noise levels due to intervening structures that shield noise from more distant construction sites. Based on this, there would not be cumulative noise impacts at any nearby sensitive uses located near the Project Site and Related Projects in the event of concurrent construction activities.

**Table 11-2**  
**Cumulative Construction Noise Impacts at Off-Site Sensitive Receptors**

Receptor	Maximum Construction Noise Level (dBA $L_{eq}$ )	Existing Ambient Noise Level (dBA $L_{eq}$ )	New Ambient Noise Level (dBA $L_{eq}$ )	Increase (dBA $L_{eq}$ )	Potentially Significant ?
1. California Language School	49.1	52.2	53.9	1.7	No
2. Immanuel Presbyterian Church	44.2	64.8	64.6	0.0	No
3. Medical Building, 3255 Wilshire	54.1	67.5	67.7	0.2	No
4. Residences – 625 Berendo St.	55.6	61.3	62.3	1.0	No
5. Residences – 3278 Wilshire Bl.	47.9	67.1	67.2	0.1	No
Source: DKA Planning, 2023.					

**Figure 11-1**  
**Cumulative Construction Noise Contours**



Other concurrent construction activities from Related Projects can contribute to cumulative off-site impacts if haul trucks, vendor trucks, or worker trips for any Related Project(s) were to utilize

the same roadways. Distributing trips to and from each Related Project construction site substantially reduces the potential that cumulative development could more than double traffic volumes on existing streets, which would be necessary to increase ambient noise levels by 3 dBA. The Project would contribute up to 201 PCE vehicles during a peak hour, which would represent about 6.1 percent of traffic volumes on Wilshire Boulevard, a likely part of any haul route that carries about 3,273 vehicles at Berendo Street in the A.M. peak hour.<sup>152</sup> Any Related Projects would have to add 3,072 peak hour vehicle trips to double volumes on Wilshire Boulevard.

The five Related Projects within 1,000 feet of the Project Site would not be capable of generating this much truck traffic:

- No. 2. 605 Vermont Avenue. This mixed-use development would include 103 residences and 30,937 square feet of museum uses. It would be comparable in scale than the Project and likely add about 200 peak hour PCE vehicles on Wilshire Boulevard and other local roadways
- No. 13. 3240 Wilshire Boulevard. This 162-room hotel with 545 residences and retail uses would larger in scale than the Project and likely add up to 300 peak hour PCE vehicles on Wilshire Boulevard and other local roadways.
- No. 14. 631 Vermont Avenue. This 200-room hotel with 250 residences and commercial uses would larger in scale than the Project and likely add up to 300 peak hour PCE vehicles on Wilshire Boulevard and other local roadways
- No. 16. 621 Catalina Street. This 75-room hotel with ancillary retail space would be smaller in scale than the Project and likely add fewer than 200 peak hour PCE vehicles on Wilshire Boulevard and other local roadways.
- No. 17. 3201 Wilshire Boulevard. This 16,800 square-foot retail development would be much smaller in scale than the Project and likely add fewer than 100 peak hour PCE vehicles on Wilshire Boulevard and other local roadways.

When combined with the Project, these five Related Projects could add about 1,300 PCE vehicles onto Wilshire Boulevard and local streets, a roughly 40 percent increase in vehicle traffic volumes on this major arterial. As such, cumulative noise due to construction truck traffic from the Project and Related Projects do not have the potential to double traffic volumes on any roadway necessary to elevate traffic noise levels by 3 dBA, let alone the 5 dBA threshold of significance for traffic impacts. As such, cumulative noise impacts from off-site construction would be less than significant.

## 11.2.2 Operation

The Project Site and the Wilshire Center neighborhood has been developed with residential and commercial land uses that have previously generated, and will continue to generate, noise from

<sup>152</sup> DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on Wilshire Boulevard at Berendo Street, [https://navigatela.lacity.org/dot/traffic\\_data/manual\\_counts/42213\\_BERWIL111018.pdf](https://navigatela.lacity.org/dot/traffic_data/manual_counts/42213_BERWIL111018.pdf), 2011 traffic counts adjusted by one percent growth factor to represent existing conditions.

a number of operational noise sources, including mechanical equipment (e.g., HVAC systems), outdoor activity areas, and vehicle travel.

Noise from on-site mechanical equipment (e.g., HVAC units) and any other human activities from Related Projects would not be typically associated with excessive noise generation that could result in increases of 5 dBA or more in ambient noise levels at sensitive receptors when combined with operational noise from the Project. The presence of intervening multi-story buildings along Wilshire Boulevard and the residential neighborhoods that flank it will generally shield noise impacts from one or more projects that may generate operational noise. Therefore, cumulative stationary source noise impacts associated with operation of the Project and Related Projects would be less than significant.

The Project would add 74 vehicles onto local roadways in the P.M. peak hour and 64 vehicles in the peak A.M. hour.<sup>153</sup> Related projects would have to add about 3,209 vehicles at Berendo Street in the A.M. peak hour.<sup>154</sup> Instead, the five nearby Related Projects would generate about 505 A.M. peak hour trips and 567 P.M. peak hour trips (**Table 11-3**).

**Table 11-3**  
**Related Project Trip Generation**

Related Project	Address	A.M. Peak Hour	P.M. Peak Hour
2	605 Vermont Ave.	56	79
13	3240 Wilshire Bl.	188	112
14	631 Vermont Ave.	190	235
16	621 Catalina St.	30	28
17	3201 Wilshire Bl.	41	113
<b>Total</b>		<b>505</b>	<b>567</b>
Source: City of Los Angeles, Case Logging and Tracking System, May 24, 2023. Institute of Transportation Engineers, Trip Generation Rates (11 <sup>th</sup> Edition) (Related Projects 16 and 17). Trip generation rates based on Peak Hour of Adjacent Street Traffic (One Hour Between 7-9 A.M. and 4-6 P.M.).			

When combined with the Project, these four developments would add 569 A.M. peak hour trips, a 17.3 percent increase in volume to traffic on Wilshire Avenue at Berendo Street in the A.M. peak hour, assuming all vehicle trips use this roadway segment. As this would not increase traffic volumes by 100 percent, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA, let alone by the 5 dBA threshold of significance. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Therefore, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA to or within their respective “Normally Unacceptable” or “Clearly Unacceptable” noise categories, or by 5 dBA or greater overall. Additionally, the Project would not result in an exposure

<sup>153</sup> Gibson Transportation Consulting, Inc. Updated Transportation Analysis for the 638 S. Berendo Street Residential Project; May 2023. Included as **Appendix C-2** to this CE.

<sup>154</sup> DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on Wilshire Boulevard at Berendo Street, [https://navigatela.lacity.org/dot/traffic\\_data/manual\\_counts/42213\\_BERWIL111018.pdf](https://navigatela.lacity.org/dot/traffic_data/manual_counts/42213_BERWIL111018.pdf), 2011 traffic counts adjusted by one percent growth factor to represent existing conditions.

of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

## 11.3 Vibration

### 11.3.1 Construction

During construction of the Project, vibration impacts are generally limited to buildings and structures located near the construction site (i.e., within 15 feet as related to building damage). The traffic analysis for the Project identified five related projects within 1,000 feet of the Project Site that could be built concurrently:<sup>155</sup>

- No. 2. 605 Vermont Avenue, 415 feet east of the Project Site
- No. 13. 3240 Wilshire Boulevard, 290 feet southeast of Project Site
- No. 14. 631 Vermont Avenue, 370 feet east of the Project Site
- No. 16. 621 Catalina Street, 430 feet west of the Project Site
- No. 17. 3201 Wilshire Boulevard, 375 feet east of the Project Site

However, all of these are generally 300 feet or more away from the buildings nearest the Project Site that are susceptible to vibration impacts from Project construction. These distances render any vibration from these related projects as negligible. As such, there are no reasonably foreseeable cumulative vibration impacts from construction of other related projects. As such, there is no potential for a cumulative construction vibration impact that subjects nearby buildings to vibration levels that exceed the FTA's vibration damage criteria or Caltrans criteria for historic buildings.

While haul trucks from any related projects and other concurrent construction projects could generate additional vibration along haul routes, the potential to damage buildings is extremely low. The Project could generate an average of 3.5 hourly haul truck trips during the course of grading and 6.3 hourly haul truck trips during building construction, mostly from vendor trips delivering material to and from the Project Site. The FTA finds that “[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads.” The vibration generated by a typical heavy truck would be approximately 0.00566 in/sec PPV at a distance of 50 feet.

As discussed above, there are existing buildings that are near the right-of-way of the anticipated haul route(s) for the Project (e.g., Wilshire Boulevard). These buildings are anticipated to be exposed to groundborne vibration levels that are far less than the levels recommended by FTA as potential thresholds for building damage. Trucks from any related projects are expected to generate similar groundborne vibration levels. Therefore, the vibration levels generated from off-site construction trucks associated with the Project and other related projects along the anticipated haul route(s) would be below the most stringent building damage threshold of 0.12

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<sup>155</sup> Gibson Transportation Consulting, Transportation Assessment, July 2022. Included as **Appendix C-1** to this CE.

PPV for buildings extremely susceptible to vibration. Therefore, potential cumulative vibration impacts with respect to building damage from off-site construction would be less than significant.

Due to the rapid attenuation characteristics of groundborne vibration and the proximity of major development proposed in this part of the Wilshire Boulevard corridor, there is no potential for a cumulative construction vibration impact with respect to building damage associated with groundborne vibration from on-site sources. In addition, potential cumulative vibration impacts with respect to building damage from off-site construction would be less than significant. Therefore, on-site and off-site construction activities associated with the Project and one or more potential related projects would not generate excessive groundborne vibration levels with respect to building damage.

Like the Project, any concurrent development near the Project Site would contribute normal passenger vehicle traffic that would generate negligible changes to roadway vibration. Use of larger heavy-duty trucks for delivery of goods and materials would be intermittent and not result in significant, cumulative increases in groundborne vibration on Wilshire Boulevard and other local roadways. Therefore, potential cumulative vibration impacts with respect to building damage from off-site construction would be less than significant.

Due to the rapid attenuation characteristics of groundborne vibration and the proximity of major development proposed in this part of the Wilshire Boulevard corridor, there is no potential for a cumulative construction vibration impact with respect to building damage associated with groundborne vibration from on-site sources. In addition, potential cumulative vibration impacts with respect to building damage from off-site construction would be less than significant. Therefore, on-site and off-site construction activities associated with the Project and one or more potential related projects would not generate excessive groundborne vibration levels with respect to building damage.

### **11.3.2 Operation**

The Project Site and surrounding Wilshire Boulevard corridor have been developed with commercial, residential, and other uses that will continue to generate minimal groundborne vibration. Similar to the Project, any related projects in the vicinity of the Project Site could generate vibration from ongoing day-to-day operations. However, given the commercial and residential zoning along Wilshire Boulevard and adjacent residential neighborhoods, any related projects would not be typically associated with excessive groundborne vibration from on-site sources. However, each project would produce traffic volumes that are capable of generating roadway vibration impacts. The potential cumulative noise impacts associated with on-site and off-site vibration sources are addressed below.

During operation of the Project, vibration impacts are generally limited to buildings and structures located near the construction site (i.e., within 15 feet as related to building damage). In general, related projects in this corridor would be commercial retail, office, or residential land uses that do not operate impact equipment and operations and would not generate substantial vibration. As a result, operation of new cumulative development in the area would have no potential to exceed FTA vibration damage standards at off-site receptors.

## 11.4 Air Quality

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.<sup>156</sup> Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

As noted earlier, five related projects within 1,000 feet of the Project Site could contribute to cumulative construction-related air quality impacts if work occurs concurrent with the Project. If these or any related project were projected to exceed LST thresholds (after mitigation), it could perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM<sub>10</sub> and PM<sub>2.5</sub> that generally double with every doubling of distance. However, given the limited scope of the potential development, it is unlikely that this related project could not mitigate its own construction impacts.

### 11.4.1 AQMP Consistency

Cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of the 2022 AQMP. As discussed previously, growth considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified in the 2020-2045 RTP/SCS, implementation of the AQMP will not be obstructed by such growth.

In addition, as discussed previously, the population growth resulting from the Project would be consistent with the growth projections of the AQMP. Each related project would implement feasible air quality mitigation measures to reduce the criteria air pollutants, if required due to any significant emissions impacts. In addition, each related project would be evaluated for its consistency with the land use policies set forth in the AQMP. Therefore, the Project's contribution to the cumulative impact would not be cumulatively considerable and, therefore, would be less than significant.

### 11.4.2 Construction

A cumulatively considerable net increase would occur if the project's construction impacts substantially contribute to air quality violations when considering other projects that may undertake construction activities at the same time. Individual projects that generate emissions that do not exceed SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions

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<sup>156</sup> White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.

generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

A cumulatively considerable net increase would occur if the Project's construction impacts substantially contribute to air quality violations when considering other projects that may undertake construction activities at the same time. According to the SCAQMD, individual projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. As shown in **Table 7-5**, Project construction daily emissions would not exceed any of the SCAQMD's regional or localized thresholds. Therefore, the Project's contribution to cumulative construction-related regional or localized emissions would not be cumulatively considerable and, thus, would be less than significant.

When considering local impacts, cumulative construction emissions are considered when projects are within close proximity of each other that could result in larger impacts on local sensitive receptors. For example, the traffic analysis for the Project identified five Related Projects within 1,000 feet of the Project Site that could be built concurrently (identified above).<sup>157</sup>

Beyond 1,000 feet of the Project Site, any sensitive receptors between the Project Site and any Related Project would be negligibly impacted, as localized pollutants substantially disperse as a function of distance, meteorology, and terrain. The U.S. EPA finds that in the context of roadway pollutants, "...concentrations generally decrease to background levels within 500-600 feet."<sup>158</sup> CARB also finds that air pollution levels can be significantly higher within 500 feet of freeways or other major sources.<sup>159</sup>

If any Related Projects were to undertake construction concurrently with the Project, localized CO, PM<sub>2.5</sub>, PM<sub>10</sub>, and NO<sub>2</sub> concentrations would be further increased. However, the application of LST thresholds to this Project would help ensure that it does not produce localized hotspots of CO, PM<sub>2.5</sub>, PM<sub>10</sub>, and NO<sub>2</sub>. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM<sub>10</sub> and PM<sub>2.5</sub> that generally double with every doubling of distance.

There is an existing regional cumulative impact associated with O<sub>3</sub>, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> because the Basin is designated as a State and/or federal nonattainment air basin for these pollutants. However, an individual Project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. As discussed above, construction and operational emissions would not exceed any applicable SCAQMD thresholds of significance.

The Project's construction-related air quality emissions and cumulative impacts would be less than significant. Individual projects that generate emissions that do not exceed SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

<sup>157</sup> Gibson Transportation Consulting, Transportation Assessment. July 2022. Included as Appendix C-1 to this CE.

<sup>158</sup> U.S. EPA. Near Roadway Air Pollution and Health: Frequently Asked Questions. August 2014.

<sup>159</sup> South Coast Air Quality Management District. Guidance Document: Air Quality Issues Regarding Land Use.



The Project would comply with regulatory requirements, including the SCAQMD Rule 403 requirements listed above. Based on SCAQMD guidance, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As shown above, construction-related daily emissions at the Project Site would not exceed any of the SCAQMD's regional or localized significance thresholds. Therefore, the Project's contribution to cumulative air quality impacts would not be cumulatively considerable and, therefore, would be less than significant.

Similar to the Project, the greatest potential for TAC emissions at each Related Project would generally involve diesel particulate emissions associated with heavy equipment operations. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer, based on the use of standard risk-assessment methodology. Construction activities are temporary and short-term events, thus construction activities at each Related Project would not result in a long-term substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities, which occur over relatively short durations. As such, given the short-term nature of these activities, cumulative toxic emission impacts during construction would be less than significant.

### 11.4.3 Operation

As for cumulative operational impacts, the proposed land uses would not produce cumulatively considerable emissions of nonattainment pollutants at the regional or local level. The Project would not include major sources of combustion or fugitive dust. As a result, its localized emissions of PM<sub>10</sub> and PM<sub>2.5</sub> would be minimal. Likewise, existing land uses in the area include land uses that do not produce substantial emissions of localized nonattainment pollutants. As shown in **Table 7-6**, operational emissions would not exceed any of the SCAQMD's regional or localized thresholds. As such, the Project's contribution to cumulative operation-related regional or localized emissions would not be cumulatively considerable and, thus, would be less than significant.

The Project's operational air quality emissions and cumulative impacts would be less than significant. According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. As operational emissions would not exceed any of the SCAQMD's regional or localized significance thresholds, the emissions of non-attainment pollutants and precursors generated by Project operations would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor any likely Related Projects (which would be largely residential, retail/commercial, and office in nature), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The Project and any Related Projects would be consistent with the recommended screening level siting distances for TAC sources, as set forth

in CARB's Land Use Guidelines, and the Project and Related Projects would not result in a cumulative impact requiring further evaluation.

However, the Related Projects could generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to AB 1807, which directs the CARB to identify substances as TACs and adopt airborne toxic control measures to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. Therefore, the Project would not result in any substantial sources of TACs that have been identified by the CARB's Land Use Guidelines, and thus, would not contribute to a cumulative impact.

## **11.5 Water Quality**

The Project Site and any Related Projects are located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban built-out environment. When new construction occurs it generally does not lead to substantial additional runoff, since new developments are required to control the amount and quality of stormwater runoff coming from their respective sites.

Additionally, all new development in the City is required to comply with the City's LID Ordinance and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized. Therefore, the cumulative water quality impact of successive projects of the same type in the same place over time would not be significant.

## **11.6 Public Service**

### **11.6.1 Fire Protection**

The Project, in combination with any Related Projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Project and Related Projects would contribute. Similar to the Project, the Related Projects would be subject to the Fire Code and other applicable regulations of the LAMC including, but not limited to, automatic fire sprinkler systems for high-density buildings and/or residential projects located farther than 1.5 miles from the nearest LAFD Engine or Truck Company to compensate for additional response time, and other recommendations made by the LAFD to ensure fire protection safety. Through the process of compliance with existing regulations and LAMC, the ability of the LAFD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Therefore, the cumulative impact to fire protection from successive projects of the same type in the same place over time would not be significant.

### **11.6.2 Police Protection**

The Project, in combination with any Related Projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Project and Related Projects would contribute. Similar to the Project, the Related Projects would be subject to the review and oversight of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. Through the process of compliance with existing regulations and LAMC, the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Therefore, the cumulative impact to police protection from successive projects of the same type in the same place over time would not be significant.

### **11.6.3 Schools**

The Project, in combination with any Related Projects, is expected to result in a cumulative increase in the demand for school services. However, similar to the Project, the applicants of all the Related Projects would be required to pay the state mandated applicable school fees to the LAUSD to ensure that no significant impacts to school services would occur. Therefore, the cumulative impact to schools from successive projects of the same type in the same place over time would not be significant.

### **11.6.4 Parks**

The Project, in combination with any Related Projects, could result in an increase in permanent residents residing in the Project area. Additional cumulative development would contribute to lowering the City's existing parkland to population ratio. However, employees generated by the commercial projects and the commercial portions of mixed-use projects on the Related Projects list would not typically enjoy long periods of time during the workday to visit parks and/or recreational facilities. Therefore these project-generated employees would not contribute to the future demand on park and recreational facility services. The applicants of related residential projects would be subject to the City's parkland fees (e.g., Quimby Fees and/or Park and Recreation fees for non-subdivision projects) and to minimum open space requirements, ensuring that any potential impacts to parks and recreational facilities would be less than significant. Therefore, the cumulative impact to parks from successive projects of the same type in the same place over time would not be significant.

### **11.6.5 Other Public Facilities**

Given the geographic range of any Related Projects, they would be served by a variety of libraries.<sup>160</sup> Development of the Related Projects would likely generate additional demands upon library services. However, there are no planned expansions or new libraries by the LAPL that would be considered a significant impact. As such, the demand for library services created by these residential projects could be accommodated, and impacts would be less than significant. Therefore, the cumulative impact to libraries from successive projects of the same type in the same place over time would not be significant.

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<sup>160</sup> LAPL Locations: <http://www.lapl.org/branches>

## 11.7 Utilities

### 11.7.1 Wastewater

Implementation of the Project combined with the Related Projects would increase the generation for wastewater treatment, as shown in **Table 11-4**. The remaining treatment capacity of the HTP (175 mgd) would accommodate the wastewater treatment requirements of the Related Projects. With a remaining daily capacity of 175 mgd, the HTP would have adequate capacity to serve the Cumulative total 0.54 mgd generation. No new or upgraded treatment facilities would be required to serve the Project, and it is unlikely that any subsequent projects would significantly impact remaining capacity. Therefore, the cumulative wastewater impact from successive projects of the same type in the same place over time would not be significant.

**Table 11-4**  
**Cumulative Estimated Wastewater Generation**

Land Use	Total Size	Rate	Wastewater (gpd)
Residential	2,749 units	150 gallons / unit	412,350
Retail	63,714 sf	25 gallons / 1,000 sf	1,593
Restaurant	27,340 sf	300 gallons / 1,000 sf	8,202
Hotel	776 rooms	120 gallons / room	93,120
Office	126,783 sf	120 gallons / 1,000 sf	15,214
<b>Related Projects Total</b>			<b>530,479</b>
<b>Project Total</b>			<b>12,225</b>
<b>Cumulative Total</b>			<b>542,704</b>
gpd = gallons per day			
Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012.			

### 11.7.2 Water

Implementation of the Project combined with the Related Projects would result in a net increase in water consumption within LADWP's service area, as shown in **Table 11-5**. Similar to the Project, the water supply needs of those Related Projects that are consistent with the City's General Plan have been accounted for in the 2020 UWMP.<sup>161</sup> However, the applicants of all projects within LADWP's service area would be required to consult with LADWP to determine the specific water supply needs of each respective project, appropriate water conservation measures to minimize water usage, and LADWP's ability to serve each Related Project.

Larger developments (e.g., residential projects with 500 or more units) would also be required to prepare and obtain approval of a Water Supply Assessment from LADWP.

In addition, the Project combined with the Related Projects would create the need for a fraction of one percent of the remaining capacity of the LAAFP, and would not result in any significant impacts related to water treatment. No new or upgraded treatment facilities would be required to serve the Project, and it is unlikely that any subsequent projects would significantly impact

<sup>161</sup> LADWP, UWMP, 2020, page II-20: [https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-sourcesofsupply/a-w-sos-uwmpln.jsessionid=0LnWhxdVj2JJg2Vm6Xrr4rmqyLL9GtlpLdJBQxVQgdb53TnwhJRB!-1106340359?\\_afLoop=151440072116797&\\_afWindowMode=0&\\_afWindowId=null#%40%3F\\_afWindowId%3Dnull%26\\_afLooop%3D151440072116797%26\\_afWindowMode%3D0%26\\_adf.ctrl-state%3Dw319yjmek\\_4](https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-sourcesofsupply/a-w-sos-uwmpln.jsessionid=0LnWhxdVj2JJg2Vm6Xrr4rmqyLL9GtlpLdJBQxVQgdb53TnwhJRB!-1106340359?_afLoop=151440072116797&_afWindowMode=0&_afWindowId=null#%40%3F_afWindowId%3Dnull%26_afLooop%3D151440072116797%26_afWindowMode%3D0%26_adf.ctrl-state%3Dw319yjmek_4)

remaining capacity. As such, the cumulative water impact of successive projects of the same type in the same place over time would not be significant.

**Table 11-5**  
**Cumulative Estimated Water Demand**

Land Use	Total Size	Rate	Water (gpd)
Residential	2,749 units	150 gallons / unit	412,350
Retail	63,714 sf	25 gallons / 1,000 sf	1,593
Restaurant	27,340 sf	300 gallons / 1,000 sf	8,202
Hotel	776 rooms	120 gallons / room	93,120
Office	126,783 sf	120 gallons / 1,000 sf	15,214
<b>Related Projects Total</b>			<b>530,479</b>
<b>Project Total</b>			<b>12,225</b>
<b>Cumulative Total</b>			<b>542,704</b>
gpd = gallons per day			
Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012.			

### 11.7.3 Solid Waste

Implementation of the Project combined with the Related Projects would increase the need for landfill capacity, as shown in **Table 11-6**. All development in the City is required to comply with the City's Curbside Recycling Program and the Construction and Demolition Waste Recycling Ordinance to minimize the amount of solid waste generated and the need for landfill capacity. As discussed previously, the landfills serving the Project area have more than adequate capacity to accommodate the Project. Therefore, cumulative solid waste impact from successive projects of the same type in the same place over time would not be significant.

**Table 11-6**  
**Cumulative Estimated Solid Waste Generation**

Land Use	Total Size	Rate	Solid Waste (tons/yr)
Residential	2,749 units	2.23 tons / unit	6,130
Retail	63,714 sf	0.91 / 1,000 sf	58
Restaurant	27,340 sf	0.91 / 1,000 sf	25
Hotel	776 rooms	0.73 / room	566
Office	126,783 sf	1.095 / 1,000 sf	139
<b>Related Projects Total</b>			<b>6,918</b>
<b>Project Total</b>			<b>363</b>
<b>Cumulative Total</b>			<b>7,281</b>
1 ton = 2,000 pounds; 1 year = 365 days			
<a href="https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates">https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates</a>			

The Project's contribution to cumulative wastewater, water, and solid waste impacts would not be cumulatively considerable and cumulative impacts would be less than significant.

## 12 Guideline 15300.2. Exceptions: (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.

This section is based on the following items, included as **Appendix G** of this CE:

**G-1** Updated Geotechnical Engineering Investigation, Geotechnologies, Inc., May 8, 2023

**G-2** Approval Letter, Los Angeles Department of Building and Safety, June 14, 2023

### 12.1 Introduction

The "unusual circumstance" exception that applies to all categorical exemptions is a two-step inquiry and both steps must be met to trigger the exception.<sup>162</sup> The first step is to determine whether there are any "unusual circumstances" that distinguish the project from the exempt class of projects generally. If unusual circumstances are determined to exist, the second step is to determine whether those unusual circumstances may cause a significant impact on the environment.

The Project would not have a significant effect on the environment and there are no unusual circumstances associated with the Project, the Project Site, or the vicinity.

### 12.2 Unusual Circumstances

The Project Site and vicinity are highly urbanized, developed, and flat. There are no unusual circumstances related to the development of the Project's uses at this location. The Project will be required to comply with all applicable regulatory measures

The Project proposes an infill development that is consistent with the existing zoning, General Plan land use designation, and all provisions and regulations of the Community Plan.

The overall mass and scale of the building is compatible with the surrounding high-density and high-rise built environment, which includes the following buildings in the area around the Project Site:

- 17-story medical office building at 3255 West Wilshire Boulevard, adjacent east of the Site
- 21-story office building at 3250 West Wilshire Boulevard, 100 feet southeast east of the Site
- 13-story office building at 3303 West Wilshire Boulevard, 65 feet west of the Site
- 12-story multi-family residential building at West 3223 6th Street, 450 feet northeast of the Site

<sup>162</sup> Berkeley Hillside Preservation v. City of Berkeley, 60 Cal.4th 1086, 2015.

- 10-story multi-family residential building at 3278 West Wilshire Boulevard, 100 feet south of the Site

The Project Site is not located in a designated significant ecological area<sup>163</sup> or other overlay that would denote special circumstances.

## 12.3 Methane

The Site is within a Methane Zone.<sup>164</sup>

In March 2004, Ordinance Number 175790 was adopted into the LAMC (Section 91.106.4.1 and Division 71, Chapter IX) to establish city-wide methane mitigation requirements, and included updated construction standards to control methane intrusion into buildings. This ordinance established defined geographic areas as Methane Zones and Methane Buffer Zones, which relate to specific assessment and mitigation requirements per area and set forth a standard of assessment and mitigation in the planning stages of all new construction in these areas.

The LADBS Methane Standard Plan provides a guide in the development of a site-specific plan. The Site will fall into one of five methane mitigation design levels identified as Levels I through V. As on-site methane concentrations increase, so do the requirements needed to mitigate the dangers of methane intrusion. There is a direct relationship between project zoning, test results, and the final design. Once the methane level is determined, the methane mitigation requirements can be implemented into the building design, under the permit and approval of LABDS and LAFD.<sup>165</sup>

## 12.4 Oil and Gas Fields

The Site is within the limits of the Los Angeles City oil field.<sup>166</sup> The closest mapped oil well is approximately 750 feet northeast of the Site.<sup>167</sup> According to a review of the California Department of Geological Energy Management (CalGEM) map, the oil well is identified as API 0403726061 (Lease by Ruhland Oil Co.). According to a review of aerial photographs, no evidence of oil wells or oil well development activities (such as oil well development pits/ponds) were identified on the Site.

## 12.5 Geotechnical Considerations

The Site is not located within an Alquist-Priolo Earthquake Fault Zone.<sup>168</sup>

<sup>163</sup> NavigateLA, Special Areas layer: <https://navigate.lacity.org/navigate/>, accessed March 20, 2024.

<sup>164</sup> <http://zimas.lacity.org>, accessed March 20, 2024.

<sup>165</sup> <https://www.ladbs.org/services/core-services/plan-check-permit/methane-mitigation-standards>

<sup>166</sup> Geotechnical, Oil/Gas Fields layer, <https://navigate.lacity.org/navigate/>, accessed March 20, 2024.

<sup>167</sup> California Department of Conservation Wellfinder map: <https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.28793/34.06256/17>, accessed March 20, 2024.

<sup>168</sup> ZIMAS search: <http://zimas.lacity.org/>.

According to the California Department of Conservation, the Project Site is:<sup>169</sup>

- not within an earthquake fault zone
- not within a liquefaction zone
- not within a landslide zone

The Project will be completed in accordance with the provisions of the most current applicable building code and requirements of the LADBS including the preparation of a soils and geology report, which will be reviewed by LADBS.

## 12.6 Conclusion

Therefore, there are no unusual circumstances that may result in any significant environmental effects, and this exception does not apply to the Project.

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<sup>169</sup> California Department of Conservation, Hazards Map: <https://maps.conservation.ca.gov/cgs/EQZApp/>, accessed March 20, 2024.



## 13 Guideline 15300.2. Exceptions: (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.**

The Project Site is not located within or along a designated scenic highway, corridor, or parkway:

- The Wilshire Community Plan lists four Designated Scenic Highways, including Wilshire Boulevard from Fairfax Avenue to La Brea Avenue.<sup>170</sup> The Mobility Plan 2035 refined this segment to be from Fairfax Avenue to Sycamore Avenue.<sup>171</sup> The Project Site is at least 2.80 miles east of this segment.
- The nearest historic parkway is the Arroyo Seco Historic Parkway (I-110) between milepost 25.7 and 31.9, and is approximately 4.5 northeast of the Project Site.<sup>172</sup>
- The closest officially designated state scenic highways are approximately 12.5 miles southeast of the Project Site (State Route 27, Topanga Canyon from SR 1 to Mulholland) and 16.5 miles northeast of the Project Site (State Route 2, from 3 miles north of I-210 in La Canada to the San Bernardino County Line).<sup>173</sup>

Therefore, the Project would not damage a scenic resource within a scenic highway, and this exception does not apply to the Project.

<sup>170</sup> Wilshire Community Plan, Page III-34: <https://planning.lacity.org/plans-policies/community-plan-area/wilshire>, accessed March 20, 2024.

<sup>171</sup> Mobility Plan 2035: <https://planning.lacity.org/plans-policies/initiatives-policies/mobility>, accessed March 20, 2024.

<sup>172</sup> Arroyo Seco Parkway: [https://www.nps.gov/nr/travel/route66/arroyo\\_seco\\_parkway.html](https://www.nps.gov/nr/travel/route66/arroyo_seco_parkway.html), accessed March 20, 2024.

<sup>173</sup> Caltrans State Scenic Highways: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways> and GIS Map: <https://www.arcgis.com/home/item.html?id=f0259b1ad0fe4093a5604c9b838a486a>, accessed March 20, 2024.

## 14 Guideline 15300.2. Exceptions: (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.**

### 14.1 Cortese List

In meeting the provisions in Government Code Section 65962.5, commonly referred to as the “Cortese List,” database resources that provide information regarding identified facilities or sites include EnviroStor, GeoTracker, and other lists compiled by the California Environmental Protection Agency.

According to EnviroStor, there are no cleanup sites, permitted sites, or SLICS (Spills, Leaks, Investigation, and Cleanup) on the Project Site.<sup>174</sup>

According to GeoTracker, there are no other cleanup sites, land disposal sites, military sites WDR sites, permitted UST (Underground Storage Tanks) facilities, monitoring wells, or California Department of Toxic Substance Control (DTSC) cleanup sites or hazardous materials permits on the Project Site.<sup>175</sup>

The Project Site has not been identified as a solid waste disposal site having hazardous waste levels outside of the Waste Management Unit.<sup>176</sup>

There are no active Cease and Desist Orders or Cleanup and Abatement Orders from the California Water Resources Control Board associated with the Project Site.<sup>177</sup>

The Project Site is not subject to corrective action pursuant to the Health and Safety Code, as it has not been identified as a hazardous waste facility.<sup>178</sup>

### 14.2 Site History

According to the City, a Phase I Environmental Site Assessment (ESA) may be required if the project site was previously developed with a dry cleaning, auto repair, gasoline station, industrial/manufacturing use, or other similar type of use that may have resulted in site contamination.<sup>179</sup>

<sup>174</sup> California Department of Toxic Substance Control, EnviroStor, website: <http://www.envirostor.dtsc.ca.gov/public/>.

<sup>175</sup> California State Water Resources Control Board, GeoTracker, website: <http://geotracker.waterboards.ca.gov/map>.

<sup>176</sup> California Environmental Protection Agency, Cortese List Data Resources, Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit, website: <https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf>

<sup>177</sup> California Environmental Protection Agency, Cortese List Data Resources, List of “Active” CDO and CAO from Water Board, website: <http://www.calepa.ca.gov/sitecleanup/corteselist/>.

<sup>178</sup> California Environmental Protection Agency, Cortese List Data Resources, Cortese List: Section 65962.5(a), website: <https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/>

<sup>179</sup> City of Los Angeles, Class 32 Special Requirement Criteria: <https://planning.lacity.org/odocument/ad70d15e-11b8-49ef-aba3-b168f670a576/Class%2032%20Categorical%20Exemption.pdf>

Prior to the construction of the current office building in 1964, the Site was occupied by residential structures dating back to approximately 1907. Prior to that time, the Site appears to have been vacant land. The Site was not previously developed with a use that would require a Phase I.

## **14.3 Conclusion**

Thus, the Project would not create a hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, this exemption does not apply to the Project.

## 15 Guideline 15300.2. Exceptions: (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.**

This section is based on the following items, included as **Appendix H** of this CE:

**H-1** Historical Resource Impacts Assessment Report, Historic Resources Group, July 2022

**H-2** Approval Email, Office of Historic Resources, August 17, 2022

**H-3** Addendum Historical Resource Impacts Assessment Report, Historic Resources Group, May 25, 2022

### 15.1 Historic Analysis

#### 15.1.1 Project Site Resources

The building at 3275 West Wilshire Boulevard is also known as the Roseberry Building was surveyed in the 2009 Wilshire Center and Koreatown Recovery Redevelopment Area (the “2009 CRA Survey”)<sup>180</sup> and was found eligible for listing in the National Register of Historic Places. This analysis is based on an observation of existing conditions, an examination of primary and secondary source research related to the history of the property, review of the relevant historic contexts, and an analysis under the eligibility criteria and integrity thresholds for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a City of Los Angeles Historic-Cultural Monument. Based on this analysis, the Roseberry Building eligible for listing in the National Register, the California Register, and as a local Historic-Cultural Monument. The Roseberry Building is therefore considered an historical resource.

#### 15.1.2 Surrounding Site Resources

The Project Site is located in the vicinity of other designated or previously identified historical resources.

1. 624 South Berendo Street is located north of the Project Site. It was surveyed in the 2009 CRA survey and was found eligible for listing in the California Register.
2. 3243 West Wilshire Boulevard is located east of the Project Site, at the northeast corner of the intersection of West Wilshire Boulevard and South New Hampshire Avenue. It was surveyed in the 2009 CRA survey and was found eligible for listing in the California Register.
3. Immanuel Presbyterian Church is located southwest of the Project Site, at the southwest corner of the intersection of West Wilshire Boulevard and South Berendo Street. Immanuel

<sup>180</sup> City of Los Angeles, Community Redevelopment Agency, Intensive Historic Resources Survey: Wilshire Center & Koreatown Redevelopment Area, prepared by PCR Services Corporation. June 2009.

Presbyterian Church was designated Los Angeles Historic-Cultural Monument (HCM) LA-743 in 2003.

4. The southeast corner of West Wilshire Boulevard and South Berendo Street is occupied by the Talmadge Apartments, constructed in 1923. The Talmadge Apartments was surveyed in the 2009 CRA Survey and was found eligible for listing in the National Register of Historic Places.
5. 3240 West Wilshire Boulevard, the I. Magnin and Company Building, is located southeast of the Project Site, at the southeast corner of the intersection of Wilshire Boulevard and New Hampshire Avenue. It was designated Los Angeles HCM LA-534 in 1991.
6. In addition, the streetlights along West Wilshire Boulevard were identified as potentially eligible for local designation by SurveyLA; there are two streetlights in front of the Project Site.

624 South Berendo Street, 3243 West Wilshire Boulevard, Immanuel Presbyterian Church, the Talmadge Apartments, the I. Magnin and Company Building, and the streetlights are considered historical resources.

### 15.1.3 Impact Analysis

This analysis considers potential impacts as a result of the Project to the Roseberry Building, 624 S. Berendo Street, 3243 West Wilshire Boulevard, Immanuel Presbyterian Church, the Talmadge Apartments, the I. Magnin and Company Building, and the West Wilshire Boulevard streetlights. The Project will not demolish, destroy, or relocate any of the historical resources.

The Project will make minor alterations to the rear of the Roseberry Building (along the northern frontage), and will not alter 624 South Berendo Street, 3243 West Wilshire Boulevard, Immanuel Presbyterian Church, the Talmadge Apartments, the I. Magnin and Company Building, or the streetlights. Thus the Project will not impair the historical significance of any historical resources in the Project vicinity.

The Los Angeles Office of Historic Resources (OHR) reviewed the report and accepted the findings.

The Project will not demolish, relocate, rehabilitate, or alter 624 S. Berendo Street, 3243 Wilshire Boulevard, Immanuel Presbyterian Church, the Talmadge Apartments, the I. Magnin and Company Building, or the Wilshire Boulevard Streetlights such that they can no longer convey their historic significance.<sup>181</sup>

## 15.2 Conclusion

The Project would not result in a substantial adverse change in the significance of any historical resource, and therefore would not have a significant effect on the environment as defined by CEQA.

<sup>181</sup> Addendum Historical Resource Impacts Assessment Report, Historic Resources Group, May 25, 2022. Included as Appendix H-3 to this CE.

Therefore, this exception does not apply to the Project.



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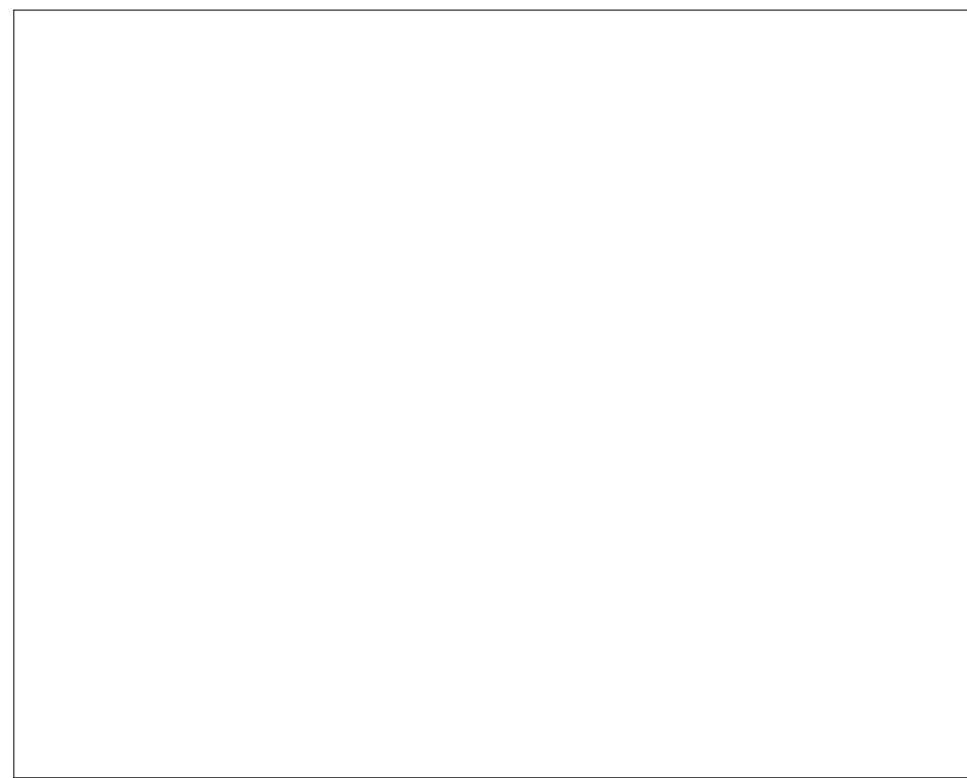
PROJECT RENDERING - STREET VIEW LOOKING NORTHEAST 0.00

638 S. BERENDO ST.  
SCHEMATIC DESIGN





LABDS APPROVAL STAMP



AERIAL CONTEXTUAL - LOOKING NORTHEAST 0.01

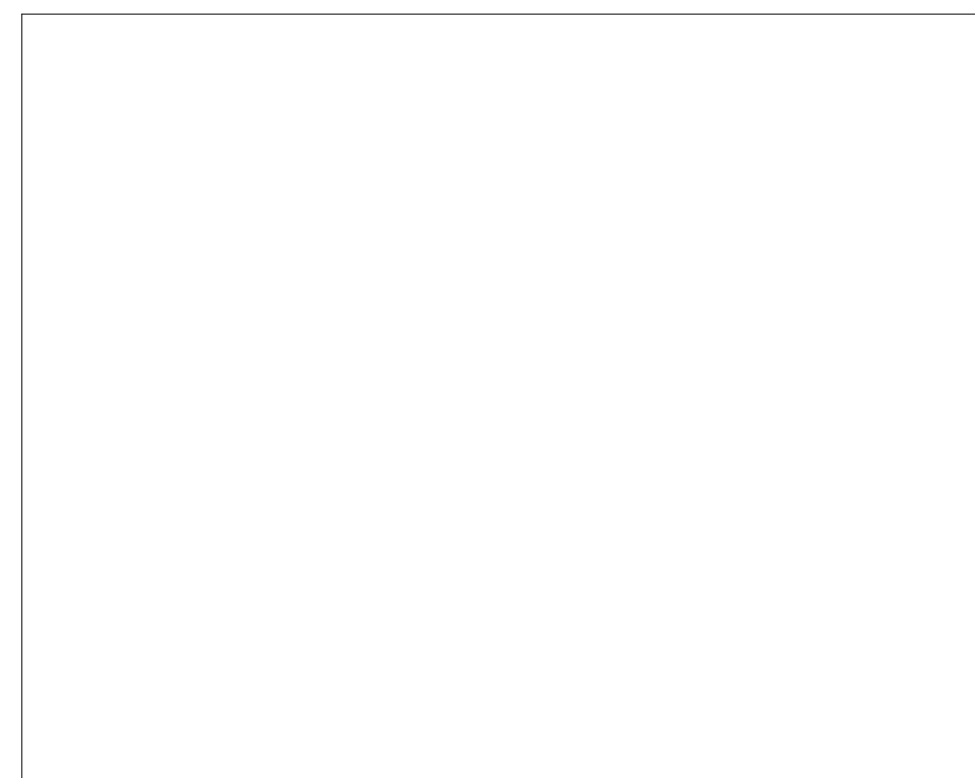
638 S. BERENDO ST.

SCHEMATIC DESIGN





LABDS APPROVAL STAMP



AERIAL CONTEXTUAL - LOOKING SOUTHEAST 0.02

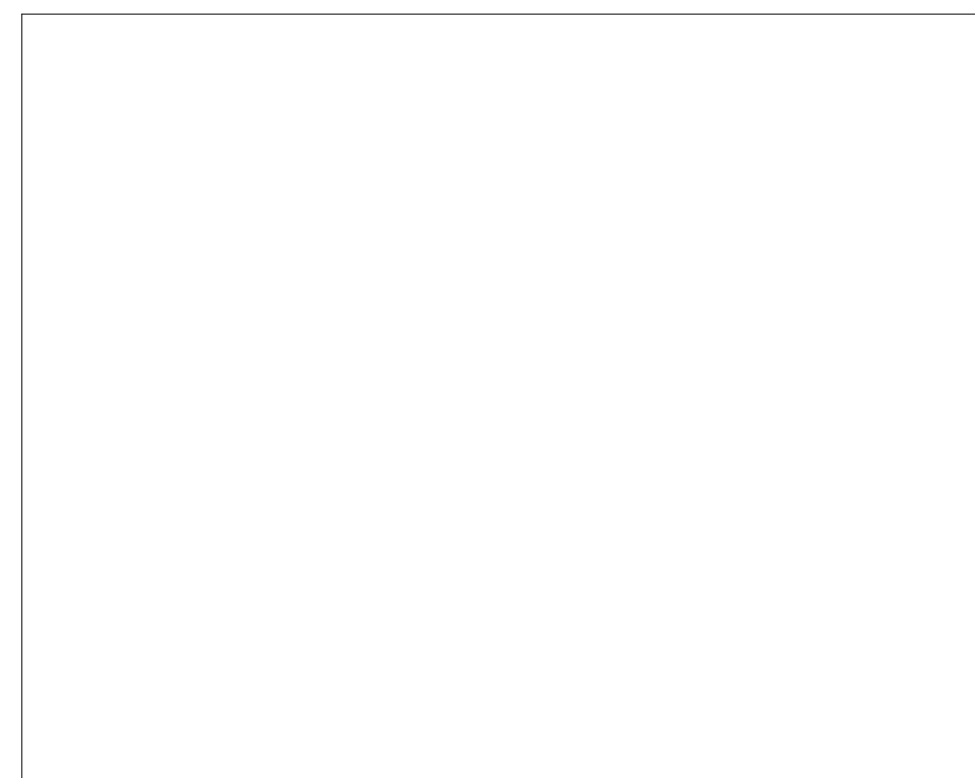
638 S. BERENDO ST.

SCHEMATIC DESIGN





LABDS APPROVAL STAMP



AERIAL CONTEXTUAL - LOOKING SOUTHWEST 0.03

638 S. BERENDO ST.

SCHEMATIC DESIGN







Implementation

On January 1, 2023, the AB 2097 provisions became effective and available to any qualified project, provided it meets the criteria in state law. The City's Zone Information and Map Access System (ZIMAS) identifies parcels within a one-half mile radius of a major transit stop under the Planning and Zoning tab within the table of contents.

For Planning projects that intend to utilize AB 2097, the applicant will need to print the ZIMAS AB 2097 Eligibility map with a date-stamp that is within 180 days of the date of submission of a City Planning application, along with a written request to utilize AB 2097, preferably at the time of application. Please note that the ZIMAS AB 2097 Eligibility map printout includes an automatic date stamp. AB 2097 may also be requested after a City Planning application has been filed but prior to issuance of a letter of determination. This may result in the need for a revised application and/or plans to be submitted to the Project Planning team. In this instance, a written request is required along with the printed ZIMAS AB 2097 Eligibility map showing a date within 180 days of the date of a revised submission. Furthermore, staff verification of AB 2097 eligibility may be required to ensure accuracy with current transit and bus line data. ZIMAS is provided as a public service, and due to the dynamic nature of zoning and transportation information verification of information may be required.

For projects with an approved entitlement, the applicant shall submit the following: revised plans showing the changes made as a result of reducing automobile parking spaces; a date-stamped ZIMAS AB 2097 Eligibility map (dated within 180 days of the submission date); and, a written request to utilize AB 2097, to the Senior Planner of the Project Planning team that processed the entitlement. Project modifications may require additional review and payment of fees. For projects that are already existing and operating, please contact the Los Angeles Department of Building and Safety for instructions on how to implement AB 2097.

For a project which is submitted for a permit application with LADBS, if it is eligible to use AB 2097 at any point between submittal date and permit issuance date, or if a ZIMAS AB 2097 Eligibility map is printed with a date-stamp within 180 days prior to submittal date and provided to the assigned Plan Check Engineer, or if a Planning entitlement indicates eligibility for AB 2097, it is eligible to utilize AB 2097 for the duration of the project until the permit is finalized and/or Certificate of Occupancy is issued. Verification of AB 2097 eligibility may be required to ensure accuracy with current transit and bus line data. If a project is already in plan check or under construction, and would like to utilize AB 2097, revised plans showing the changes as a result of reducing automobile parking spaces will need to be submitted to Building and Safety for a supplemental permit. Furthermore, if there is a Planning entitlement that needs to be updated for AB 2097 eligibility, a Planning clearance approval will need to be obtained. A fee may be required to process this request.

- Parking Study Area
  - Minimum radius of 1,000 feet or two city blocks, whichever is greater, around the project
  - The study area should be enlarged proportionally to the size of the project
- Parking Inventory
  - Counts of both on-street and off-street parking spaces
  - Counts of both public and restricted parking spaces
- Parking Duration
  - Monitor occupancy at three 4-hour intervals between 8am and 8pm on both weekends and weekdays
  - Record both occupancy duration and turnover of parking spaces during intervals
- Parking Analysis
  - Areas with more than 85% utilization throughout the day should be highlighted
  - Mitigation measures should be recommended

Parking studies should be reviewed and stamped by a licensed traffic engineer, though they are not required to be completed by one. LADOT will determine whether evidence for parking impacts exists, in collaboration with the Department of City Planning. Substantial negative impacts will be weighed alongside potentially positive impacts on a variety of citywide policy priorities, as well as individual circumstances. Any findings under section 65863.2(b) must be made in writing within 30 days of a completed application and supported by a preponderance of evidence in the record.

In line with state and local objectives, such as reduced Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) policy goals as well as housing equity goals, projects located in the following areas will be accorded substantial consideration against imposing or enforcing parking minimum standards on these projects:

1. Projects located within one-half mile of a fixed rail or bus rapid transit (BRT) line
2. Projects located in high and highest resource areas in the Tax Credit Allocation Committee (TCAC) Opportunity [Maps](#)

Electric Vehicle Charging Stations (EVCS) and Disabled Access Parking Spaces.

Government Code Section 65863.2(f) of the law states that AB 2097 does not invalidate any otherwise applicable requirements regarding the provision of electric vehicle (EV) supply and charging equipment installed in parking spaces or to provide parking spaces that are accessible to persons with disabilities. The EV requirements are stated in the LAMC section beginning with Section [99.04.106.4.2](#) and Disabled Access requirements are found in Chapter 11A or 11B of the Los Angeles Building Code (LABC). Since EV and Disabled Access requirements apply to parking spaces otherwise "provided" by the development project, if any parking spaces are voluntarily provided, EV and Disabled Access standards should be complied with when applicable.

Additional Standards for Voluntarily Provided Vehicle Parking

When a project provides parking voluntarily, the state law specifies that the City may impose certain other applicable requirements, including that the voluntary parking require spaces for car share vehicles, require spaces to be shared with the public (e.g., not obligated to a specific use or business), or require parking owners to charge for parking. A public agency may not require that voluntarily provided parking is provided to residents free of charge.

If parking is not required but voluntarily provided, AB 2097 does not preclude the application of standards relating to accessing those spaces, their size, design and similar standards designed to ensure safety, (e.g. LAMC Section 12.21 A.5 - Design of Parking Facilities). Those standards are not affected by AB 2097 and shall remain in effect. However, restrictions on the number or percentage of compact stalls per LAMC 12.21 A.5(c), shall not be enforced. A project may provide any combination of standard or compact stalls for non-required, voluntarily provided parking as long as they also meet EV and Disabled Access requirements.

Bike Parking

AB 2097 addresses automobile parking in areas near transit, and does not affect required bicycle parking. Therefore, the City will continue to require bicycle parking for residential and non-residential uses pursuant to the bicycle parking provisions in LAMC Section 12.21 A.16.

Offsite Parking Affidavits, Offsite Parking Lease Agreements and Valet Parking.

For an existing offsite parking affidavit, if the project site for which the parking is to be provided for is eligible to use AB 2097, the affidavit may be terminated by contacting Building and Safety for review and permitting. For an existing offsite parking lease agreement approved by City Planning, if the project site for which the parking is to be provided for is eligible to use AB 2097, the lease agreement requirement may be removed by contacting DCP and Building and Safety for review and permitting. While offsite and valet parking can not be imposed or enforced if qualified under the law, any volunteered valet parking system must follow the provisions of LAMC 103.203 including the requirement for a Valet Parking Operator permit.

Coastal Zone

For properties located in the Coastal Zone, please refer to the [June 30, 2023 memo](#) by the California Coastal Commission. It acknowledges that minimum automobile parking requirements may not be imposed or enforced but that all other Coastal Act provisions remain, including those protecting, enhancing, and maximizing public access and recreation.

Commercial Parking Subject to Existing Contractual Agreements

AB 2097's ban on imposing or enforcing parking minimums does not apply to any commercial parking requirements that are subject to an existing contractual agreement of the public agency that was executed before January 1, 2023, so long as the required commercial parking is shared with all members of the public.

Event Center

The bill provides that an event center is not subject to all of the parking reductions permitted in this bill and is required to provide automobile parking required by local ordinance for employees and other workers. Since the LAMC does not currently have separate parking requirements for employees or other workers, this provision does not apply. AB 2097 does not define "event center" nor does the LAMC. California Health and Safety Code Section 40717.8 defines the term to mean "a community center, activity center, auditorium, convention center, stadium, coliseum, arena, sports facility, racetrack, pavilion, amphitheater, theme park, amusement park, fairgrounds, or other building, collection of buildings, or facility which is used exclusively or primarily for the holding of sporting events, athletic contests, contests of skill, exhibitions, conventions, meetings, spectacles, concerts, or shows, or for providing public amusement or entertainment." The City will use this definition until it creates its own.

CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: October 23, 2023  
TO: Interested Parties  
Department of City Planning Staff

FROM: Vincent P. Bertoni, AICP  
Director of Planning  
Department of City Planning

Osama Younan, P.E.  
General Manager  
Department of Building and Safety

SUBJECT: **IMPLEMENTATION OF AB 2097 (2022)**

On September 22, 2022, the Governor signed Assembly Bill (AB) 2097, which added Government Code Section (§) 65863.2. AB 2097 prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project that is within one-half mile of a major transit stop, with minor exceptions detailed below. A development project, for purposes of this bill, includes any project requiring a discretionary entitlement or building permit to allow the construction, reconstruction, alteration, addition, or change of use of a structure or land.

This updated memorandum supersedes the memorandum dated December 29, 2022 and will serve as guidance for staff and project applicants on the implementation of AB 2097 for discretionary and ministerial projects until the time this memo is superseded. Staff and interested parties are encouraged to refer to state law in Government Code §65863.2 for additional information as this memo is not exhaustive.

AB 2097 Eligibility and Restrictions

AB 2097 prohibits a public agency from imposing minimum automobile parking requirements on most types of development within half a mile of a major transit stop. AB 2097 specifies that the parking reductions in this bill do not apply to projects that designate (i.e., create or expand) any portion of the project as a hotel, motel, bed and breakfast inn or other transient lodging use, or reduce parking spaces designated for this use. A residential hotel as defined in Section 50519 of the Health and Safety Code is not considered transient lodging and can use AB 2097. Furthermore the parking reductions do not apply to employee parking for an event center, or publicly accessible commercial parking, that is not obligated to specific use, in a contractual agreement with a public agency executed before January 1, 2023.

In addition, a public agency has the option to impose minimum parking requirements if it can make written findings within 30 days of receipt of a completed application (e.g., a complete application for an entitlement was filed and fees were paid to DCP) for a discretionary development project. These findings may not be made against the following housing development projects that:

- Include a minimum of 20 percent of the total dwelling units for very low, low, or moderate income households, students, the elderly, or persons with disabilities.
- Contain fewer than 20 dwelling units.
- Are subject to parking reductions of any other applicable law (by satisfying the applicable eligibility requirements).

Any public agency findings to impose parking minimums must be supported by a preponderance of evidence in the record, showing that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact, on any of the following:

1. The City's ability to meet its share of the Regional Housing Needs Assessment (RHNA) for low and very low income households.
2. The City's ability to meet any special housing needs for the elderly or persons with disabilities.
3. Existing residential or commercial parking within one-half mile of the housing development project (defined in Govt. Code Sec. 65589.5).

As part of the implementation of AB 2097, the Department of City Planning will be collecting data during the first year of implementation of the statute, and will be evaluating whether invoking either of the two housing-related findings is appropriate after such time. This will include tracking the number of projects utilizing the parking relief, the number of affordable and senior/disabled units proposed, as well as the utilization of affordable housing incentive programs. This data is critical to determine the impacts of the legislation on affordable and special needs housing production as well as to gather the data needed to determine whether or not the City sees evidence and a future rationale to invoke the exception findings related to housing production for the City's share of RHNA numbers or special needs housing. The utilization of these findings will be based on the information collected by the City and be based on the development trends shown by this data and other City collected housing production data.

In regards to the general finding that a project may create substantial negative impacts on "existing residential or commercial parking within one-half mile of the housing development project," members of the public and other interested parties may submit evidence to the record within 25 days of the project being accepted by the Department (the earlier the better) by emailing [planning.ab2097@lacity.org](mailto:planning.ab2097@lacity.org), with the subject line including "Evidence" followed by the project case number, or if not available the street address of the project. Evidence submitted by the general public will only be considered for discretionary development projects processed by the Department of City Planning and will be considered alongside other citywide policy priorities around equity, housing, mobility and sustainability, as well as opportunities for other mitigation strategies and the state legislative intent. The intent of the bill, as described in § 65863.2(i) states:

*(j) The Legislature finds and declares that the imposition of mandatory parking minimums can increase the cost of housing, limit the number of available units, lead to an oversupply of parking spaces, and increase greenhouse gas emissions. Therefore, this section shall be interpreted in favor of the prohibition of the imposition of mandatory parking minimums as outlined in this section.*

A parking study must be provided by the public or other interested parties as part of the evidence of a parking impact for a given project. The parking impact evidence must conform to the following industry standards utilized by LADOT for review of a parking study or analysis. To provide a complete picture of overall usage and whether a consistent parking impact is present, the analysis should include the total amount of parking supply within the study area using the following parameters:



City of Los Angeles  
Department of City Planning

3/4/2024  
PARCEL PROFILE REPORT

PROPERTY ADDRESSES		
638 S BERENDO ST 642 S BERENDO ST		
ZIP CODES		
90005		
RECENT ACTIVITY		
None		
CASE NUMBERS		
CPC-5841 CPC-2018-6005-CA CPC-2013-3169 CPC-2002-1128-CA CPC-1986-834-GPC ORD-175038 ORD-165302-SA100R ORD-129944 ORD-104721 DIR-2023-4516-TOC-SFPR-VHCA DIR-2023-1925-TOC-SFPR-HCA ZA-2013-2817-CUB ZA-2013-2279-CUB ZA-2011-2649-CUB-CU ZA-2010-647-CUB ZA-2006-7669-CUB ZA-2006-3487-CUB ZA-1995-608-2V ZA-1995-611-CUB ZA-1950-12127 ZA-11572 PMV-2071 ENV-2023-4546-EAF ENV-2022-1926-EAF ENV-2019-4121-ND ENV-2018-6006-CE ENV-2013-3170-CE ENV-2013-2818-CE CDO: Community Design Overlay CPIO: Community Plan Imp. Overlay Subarea Special Land Use / Zoning Historic Preservation Review Historic Preservation Overlay Zone Other Historic Designations Mills Act Contract CDO: Community Design Overlay CPIO: Community Plan Imp. Overlay Subarea CUSU: Clean Up-Green Up HOR: Hillside Construction Regulation NSO: Neighborhood Stabilization Overlay POD: Pedestrian Oriented Districts RBP: Restaurant Beverage Program Eligible Area		
Jurisdictional Information		
Wilshire Central Wilshire Center/Koreatown CD 10 - Heather Hutt 2121.01 Los Angeles Metro		
Permitting and Zoning Compliance Information		
Administrative Review None		
Planning and Zoning Information		
Special Notes Zoning Zoning Information (ZI)		
None C2-2 RSP-2 Zi-2374 State Enterprise Zone: Los Angeles Zi-2488 Redevelopment Project Area: Wilshire Center/Koreatown Zi-2498 Local Emergency Temporary Regulations - Time Limits and Parking Relief - LAMC 16.02.1 Zi-2492 Transit Priority Area in the City of Los Angeles Regional Center Commercial		
General Plan Land Use General Plan Note(s) Hillside Area (Zoning Code) Specific Plan Area		
None None No ADAPTIVE REUSE INCENTIVE AREAS		
This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at <a href="https://zimas.lacity.org">zimas.lacity.org</a> (*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.		

[zimas.lacity.org](https://zimas.lacity.org) | [planning.lacity.gov](https://planning.lacity.gov)

AFF-63734 AFF-51795	RFA: Residential Floor Area District RCD: River Implementation Overlay SN: Sign District NSO: Neighborhood Stabilization Overlay AB 2097: Reduced Parking Areas Adaptive Reuse Incentive Area Affordable Housing Linkage Fee Residential Market Area Non-Residential Market Area Transit Oriented Communities (TOC) ED 1 Eligibility RPA: Redevelopment Project Area Central City Parking Downtown Parking Building Line 500 Ft School Zone 500 Ft Park Zone	None No No Yes Yes Adaptive Reuse Incentive Area Medium-High High Tier 4 Review Eligibility Wilshire Center/Koreatown No No No None Active: Everest Value Active: Everest Value School No
Assessor Information		
Assessor Parcel No. (APN) APN Area (Co. Public Works)* Use Code Assessed Land Val. Assessed Improvement Val. Last Owner Change Last Sale Amount Tax Rate Area Deed Ref No. (City Clerk)		
5502026022 0.349 (ac) 2710 - Commercial - Parking Lot (Commercial Use Property) - Lots - Commercial Parking - One Story \$2,135,974 \$176 03/31/2023 \$14,000,140 6657 990490-1 140986 1290838 0205069		
Additional Information		
Airport Hazard Coastal Zone Santa Monica Mountains Zone Farmland Urban Agriculture Incentive Zone Very High Fire Hazard Severity Zone Fire District No. 1 Flood Zone Watercourse Hazardous Waste / Border Zone Properties		
None None No Area Not Mapped YES No Yes Outside Flood Zone No		

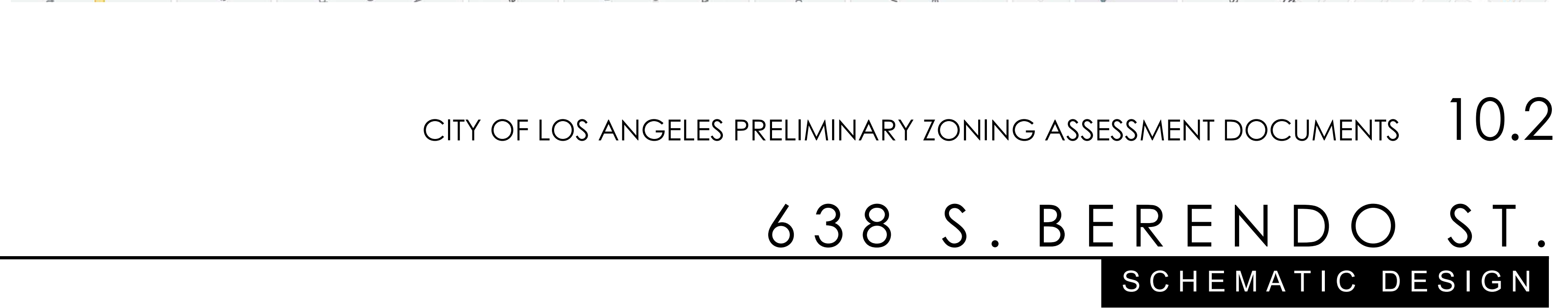
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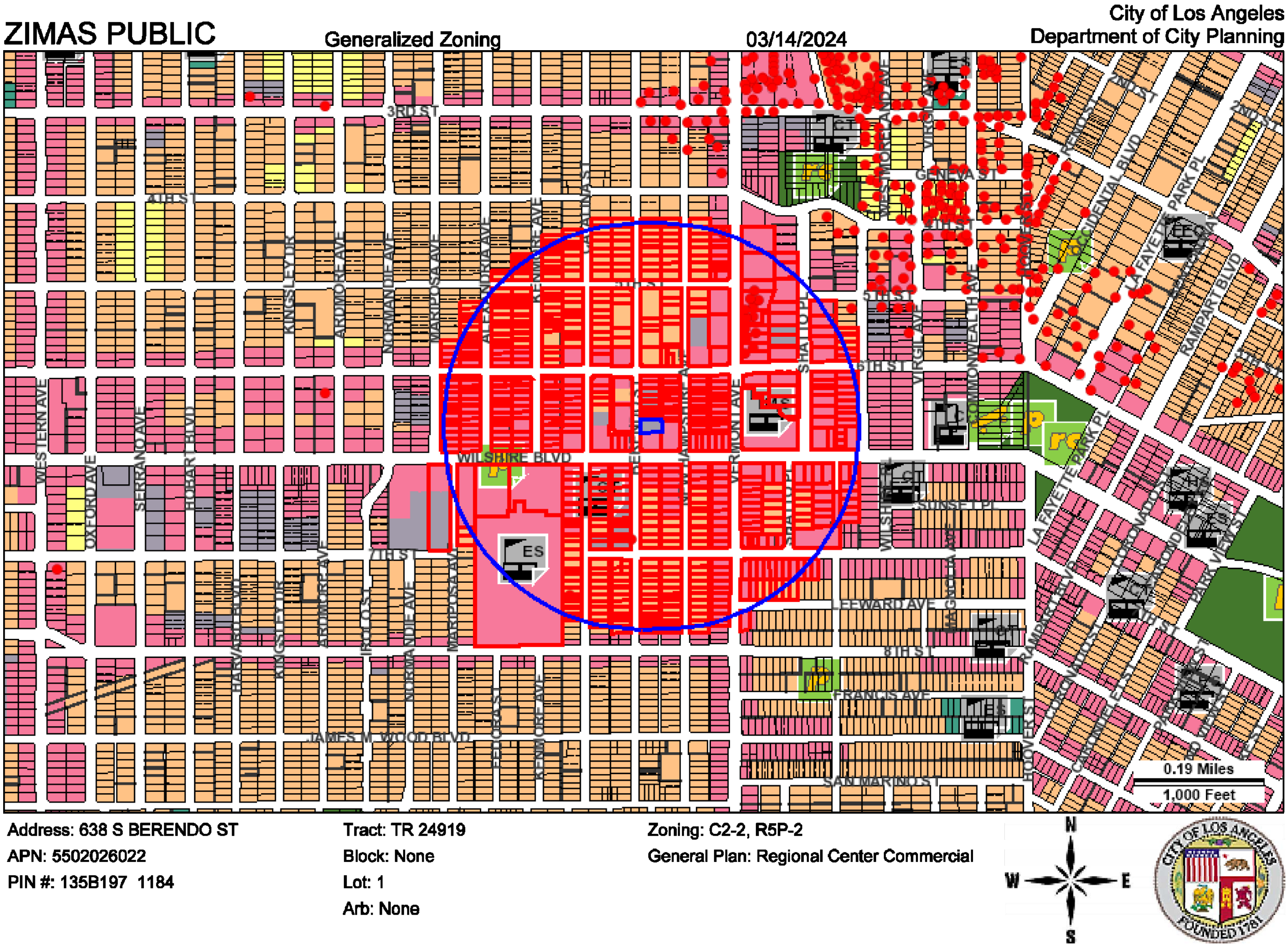
LABDS APPROVAL STAMP



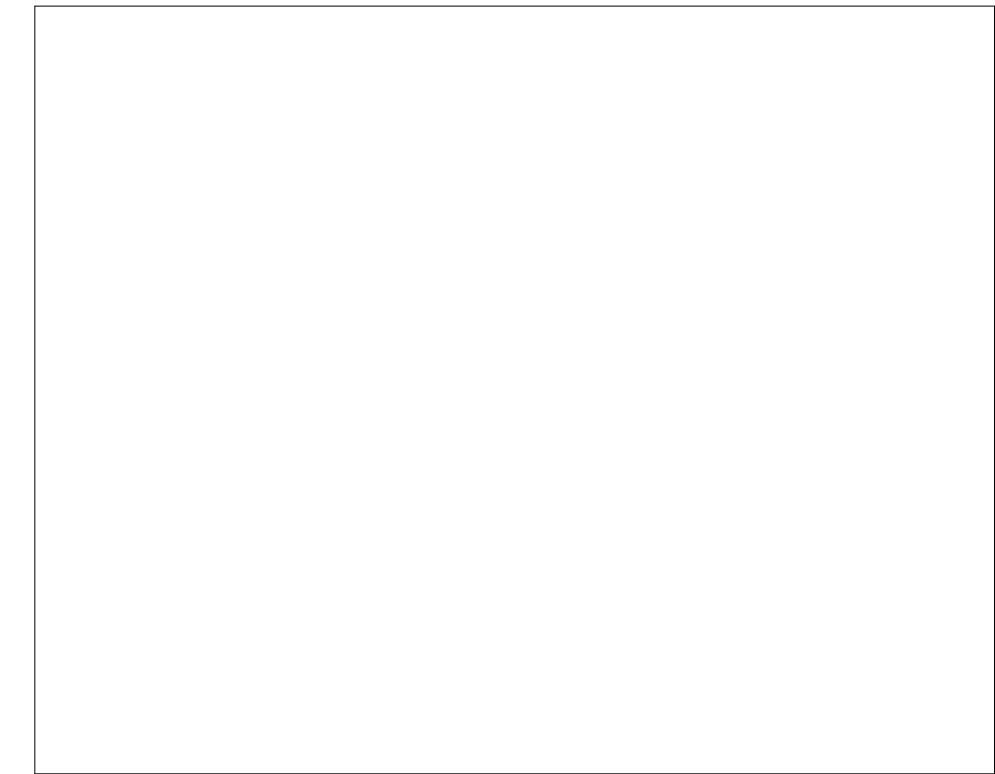


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**LABDS APPROVAL STAMP**



**POINTS OF INTEREST**

- |  |  |  |
|--|--|--|
| Alternative Youth Hostel (Proposed)    | Horticultural Center                   | Public Elementary School               |
| Animal Shelter                         | Hospital                               | Public Elementary School (Proposed)    |
| Area Library                           | Hospital (Proposed)                    | Public Golf Course                     |
| Area Library (Proposed)                | House of Worship                       | Public Golf Course (Proposed)          |
| Bridge                                 | Important Ecological Area              | Public Housing                         |
| Campground                             | Important Ecological Area (Proposed)   | Public Housing (Proposed Expansion)    |
| Campground (Proposed)                  | Interpretive Center (Proposed)         | Public Junior High School              |
| Cemetery                               | Junior College                         | Public Junior High School (Proposed)   |
| Church                                 | MTA / Metrolink Station                | Public Middle School                   |
| City Hall                              | MTA Station                            | Public Senior High School              |
| Community Center                       | MTA Stop                               | Public Senior High School (Proposed)   |
| Community Library                      | MWD MWD Headquarters                   | Pumping Station                        |
| Community Library (Proposed Expansion) | Maintenance Yard                       | Pumping Station (Proposed)             |
| Community Library (Proposed)           | Municipal Office Building              | Refuse Collection Center               |
| Community Park                         | Municipal Parking lot                  | Regional Library                       |
| Community Park (Proposed Expansion)    | Neighborhood Park                      | Regional Library (Proposed Expansion)  |
| Community Park (Proposed)              | Neighborhood Park (Proposed Expansion) | Regional Library (Proposed)            |
| Community Transit Center               | Neighborhood Park (Proposed)           | Regional Park                          |
| Convalescent Hospital                  | Oil Collection Center                  | Regional Park (Proposed)               |
| Correctional Facility                  | Parking Enforcement                    | Residential Plan Development           |
| Cultural / Historic Site (Proposed)    | Police Headquarters                    | Scenic View Site                       |
| Cultural / Historic Site               | Police Station                         | Scenic View Site (Proposed)            |
| Cultural Arts Center                   | Police Station (Proposed Expansion)    | School District Headquarters           |
| DMV Office                             | Police Station (Proposed)              | School Unspecified Loc/Type (Proposed) |
| DWP                                    | Police Training site                   | Skill Center                           |
| DWP Pumping Station                    | Post Office                            | Social Services                        |
| Equestrian Center                      | Power Distribution Station             | Special Feature                        |
| Fire Department Headquarters           | Power Distribution Station (Proposed)  | Special Recreation (a)                 |
| Fire Station                           | Power Receiving Station (Proposed)     | Special School Facility (Proposed)     |
| Fire Station (Proposed Expansion)      | Private College                        | Steam Plant                            |
| Fire Station (Proposed)                | Private Elementary School              | Surface Mining                         |
| Fire Supply & Maintenance              | Private Golf Course                    | Trail & Assembly Area                  |
| Fire Training Site                     | Private Golf Course (Proposed)         | Trail & Assembly Area (Proposed)       |
| Fireboat Station                       | Private Junior High School             | Utility Yard                           |
| Health Center / Medical Facility       | Private Pre-School                     | Water Tank Reservoir                   |
| Helistop                               | Private Recreation & Cultural Facility | Wildlife Migration Corridor            |
| Historic Monument                      | Private Senior High School             | Wildlife Preserve Gate                 |
| Historical / Cultural Monument         | Private Special School                 |  |
| Horsekeeping Area                      | Public Elementary (Proposed Expansion) |  |
| Horsekeeping Area (Proposed)           |  |  |

**SCHOOLS/PARKS WITH 500 FT. BUFFER**

- |                           |                                  |                          |
|---------------------------|----------------------------------|--------------------------|
| Existing School/Park Site | Planned School/Park Site         | Inside 500 Ft. Buffer    |
| Aquatic Facilities        | Other Facilities                 | Opportunity School       |
| Beaches                   | Park / Recreation Centers        | Charter School           |
| Child Care Centers        | Parks                            | Elementary School        |
| Dog Parks                 | Performing / Visual Arts Centers | Span School              |
| Golf Course               | Recreation Centers               | Special Education School |
| Historic Sites            | Senior Citizen Centers           | High School              |
| Horticulture/Gardens      |                                  | Middle School            |
| Skate Parks               |                                  | Early Education Center   |

**COASTAL ZONE**

- |                                 |
|---------------------------------|
| Coastal Commission Permit Area  |
| Dual Permit Jurisdiction Area   |
| Single Permit Jurisdiction Area |
| Not in Coastal Zone             |

**TRANSIT ORIENTED COMMUNITIES (TOC)**

- |        |        |
|--------|--------|
| Tier 1 | Tier 3 |
| Tier 2 | Tier 4 |
- Note: TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC incentive Areas will be updated.

**WAIVER OF DEDICATION OR IMPROVEMENT**

- |   |
|---|
| Public Work Approval (PWA)                |
| Waiver of Dedication or Improvement (WDI) |

**OTHER SYMBOLS**

- |                        |                       |                                     |
|------------------------|-----------------------|-------------------------------------|
| Lot Line               | Airport Hazard Zone   | Flood Zone                          |
| Tract Line             | Census Tract          | Hazardous Waste                     |
| Lot Cut                | Coastal Zone          | High Wind Zone                      |
| Easement               | Council District      | Hillside Grading                    |
| Zone Boundary          | LADBS District Office | Historic Preservation Overlay Zone  |
| Building Line          | Downtown Parking      | Specific Plan Area                  |
| Lot Split              | Fault Zone            | Very High Fire Hazard Severity Zone |
| Community Driveway     | Fire District No. 1   | Wells - Active                      |
| Building Outlines 2020 | Tract Map             | Wells - Inactive                    |
| Building Outlines 2017 | Parcel Map            |                                     |

**LEGEND**

**GENERALIZED ZONING**

- |   |
|---|
| OS, GW  |
| A, RA   |
| RE, RS, R1, RU, RZ, RW1   |
| R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP                               |
| CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU |
| CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL, HJ, HR, NI              |
| P, PB   |
| PF  |

**GENERAL PLAN LAND USE**

**LAND USE**

**RESIDENTIAL**

- |                                       |
|---------------------------------------|
| Minimum Residential                   |
| Very Low / Very Low I Residential     |
| Very Low II Residential               |
| Low / Low I Residential               |
| Low II Residential                    |
| Low Medium / Low Medium I Residential |
| Low Medium II Residential             |
| Medium Residential                    |
| High Medium Residential               |
| High Density Residential              |
| Very High Medium Residential          |

**COMMERCIAL**

- |  |
|--|
| Limited Commercial                                     |
| Limited Commercial - Mixed Medium Residential          |
| Highway Oriented Commercial                            |
| Highway Oriented and Limited Commercial                |
| Highway Oriented Commercial - Mixed Medium Residential |
| Neighborhood Office Commercial                         |
| Community Commercial                                   |
| Community Commercial - Mixed High Residential          |
| Regional Center Commercial                             |

**FRAMEWORK**

**COMMERCIAL**

- |                           |
|---------------------------|
| Neighborhood Commercial   |
| General Commercial        |
| Community Commercial      |
| Regional Mixed Commercial |

**INDUSTRIAL**

- |                          |
|--------------------------|
| Commercial Manufacturing |
| Limited Manufacturing    |
| Light Manufacturing      |
| Heavy Manufacturing      |
| Hybrid Industrial        |

**PARKING**

Parking Buffer

**PORT OF LOS ANGELES**

- |  |
|--|
| General / Bulk Cargo - Non Hazardous (Industrial / Commercial) |
| General / Bulk Cargo - Hazard                                  |
| Commercial Fishing   |
| Recreation and Commercial                                      |
| Intermodal Container Transfer Facility Site                    |

**LOS ANGELES INTERNATIONAL AIRPORT**

- |   |
|---|
| Airport Landside / Airport Landside Support |
| Airport Airside                             |
| LAX Airport Northside                       |

**OPEN SPACE / PUBLIC FACILITIES**

- |                                  |
|----------------------------------|
| Open Space                       |
| Public / Open Space              |
| Public / Quasi-Public Open Space |
| Other Public Open Space          |
| Public Facilities                |

**INDUSTRIAL**

- |                    |
|--------------------|
| Limited Industrial |
| Light Industrial   |

**CIRCULATION**

**STREET**

- |                                  |
|----------------------------------|
| Arterial Mountain Road           |
| Collector Scenic Street          |
| Collector Street                 |
| Collector Street (Hillside)      |
| Collector Street (Modified)      |
| Collector Street (Proposed)      |
| Country Road                     |
| Divided Major Highway II         |
| Divided Secondary Scenic Highway |
| Local Scenic Road                |
| Local Street                     |
| Major Highway (Modified)         |
| Major Highway I                  |
| Major Highway II                 |
| Major Highway II (Modified)      |

- |                                 |
|---------------------------------|
| Major Scenic Highway            |
| Major Scenic Highway (Modified) |
| Major Scenic Highway II         |
| Mountain Collector Street       |
| Park Road                       |
| Principal Major Highway         |
| Scenic Divided Major Highway II |
| Scenic Park                     |
| Scenic Parkway                  |
| Secondary Highway               |
| Secondary Highway (Modified)    |
| Secondary Scenic Highway        |
| Special Collector Street        |
| Super Major Highway             |

**FREEWAYS**

- |                        |
|------------------------|
| Freeway                |
| Interchange            |
| On-Ramp / Off-Ramp     |
| Railroad               |
| Scenic Freeway Highway |

**MISC. LINES**

- |                                      |                                     |
|--------------------------------------|-------------------------------------|
| Airport Boundary                     | MSA Desirable Open Space            |
| Bus Line                             | Major Scenic Controls               |
| Coastal Zone Boundary                | Multi-Purpose Trail                 |
| Coastline Boundary                   | Natural Resource Reserve            |
| Collector Scenic Street (Proposed)   | Park Road                           |
| Commercial Areas                     | Park Road (Proposed)                |
| Commercial Center                    | Quasi-Public                        |
| Community Redevelopment Project Area | Rapid Transit Line                  |
| Country Road                         | Residential Planned Development     |
| DWP Power Lines                      | Scenic Highway (Obsolete)           |
| Desirable Open Space                 | Secondary Scenic Controls           |
| Detached Single Family House         | Secondary Scenic Highway (Proposed) |
| Endangered Ridgeline                 | Site Boundary                       |
| Equestrian and/or Hiking Trail       | Southern California Edison Power    |
| Hiking Trail                         | Special Study Area                  |
| Historical Preservation              | Specific Plan Area                  |
| Horsekeeping Area                    | Stagecoach Line                     |
| Local Street                         | Wildlife Corridor                   |





Transit Service Guide

The table shows approximate frequency in minutes for all Metro services and major municipal bus lines on this map. Information reflects the main part of the line. Consult schedules for details.

**Metro Rail & Busway**

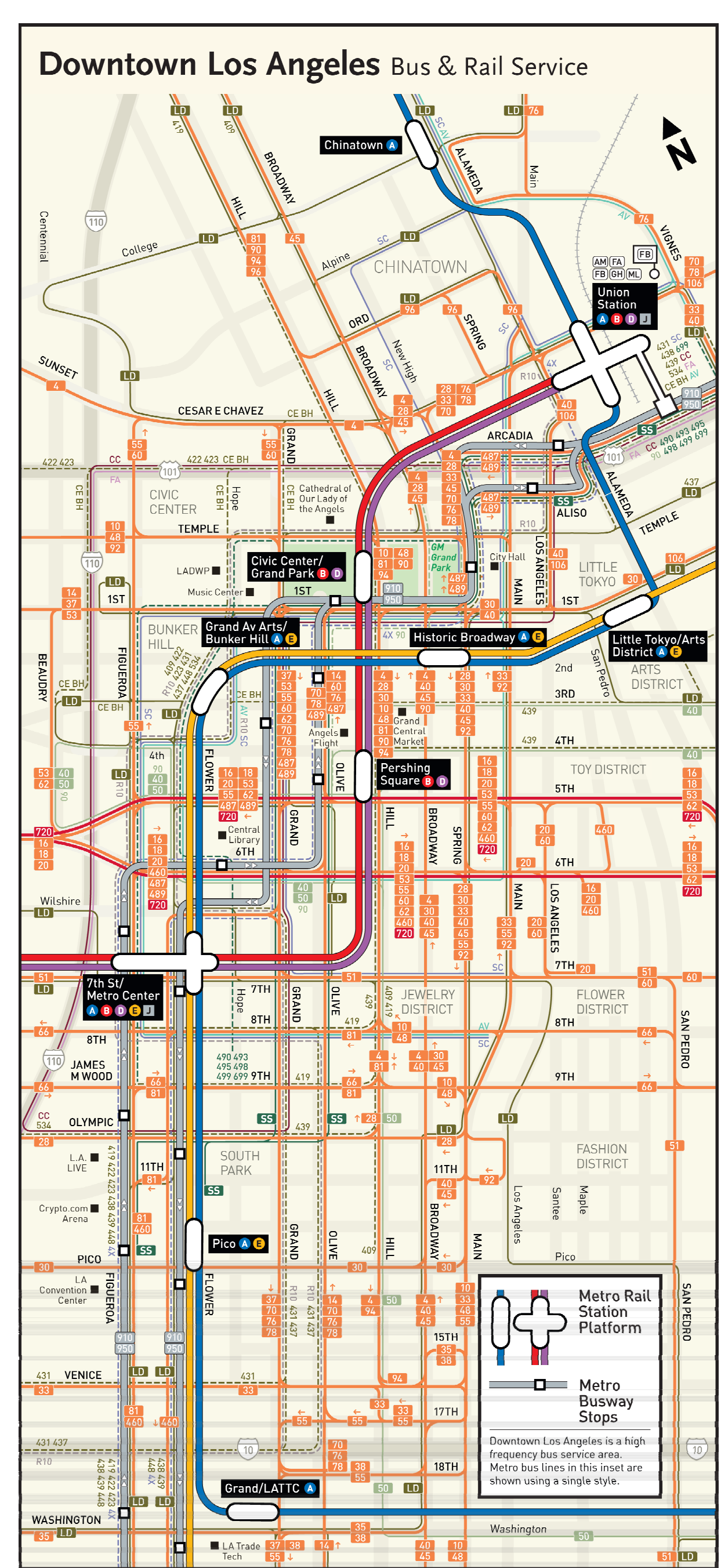
LINE	WEEKDAY	SATURDAY	SUNDAY
A Line	8	10	15
B Line	10	15	20
C Line	10	15	20
D Line	10	15	20
E Line	10	15	20
F Line	10	15	20
G Line	10	15	20
H Line	10	15	20
I Line	10	15	20
J Line	10	15	20
K Line	10	15	20
L Line	10	15	20
M Line	10	15	20
N Line	10	15	20
O Line	10	15	20
P Line	10	15	20
Q Line	10	15	20
R Line	10	15	20
S Line	10	15	20
T Line	10	15	20
U Line	10	15	20
V Line	10	15	20
W Line	10	15	20
X Line	10	15	20
Y Line	10	15	20
Z Line	10	15	20

**Metro Bus & Shuttle**

LINE	WEEKDAY	SATURDAY	SUNDAY
1	8	10	15
2	10	15	20
3	10	15	20
4	10	15	20
5	10	15	20
6	10	15	20
7	10	15	20
8	10	15	20
9	10	15	20
10	10	15	20
11	10	15	20
12	10	15	20
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27	10	15	20
28	10	15	20
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34	10	15	20
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36	10	15	20
37	10	15	20
38	10	15	20
39	10	15	20
40	10	15	20
41	10	15	20
42	10	15	20
43	10	15	20
44	10	15	20
45	10	15	20
46	10	15	20
47	10	15	20
48	10	15	20
49	10	15	20
50	10	15	20
51	10	15	20
52	10	15	20
53	10	15	20
54	10	15	20
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71	10	15	20
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98	10	15	20
99	10	15	20
100	10	15	20

**Municipal & Neighboring Bus Lines**

LINE	WEEKDAY	SATURDAY	SUNDAY
1	8	10	15
2	10	15	20
3	10	15	20
4	10	15	20
5	10	15	20
6	10	15	20
7	10	15	20
8	10	15	20
9	10	15	20
10	10	15	20
11	10	15	20
12	10	15	20
13	10	15	20
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97	10	15	20
98	10	15	20
99	10	15	20
100	10	15	20





LABDS APPROVAL STAMP

CITY OF LOS ANGELES, DEPARTMENT OF BUILDING AND SAFETY

PRELIMINARY ZONING ASSESSMENT COMPLETE BY:

DATE: 03/26/2024

APPLICATION #: 23010 - 10000 - 02105

Plot Plan - Proposed Building. This detailed architectural drawing shows the proposed building layout on a site bounded by Wilshire Blvd. to the south and S. Berendo Street to the west. The plan includes a 237.28' existing site low point, an existing neighbor parking lot, and a 159' - 9" wide front yard. The proposed building features a ground level parking entrance, a level 8 terrace recreation below, and a courtyard below. It also includes a roof, two elevators (01 & 02 penthouse, 03 penthouse), and a balcony below. The plan shows existing structures, including a 2-3 story existing commercial building to remain (HT. 55' approx.) and a 2-3 story existing commercial building to remain (HT. 55' approx.). The plan also shows existing structures, including a 2-3 story existing commercial building to remain (HT. 55' approx.) and a 2-3 story existing commercial building to remain (HT. 55' approx.). The plan also shows existing structures, including a 2-3 story existing commercial building to remain (HT. 55' approx.) and a 2-3 story existing commercial building to remain (HT. 55' approx.).

2

Plot Plan - Zoning & Site Information. This site plan shows the zoning and site information for the proposed building. It includes an existing neighbor parking lot, a 159' - 9" wide front yard, and a 148' - 4 3/4" wide side yard. The plan shows existing structures, including a 2-3 story existing commercial building to remain (HT. 55' approx.) and a 2-3 story existing commercial building to remain (HT. 55' approx.). The plan also shows existing structures, including a 2-3 story existing commercial building to remain (HT. 55' approx.) and a 2-3 story existing commercial building to remain (HT. 55' approx.). The plan also shows existing structures, including a 2-3 story existing commercial building to remain (HT. 55' approx.) and a 2-3 story existing commercial building to remain (HT. 55' approx.).

1

NOTE: ALL INFORMATION SHOWN HERE TO BE VERIFIED BY CIVIL ENGINEER AND OR LANDUSE CONSULTANT. SEE LANDSCAPE AND SURVEY FOR FURTHER INFORMATION

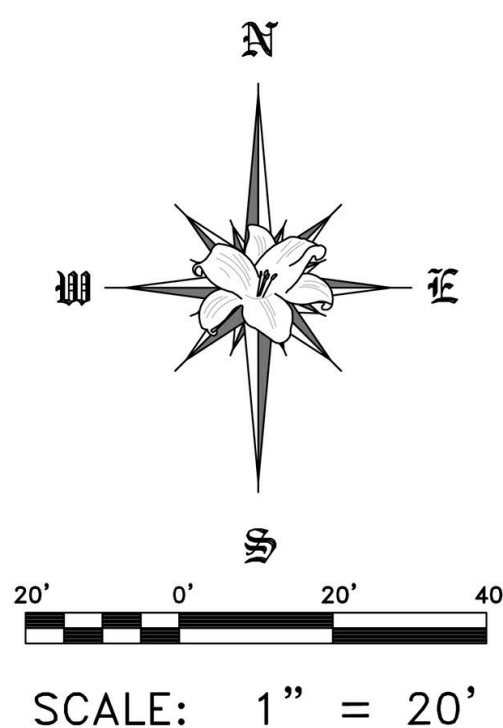
01/15/2024 (UPDATED 02-09-24)

638 S. BERENDO ST.

SCHEMATIC DESIGN



3273 WILSHIRE BLVD. & 638 S. BERENDO ST.  
LOS ANGELES, CALIFORNIA



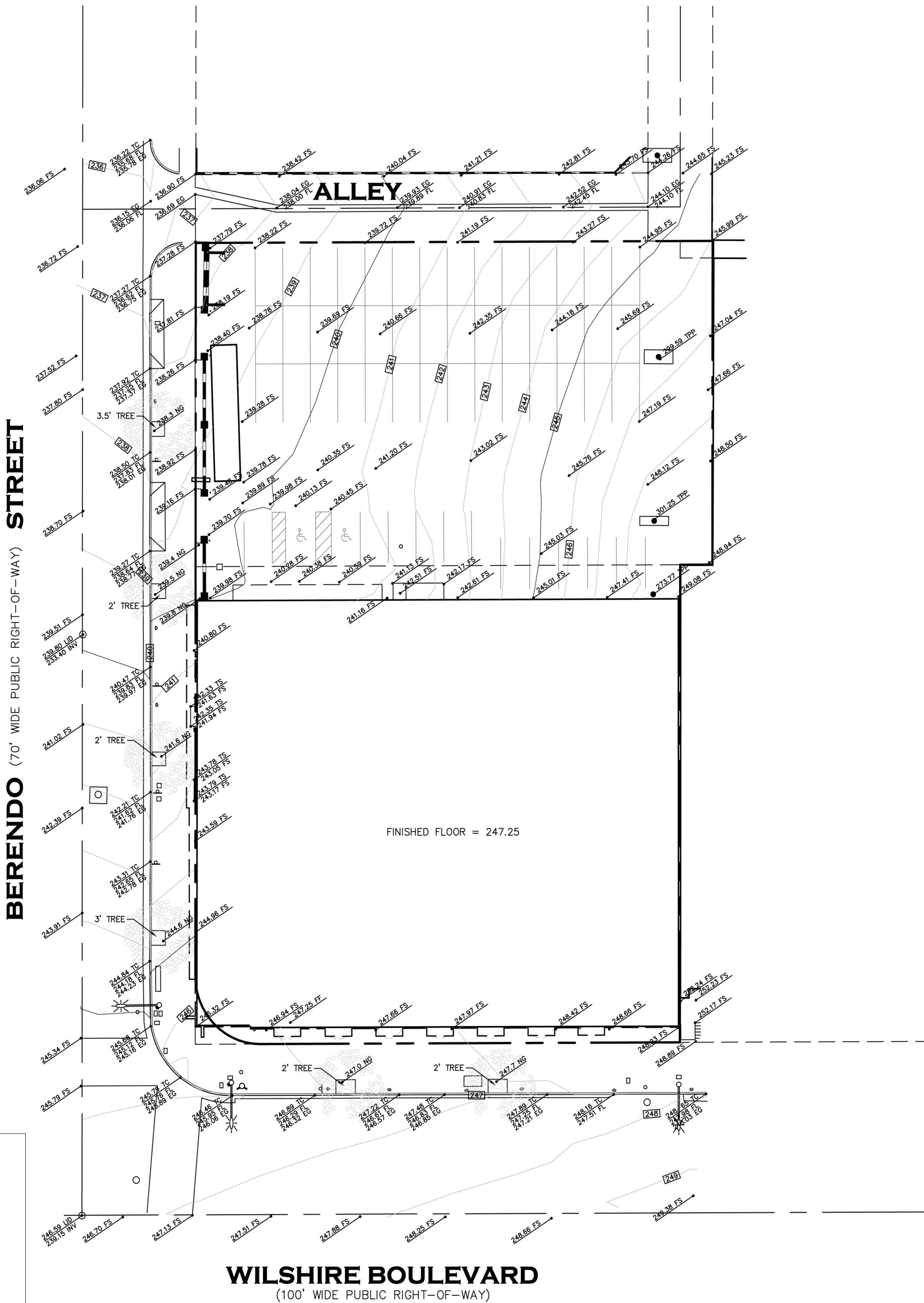
FILE NO.	DRAWN BY: JFC
19275	CHKD. BY: JRN

# SCHEMATIC DESIGN



TOPOGRAPHIC SURVEY

3273 WILSHIRE BLVD. & 638 S. BERENDO ST.  
LOS ANGELES, CALIFORNIA

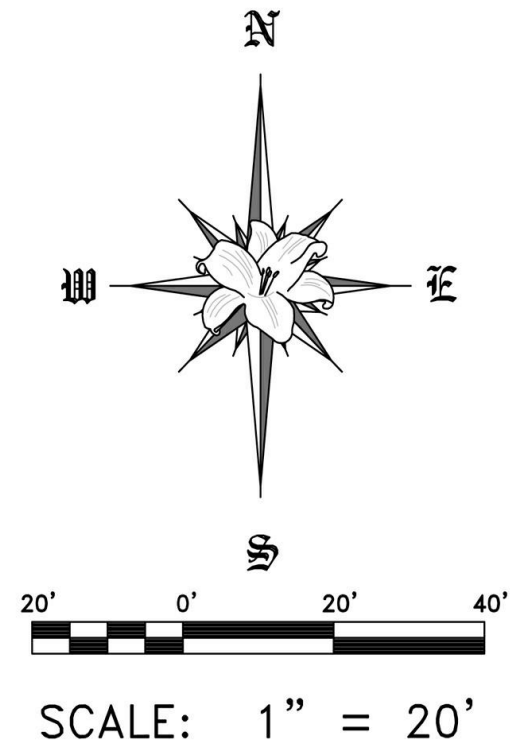


DATUM STATEMENT:

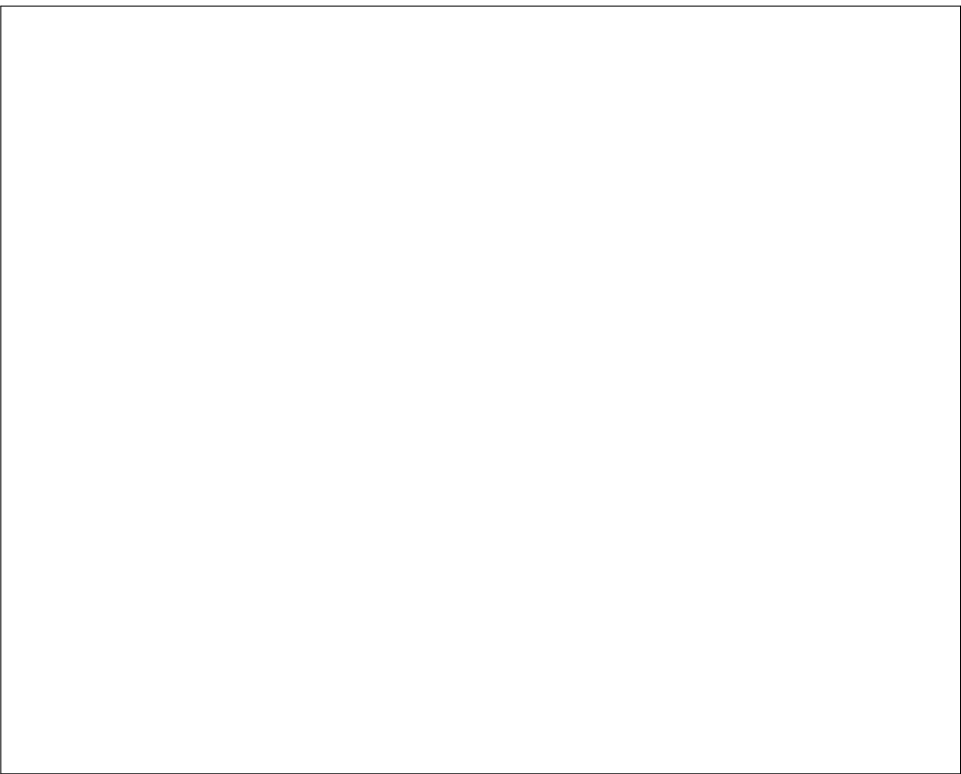
BENCHMARK 1:  
CITY OF LOS ANGELES BM 12-15830  
ELEVATION: 250.823 FEET  
DATUM: NAVD 1988  
DESCRIPTION: WIRE SPIKE IN S CURB WILSHIRE BLVD 13FT E  
OF NEW HAMPSHIRE AVENUE, WEST END CB  
  
BENCHMARK 2:  
CITY OF LOS ANGELES BM 12-15870  
ELEVATION: 241.197 FEET  
DATUM: NAVD 1988  
DESCRIPTION: WIRE SPIKE IN S CURB WILSHIRE BLVD 13FT  
E OF CATALINA ST W END CB

LEGEND:

EG - EDGE OF GUTTER  
FF - FINISHED FLOOR  
FL - FLOW LINE  
FS - FINISHED SURFACE  
NG - NATURAL GROUND  
TC - TOP OF CURB  
TPP - TOP OF POWER POLE  
TS - TOP OF STEP



LABDS APPROVAL STAMP



REVISIONS

JRN CIVIL ENGINEERS

TOPOGRAPHIC SURVEY

SHEET 2 OF 2

FILE NO. 19275

SCALE: 1" = 20'  
DATE: 07/14/2020  
DRAWN BY: JFC  
CHKD. BY: JRN

ADDRESS: 3273 WILSHIRE BLVD. & 638 S. BERENDO ST.  
LOS ANGELES, CALIFORNIA  
CLIENT: JAMISON SERVICES

PHONE (949) 248-4685  
FAX (949) 248-4687  
PROJECT COORDINATOR: JON CRAWLEY (JCRAWLEY@JRN.CIVIL.COM)

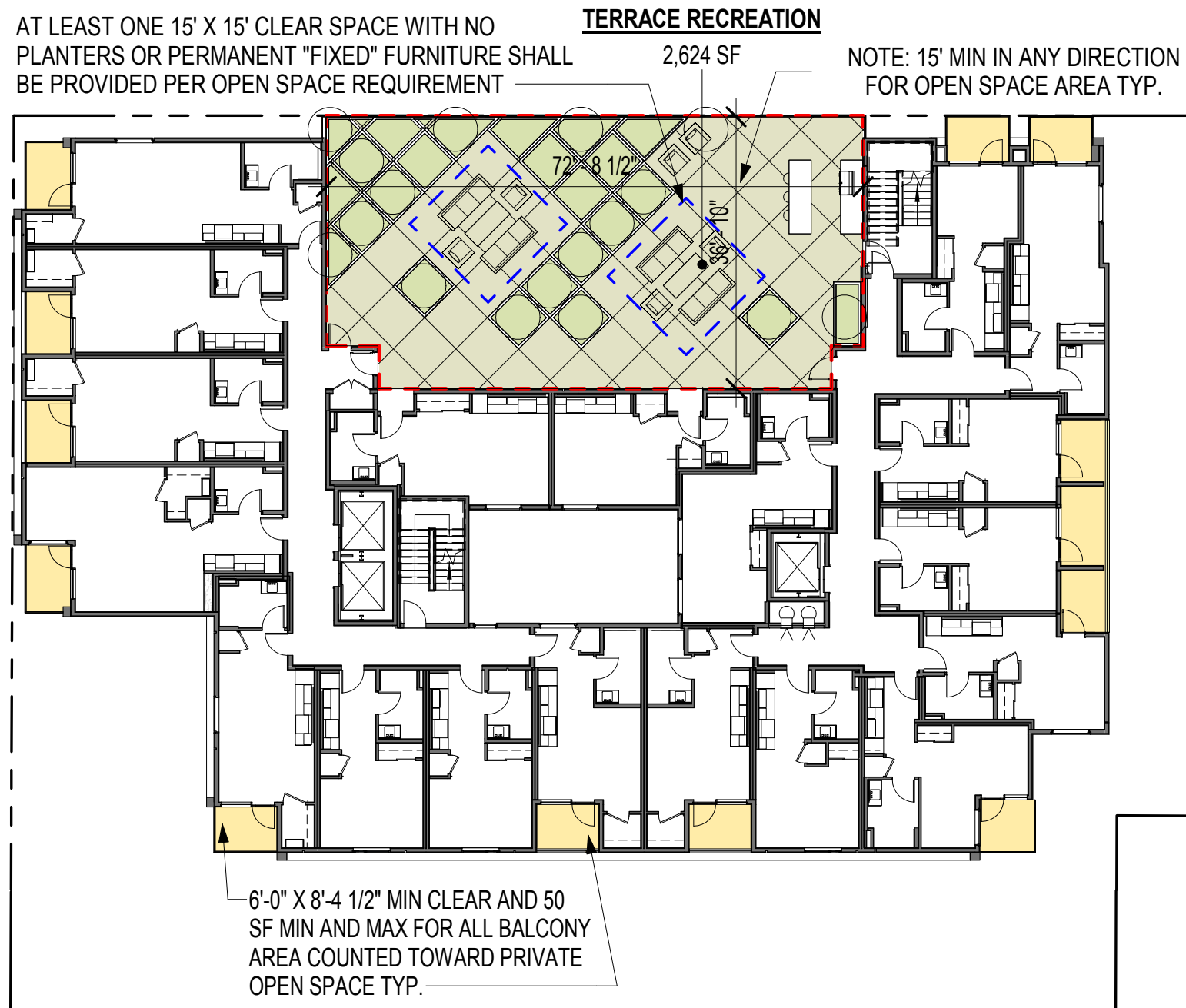
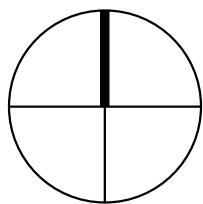
232 AVENIDA FABRICANTE, STE. 107  
SAN CLEMENTE, CALIFORNIA 92672

TOPO SURVEY

1.03

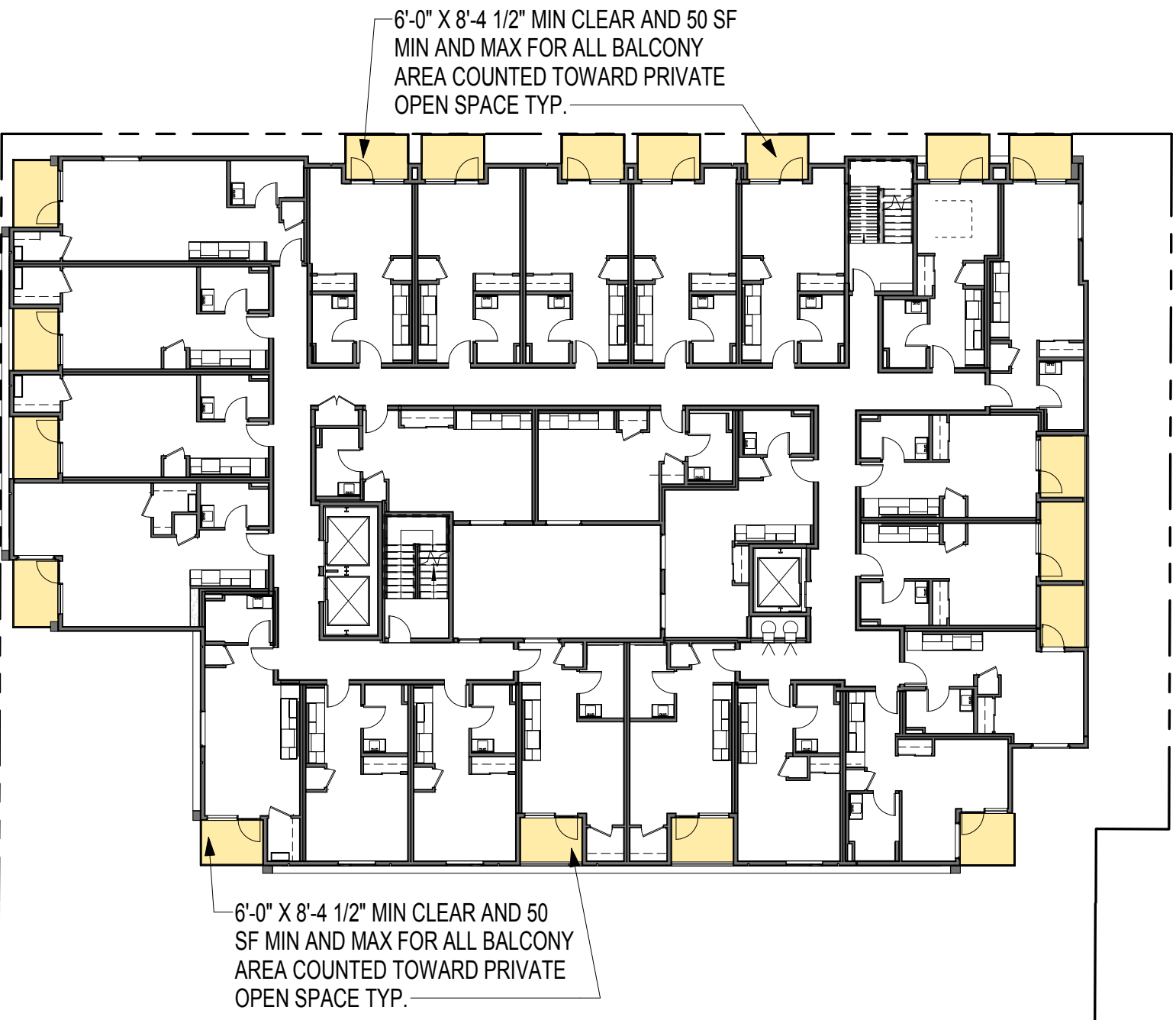
638 S. BERENDO ST.

SCHEMATIC DESIGN



8TH LEVEL  
SCALE: 1" = 20'-0"

5



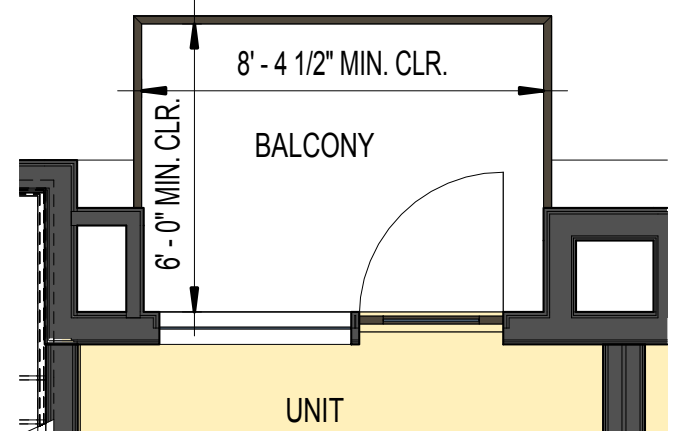
4TH - 7TH LEVEL  
SCALE: 1" = 20'-0"

4



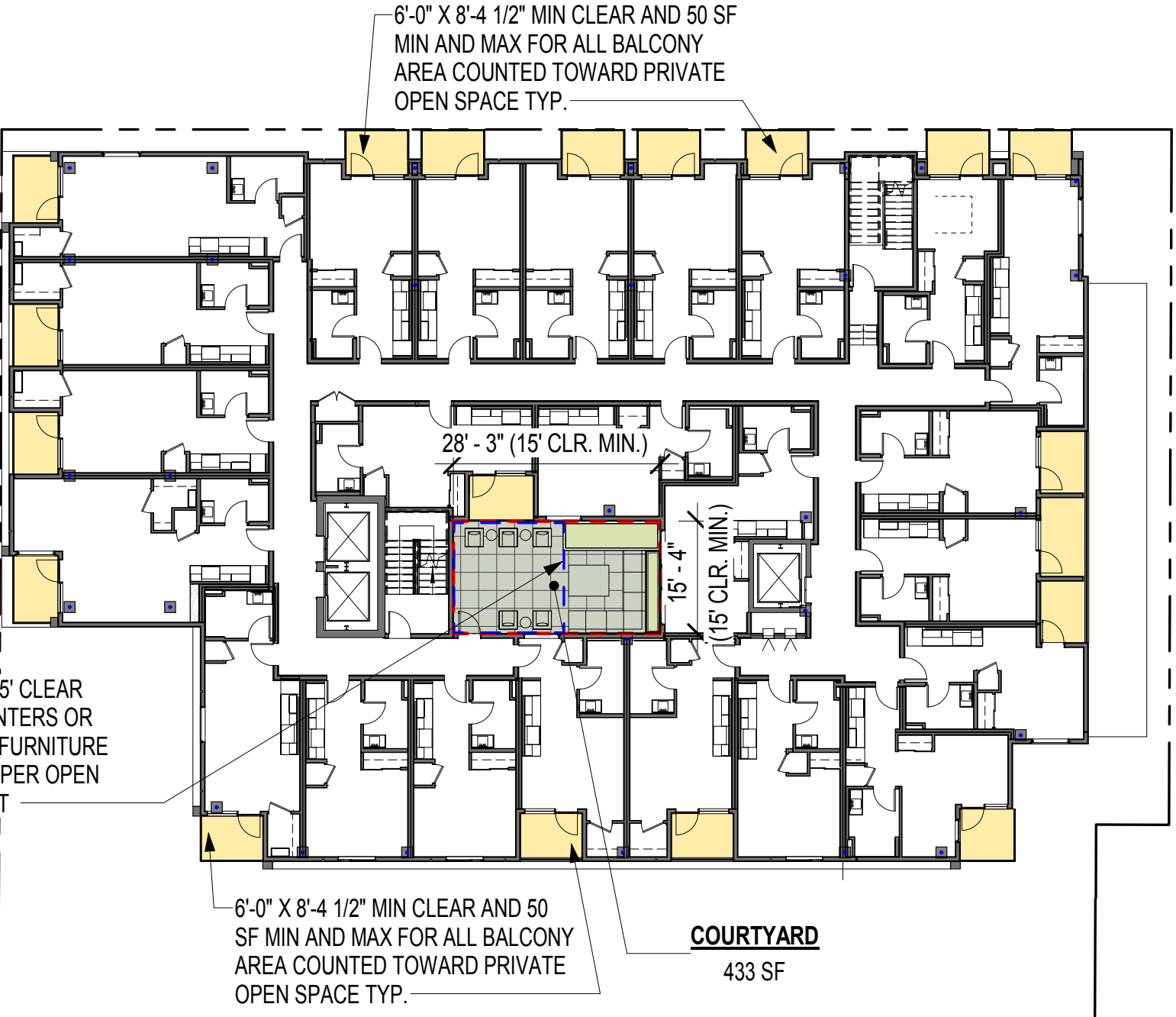
1ST/GROUND LEVEL  
SCALE: 1" = 20'-0"

2



TYP BALCONY  
1/4" = 1'-0"

6



2ND - 3RD LEVEL  
SCALE: 1" = 20'-0"

3



SUB PARKING LEVEL P1  
SCALE: 1" = 20'-0"

1

OPEN SPACE SUMMARY

OPEN SPACE REQUIRED:

S (STUDIO)	163 X 100	=	TOTAL
1B	0 X 100	=	16,300
	163		16,300 SF

T4 25% REDUCTION: 0.75  
TOTAL OPEN SPACE REQUIRED: 12,225 SF

MAXIMUM INDOOR (25%) 3,056 SF  
MINIMUM COMMON (50%) 6,113 SF

OPEN SPACE PROPOSED:

COMMON INDOOR

RECREATION 01	1,850 SF
RECREATION 02	1,654 SF
TOTAL INDOOR **	3,504 SF

\*\* PROPOSED COMMON INDOOR AREA EXCEEDS MAX INDOOR 25% ALLOWED SO ONLY THE ALLOWED SF WILL BE USED FOR THE TOTAL OPEN SPACE AREA CALCULATION

TOTAL INDOOR MAX. ALLOWED: 3,056 SF

COMMON OUTDOOR

COURTYARD	433 SF
TERRACE RECREATION	2,624 SF
TOTAL OUTDOOR	3,057 SF

TOTAL COMMON: 6,113 SF

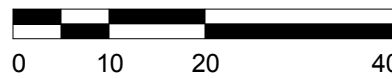
PRIVATE

PRIVATE BALCONY / TERRACE (123X50 SF)	6,150 SF
TOTAL PRIVATE	6,150 SF

TOTAL OPEN SPACE PROPOSED 12,263 SF

TREES REQUIRED 1 TREE PER 4 UNITS 41 TREES  
TREES PROPOSED 41 TREES

NOTE:  
ALL BALCONIES OR TERRACES THAT ARE COUNTED TOWARD PRIVATE OPEN SPACE ARE 6'-0" BY 8'-4 1/2" MIN CLEAR TO WALLS OR RAILS AND ARE 50 SF MINIMUM WITH 50 SF MAXIMUM PERMITTED TO COUNT TOWARD PRIVATE OPEN SPACE.



OPEN SPACE SUMMARY & DIAGRAMS

1.04

LABDS APPROVAL STAMP





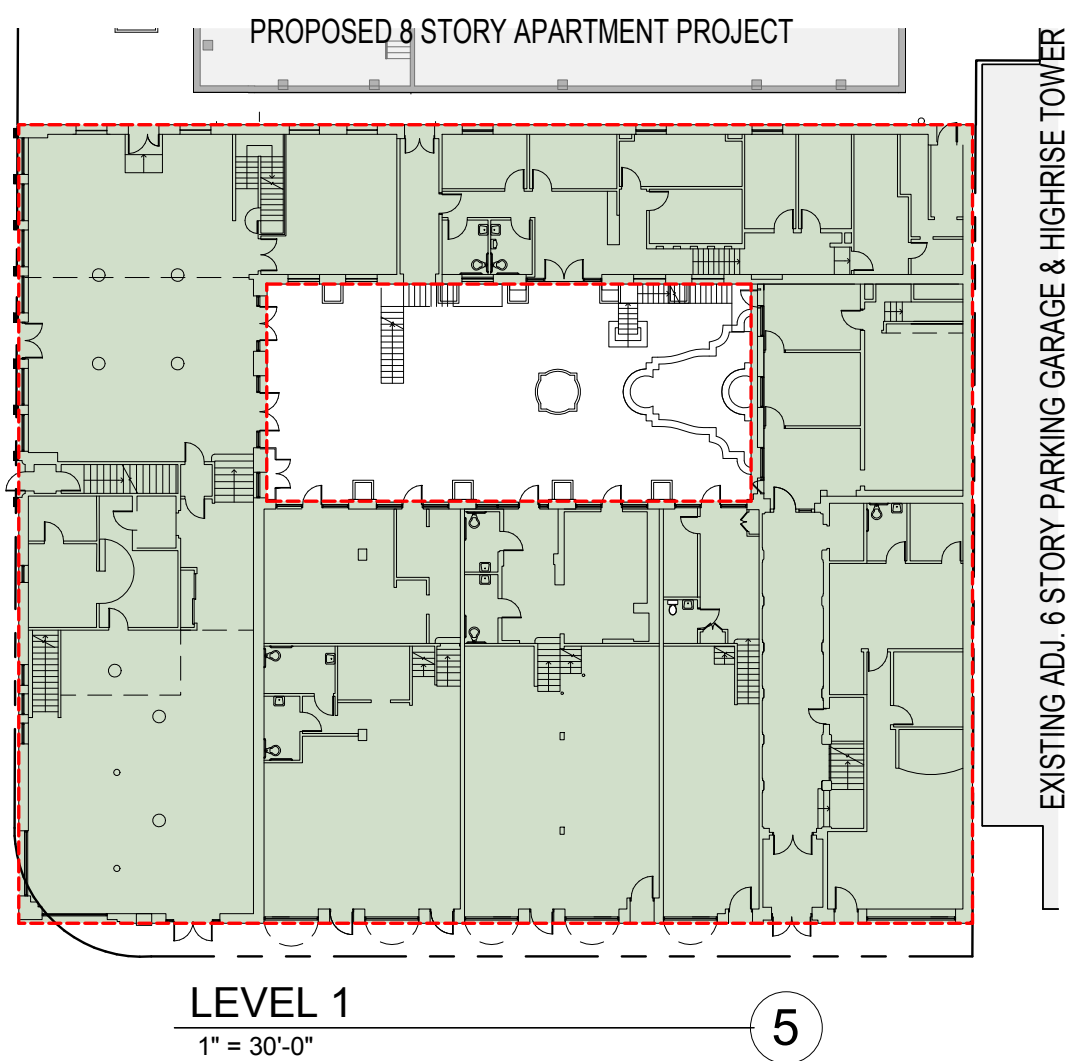
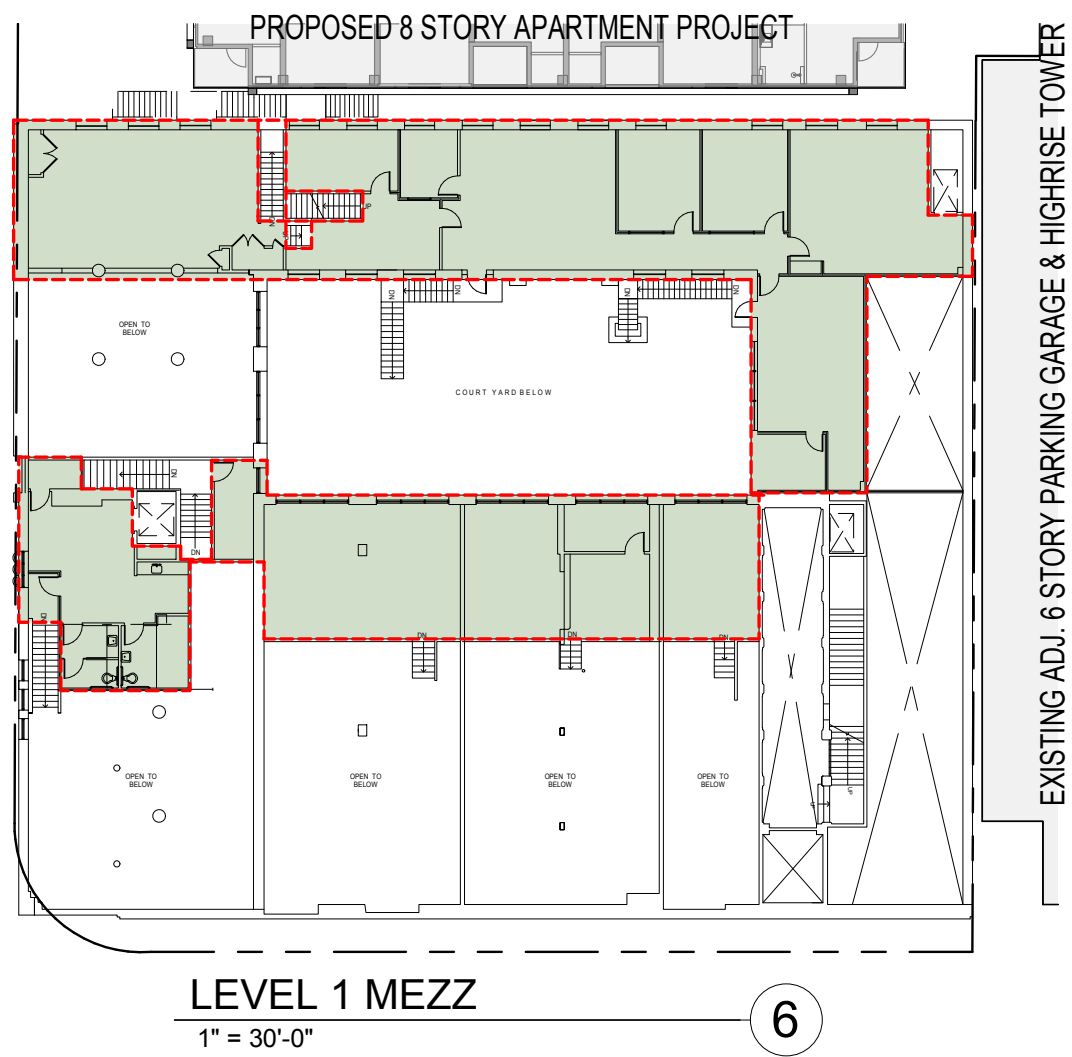
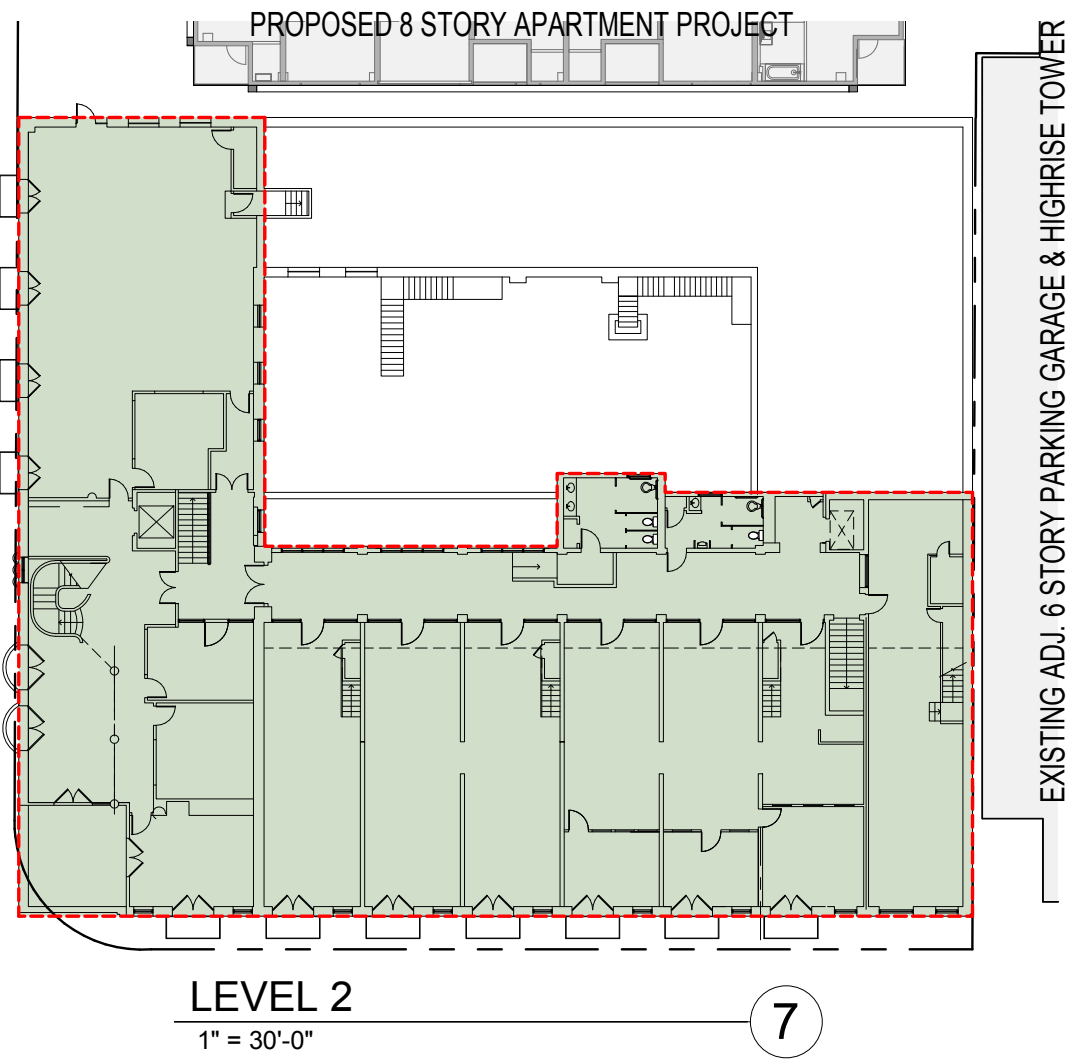
Building Floor Area (non-parking)			
Residential Floor Area (not shared)		Non-residential Floor Area	
Proposed Building			
Sub Level	5546	0	
G-Level 1	5397	0	
Level 2	12862	0	
Level 3	12862	0	
Level 4	12862	0	
Level 5	12862	0	
Level 6	12862	0	
Level 7	12862	0	
Level 8	10148	0	
Roof	0	0	
Sub Totals	98263.00	0.00	98263.00
Existing Building (to Remain)			
G-Level 1	0	16042	
Level 1 Mezz	0	6699	
Level 2	0	11794	
Level 2 Mezz	0	3204	
Sub Totals	0.00	37739.00	
Totals	98263.00	37739.00	136002.00
Shared Floor Area (non-parking)			
Sub Level			
G-Level 1			
Total Shared			0
	0.00	0.00	

Floor Area (parking)			
Proposed Building			
Sub Level	Residential Floor Area	Non-residential Floor Area	Shared Floor Area
G-Level 1	0	8281	0
Totals	0.00	8540	0
<b>Parking Spaces using shared facilitated</b>			
Total Qty	Residential Parking Spaces	Non-residential Parking Spaces	Total Parking Spaces
Ratios	0	39	39
	0.00%	100.00%	100.00%
	0.00	0.00	0.00

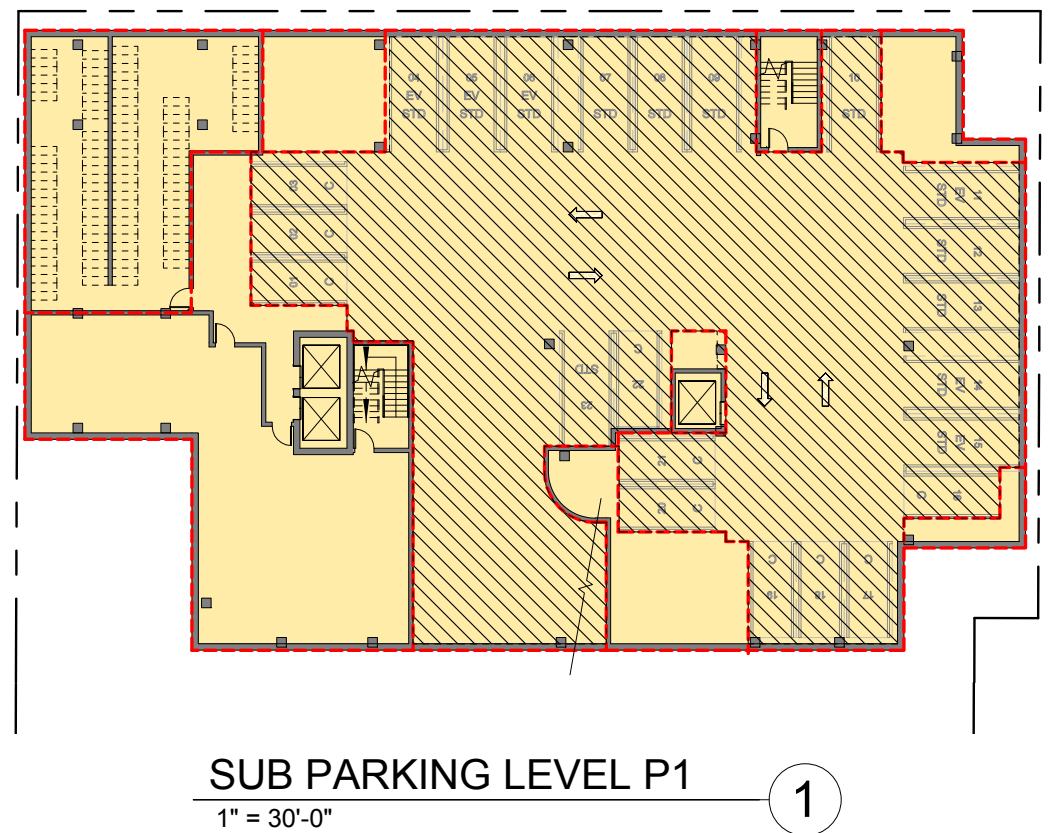
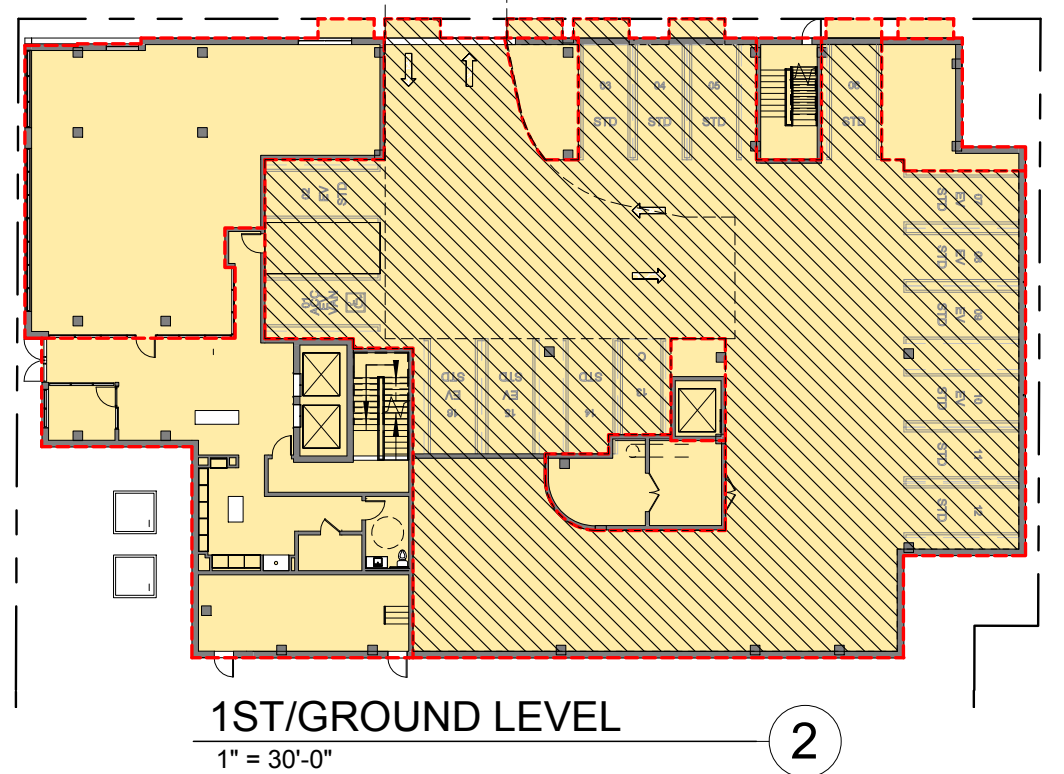
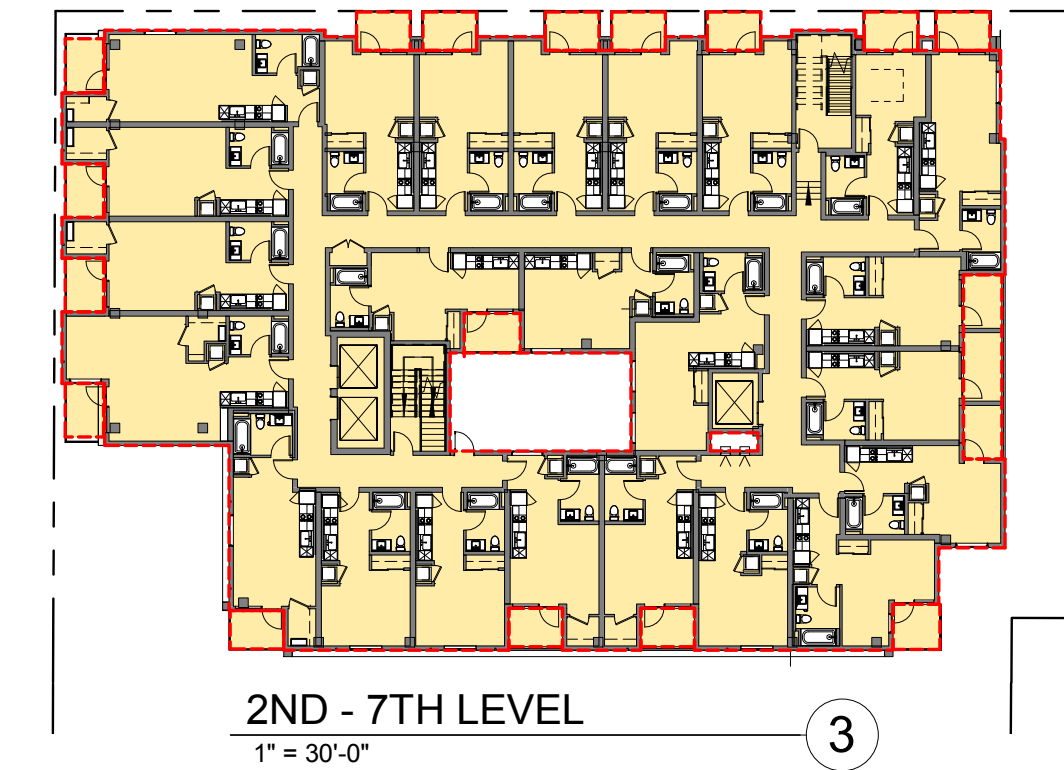
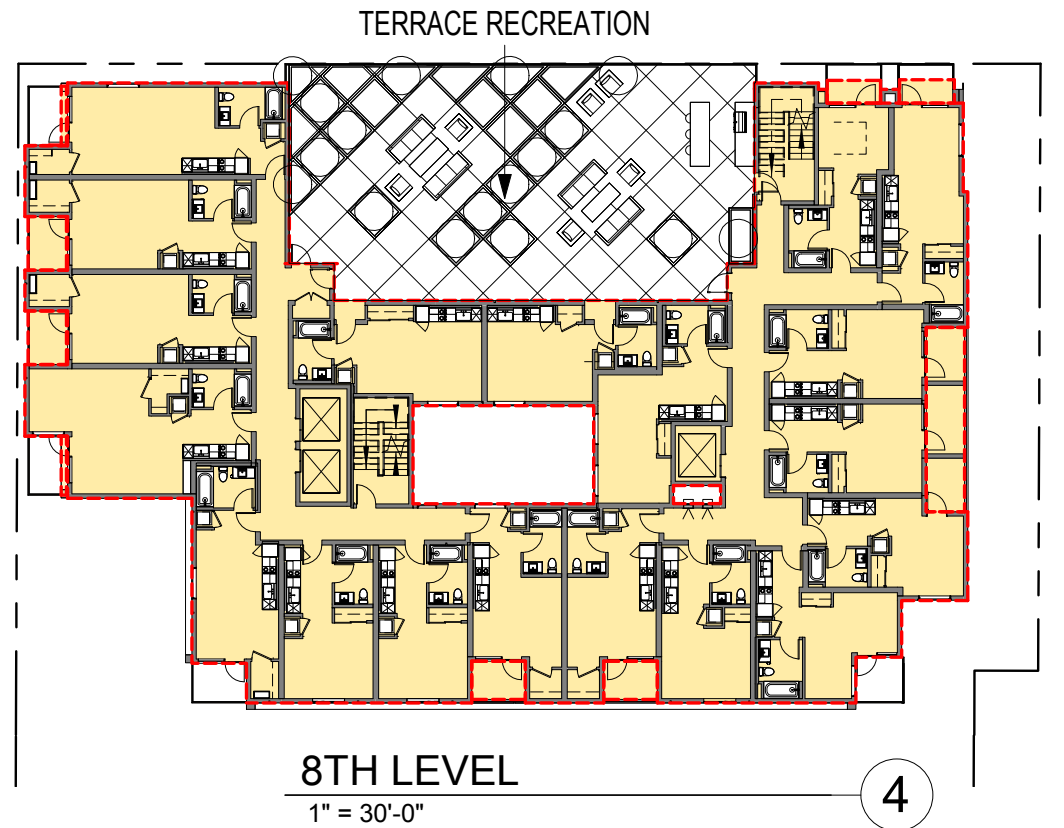
Note: Existing Building parking is off-site

GRAND TOTALS			
Total QTY	Residential Floor Area	Non-residential Floor Area	Total
Total Ratios	98263.00	54560.00	152823
	64.30%	35.70%	100.00%

GRAND TOTALS Including Shared			
Total QTY	Residential Floor Area	Non-residential Floor Area	Total
	98263.00	54560.00	0
			152823.00



EXISTING COMMERCIAL BUILDING



PROPOSED RESIDENTIAL BUILDING

PROPOSED BUILDING AREA		
BLDG FLOOR AREA - PARKING (INCLUDES PARKING SPACES AND DRIVE AISLES)		
SUB PARKING LEVEL P1		
RESIDENTIAL USES (ASSIGNED PARKING)	8,281 SF	8,281 SF
1ST/GROUND LEVEL		
RESIDENTIAL USES (ASSIGNED PARKING)	8,540 SF	8,540 SF
TOTAL RESIDENTIAL PARKING AREA		16,821 SF

BLDG FLOOR AREA - NON PARKING (INCLUDES ALL OTHER USES OTHER THAN PARKING)		
SUB PARKING LEVEL P1		
RESIDENTIAL USES	5,546 SF	5,546 SF
1ST/GROUND LEVEL		
RESIDENTIAL USES	5,397 SF	5,397 SF

2ND LEVEL		
RESIDENTIAL USES	11,880 SF	11,880 SF
RESIDENTIAL USES COVERED EXTERIOR	982 SF	12,862 SF

3RD LEVEL		
RESIDENTIAL USES	11,880 SF	11,880 SF
RESIDENTIAL USES COVERED EXTERIOR	982 SF	12,862 SF

4TH LEVEL		
RESIDENTIAL USES	11,934 SF	11,934 SF
RESIDENTIAL USES COVERED EXTERIOR	928 SF	12,862 SF

5TH LEVEL		
RESIDENTIAL USES	11,934 SF	11,934 SF
RESIDENTIAL USES COVERED EXTERIOR	928 SF	12,862 SF

6TH LEVEL		
RESIDENTIAL USES	11,934 SF	11,934 SF
RESIDENTIAL USES COVERED EXTERIOR	928 SF	12,862 SF

7TH LEVEL		
RESIDENTIAL USES	11,934 SF	11,934 SF
RESIDENTIAL USES COVERED EXTERIOR	928 SF	12,862 SF

8TH LEVEL		
RESIDENTIAL USES	9,698 SF	9,698 SF
RESIDENTIAL USES COVERED EXTERIOR	450 SF	10,148 SF

TOTAL PROPOSED NON-PARKING AREA 98,263 SF

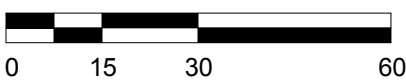
EXISTING BUILDING AREA		
LEVEL 1	NON-RESIDENTIAL USES	16,042 SF
LEVEL 1 MEZZ	NON-RESIDENTIAL USES	6,699 SF
LEVEL 2	NON-RESIDENTIAL USES	11,794 SF
LEVEL 2 MEZZ	NON-RESIDENTIAL USES	3,204 SF
TOTAL EXISTING NON-RESIDENTIAL AREA		37,739 SF

TOTAL PROPOSED BUILDING AREA:	115,084 SF
EXISTING COMMERCIAL BUILDING AREA:	37,739 SF
TOTAL BUILDING AREA:	152,823 SF

#### KEY

NOTE: ONLY COVERED AREAS ARE INCLUDED IN AREA CALCS

- RESIDENTIAL USES (ASSIGNED PARKING)
- RESIDENTIAL USES
- NON-RESIDENTIAL USES (EXISTING COMMERCIAL)



#### BUILDING AREA SUMMARY

1.05

638 S. BERENDO ST.

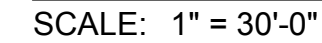
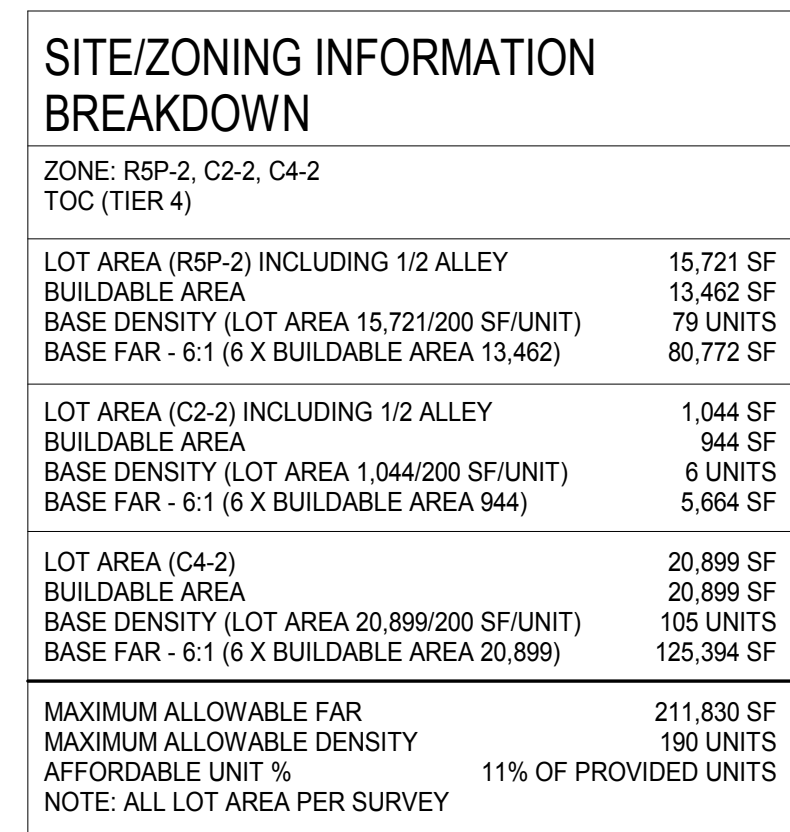
SCHEMATIC DESIGN

NOTE: CBC CHAPTER 2 SECTION 202:  
AREA, BUILDING.  
THE AREA BUILDING INCLUDED WITHIN SURROUNDING  
EXTERIOR WALLS, OR EXTERIOR WALLS AND FIRE WALLS,  
EXCLUSIVE OF VENT SHAFTS AND COURTS. AREAS OF THE  
BUILDING NOT PROVIDED WITH SURROUNDING WALLS SHALL  
BE INCLUDED IN THE BUILDING AREA IF SUCH AREAS ARE  
INCLUDED WITHIN THE HORIZONTAL PROJECTION OF THE  
ROOF OR FLOOR ABOVE

#### LABDS APPROVAL STAMP

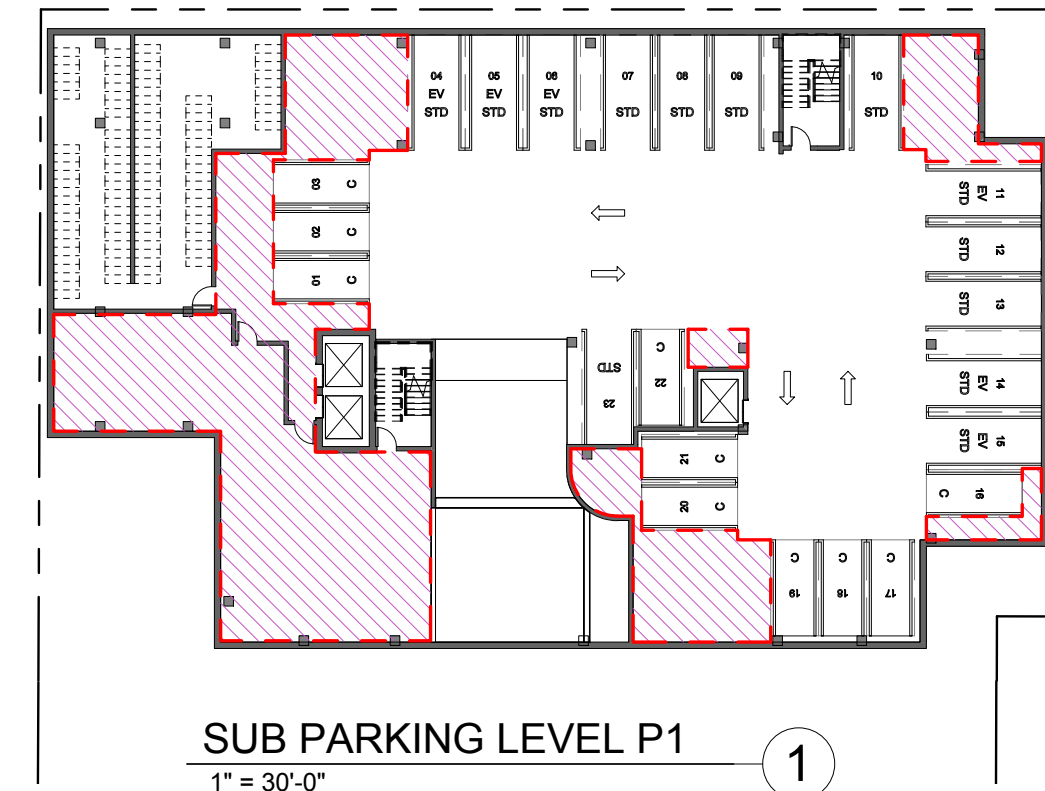
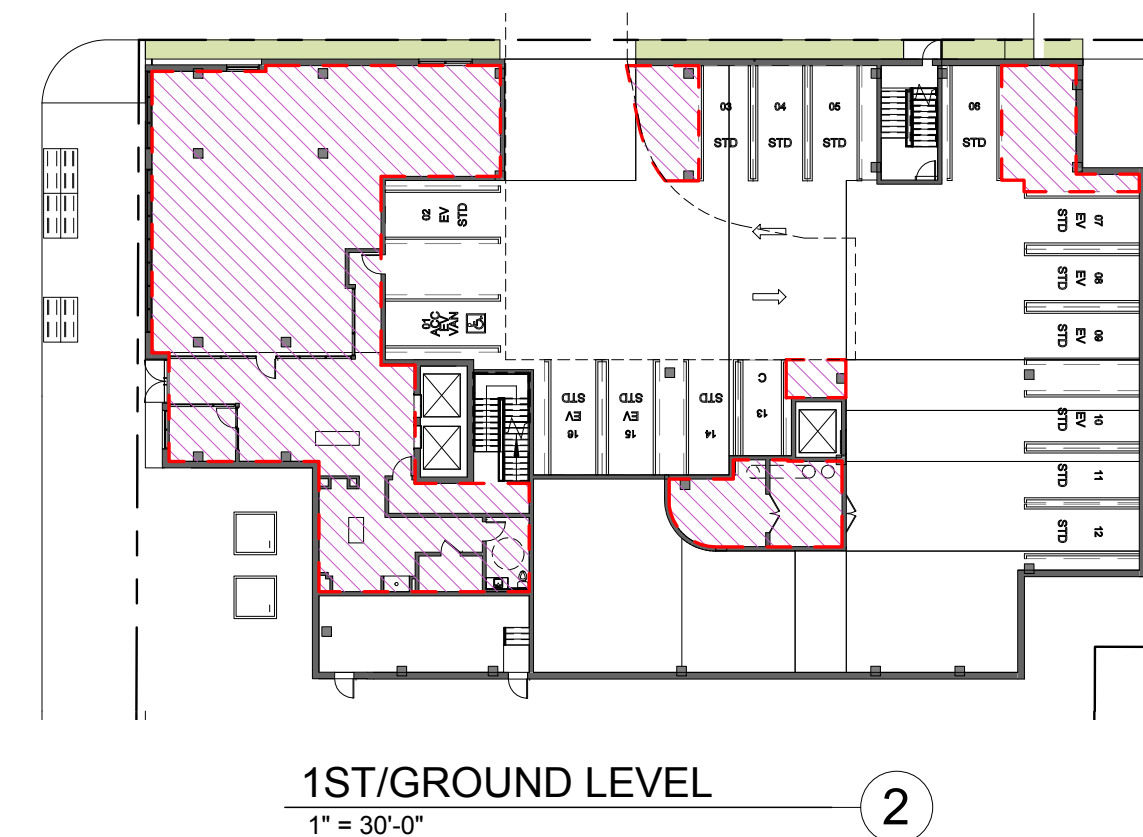
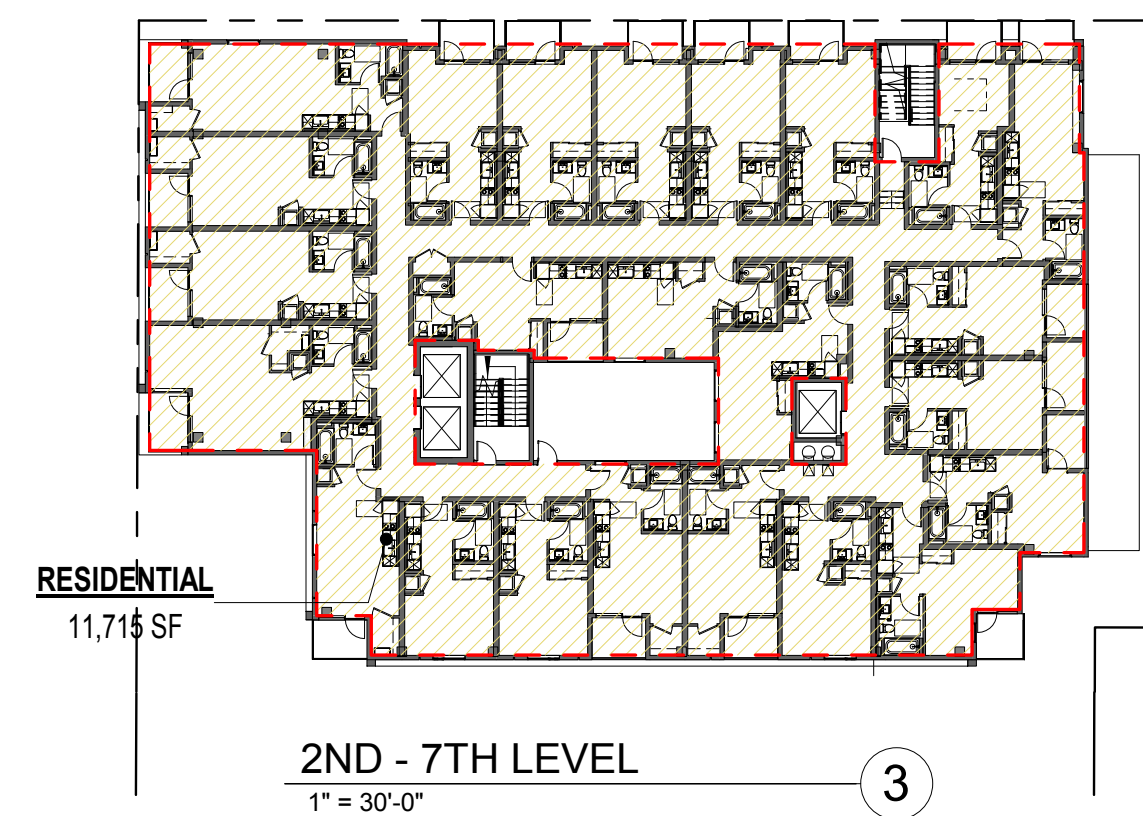
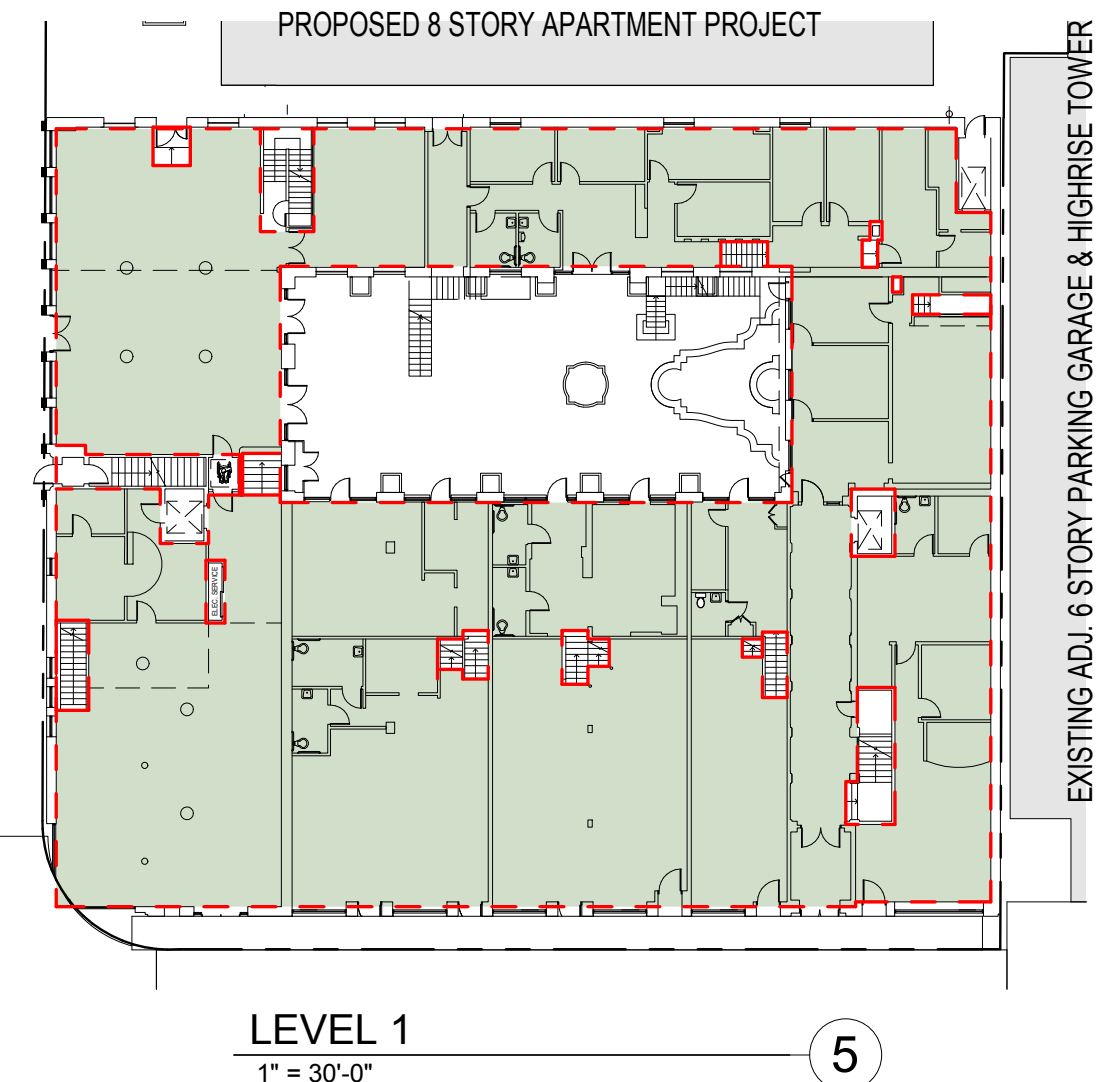
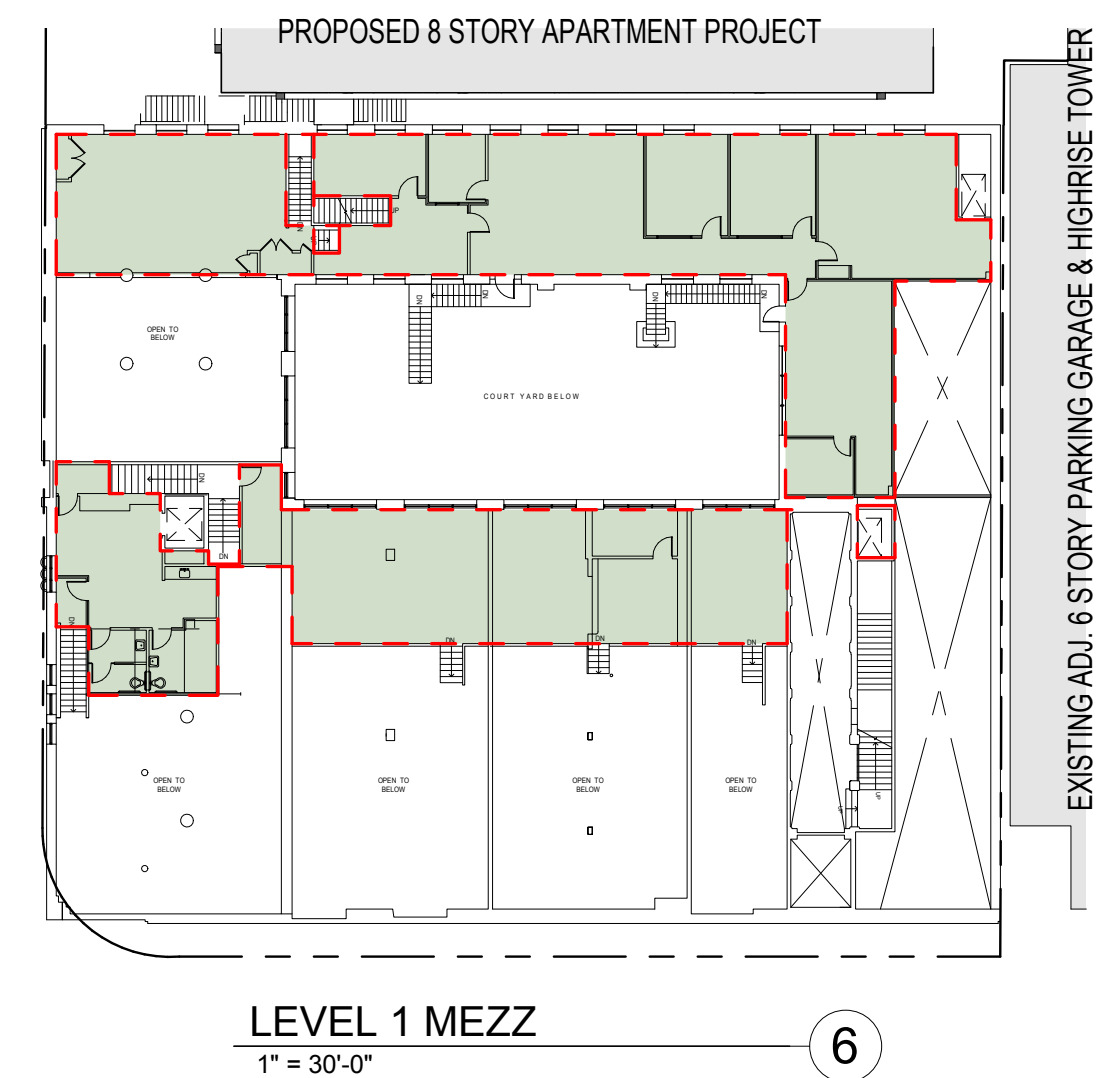
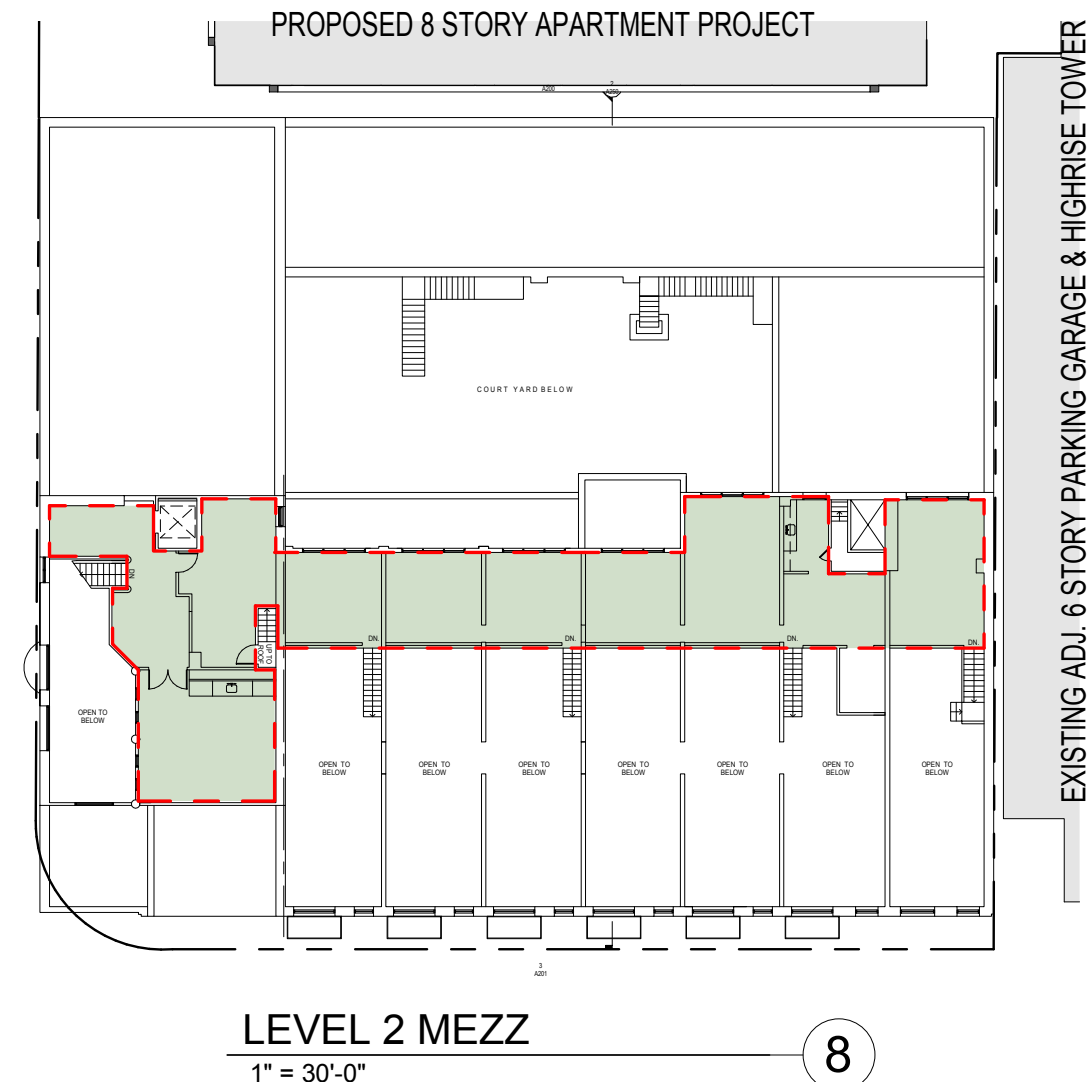






NOTE:

1. ZONE AREA DIMENSIONS ARE APPROXIMATE  
2. ZONE AREAS ARE PER THE SURVEY SEE 1.02



SUB PARKING LEVEL P1	COMMON/SERVICE	3,270 SF
1ST/GROUND LEVEL	COMMON/SERVICE	3,958 SF
2ND LEVEL	RESIDENTIAL	11,715 SF
3RD LEVEL	RESIDENTIAL	11,715 SF
4TH LEVEL	RESIDENTIAL	11,715 SF
5TH LEVEL	RESIDENTIAL	11,715 SF
6TH LEVEL	RESIDENTIAL	11,715 SF
7TH LEVEL	RESIDENTIAL	11,715 SF
8TH LEVEL	RESIDENTIAL	9,182 SF
TOTAL PROPOSED FLOOR AREA		86,700 SF

LEVEL 1	COMMERCIAL	13,748 SF
LEVEL 1 MEZZ	COMMERCIAL	6,043 SF
LEVEL 2	COMMERCIAL	10,242 SF
LEVEL 2 MEZZ	COMMERCIAL	3,024 SF
TOTAL COMMERCIAL AREA		33,057 SF

TOTAL FLOOR AREA:

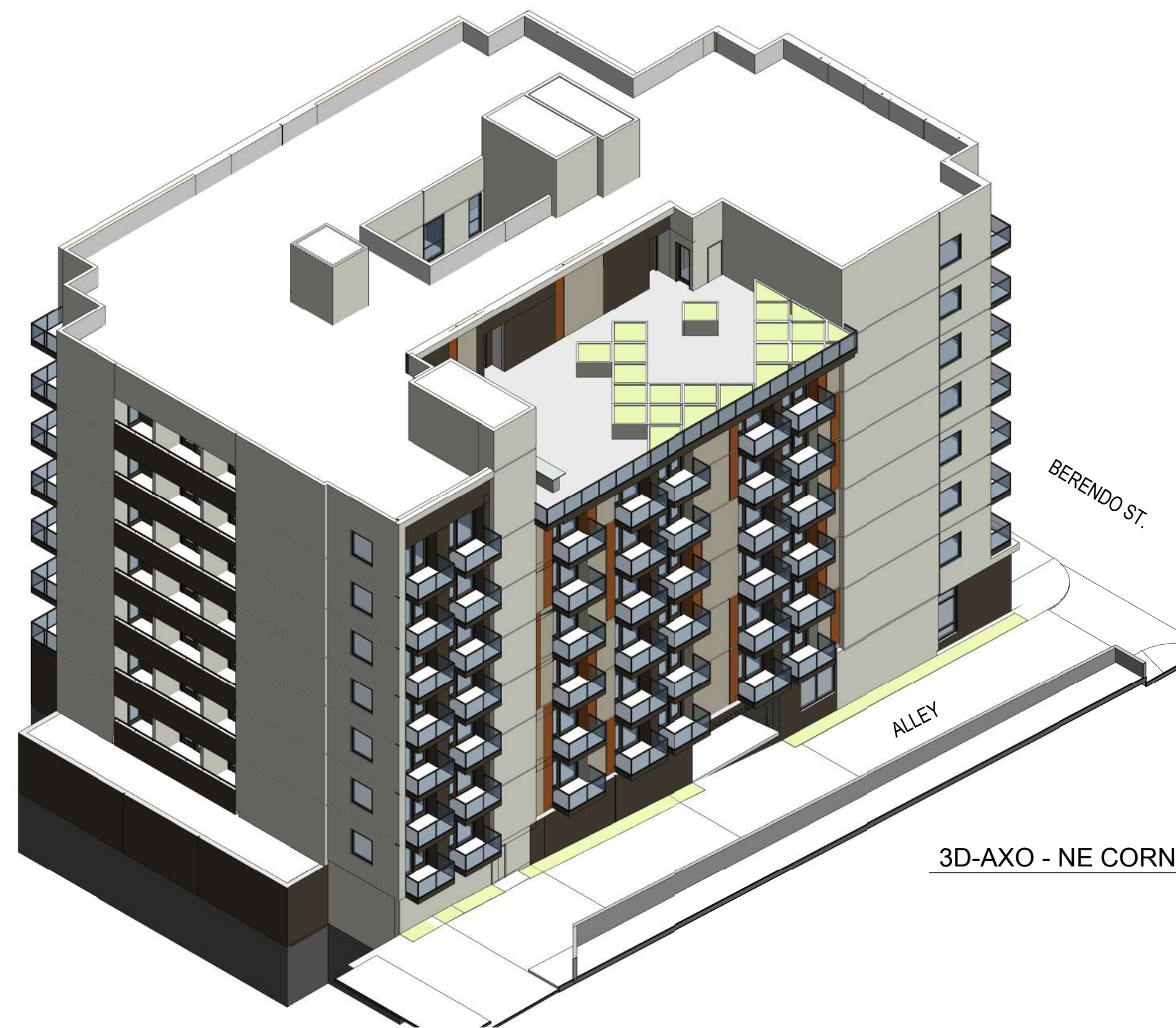
119,757 SF

FLOOR AREA. (AMENDED BY ORD. NO. 182,386, EFF. 3/13/13.)  
THE AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALL OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING: EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOF HOUSING BUILDING-OPERATING EQUIPMENT OR MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE DEDICATED TO BICYCLE PARKING, SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS, AND BASEMENT STORAGE AREAS.



# 1.06





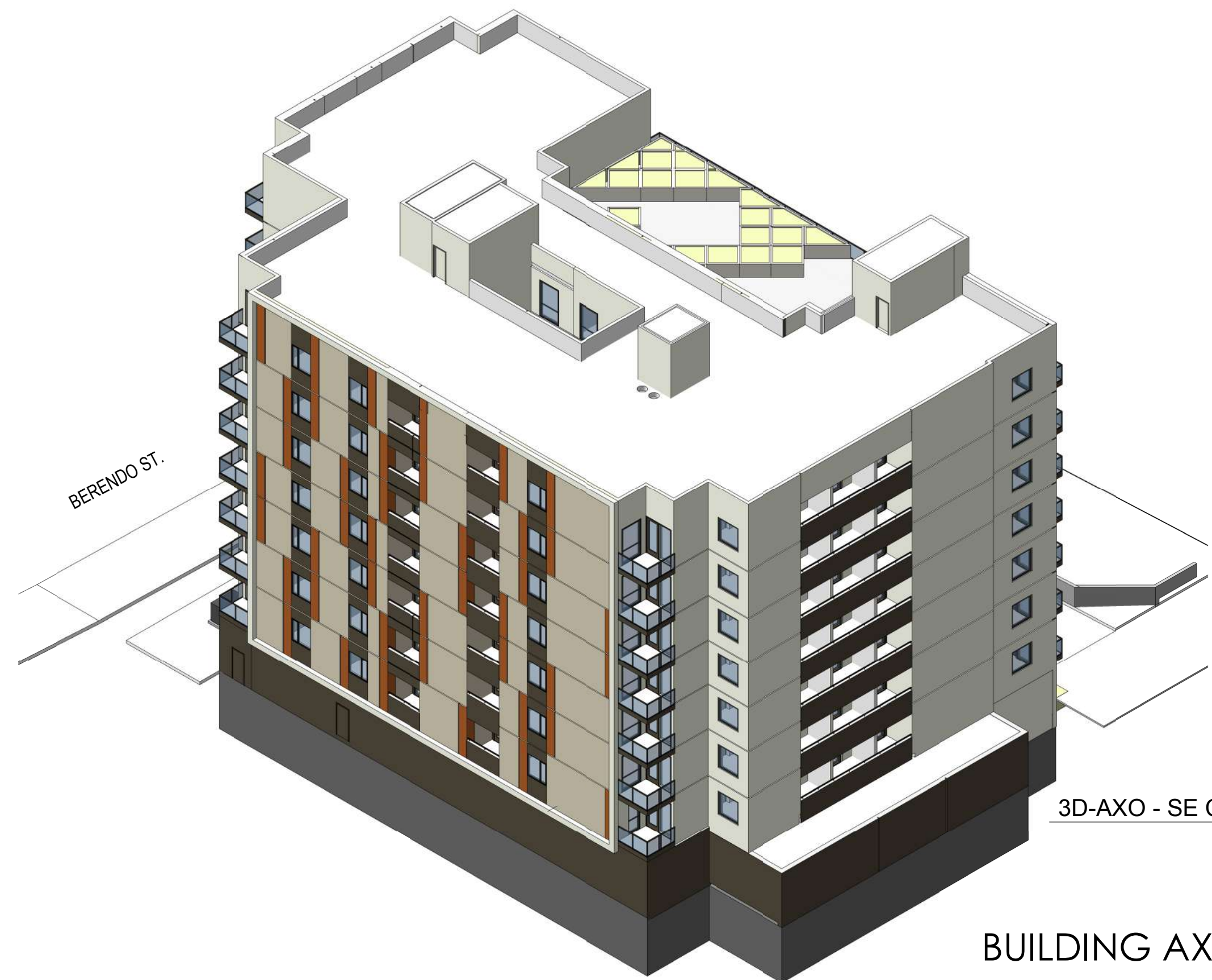
3D-AXO - NE CORNER ④



3D-AXO - SW CORNER ②



3D-AXO - NW CORNER ③



3D-AXO - SE CORNER ①

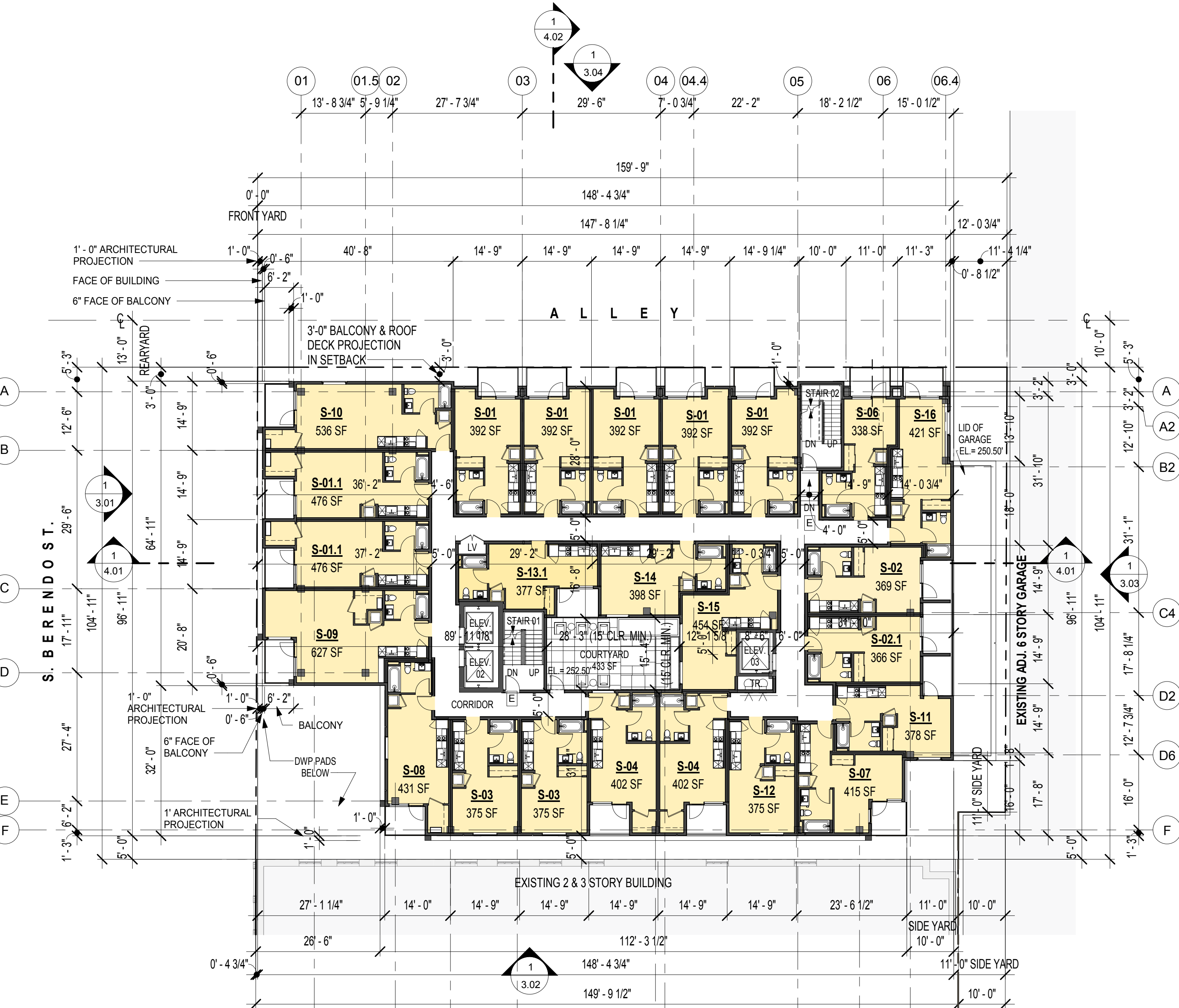
LABDS APPROVAL STAMP



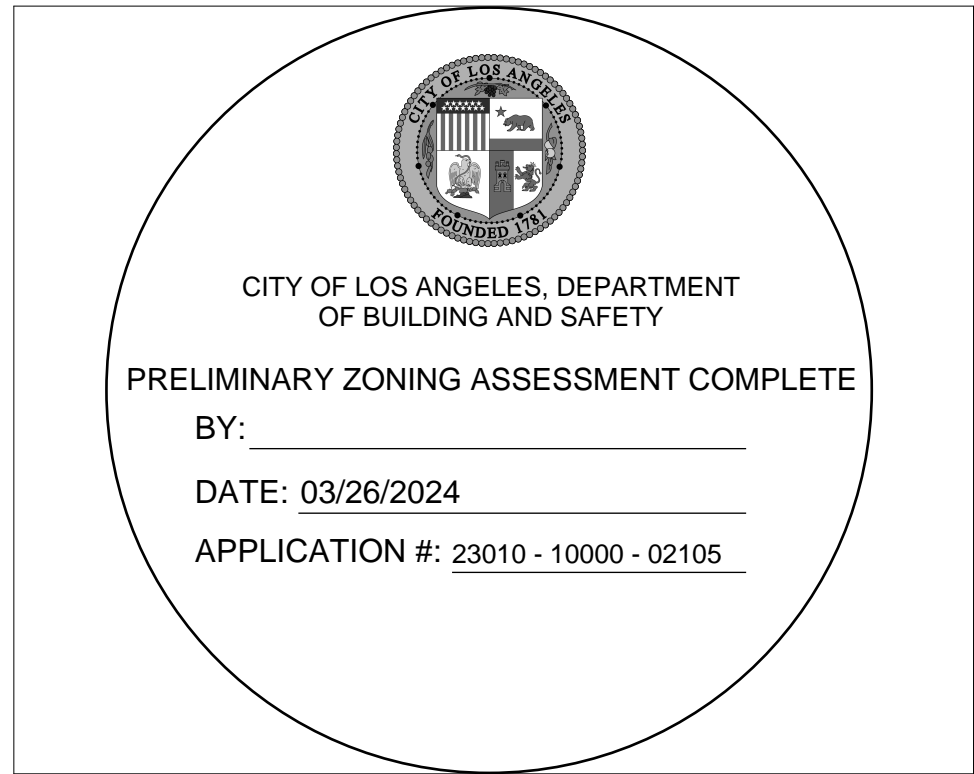
BUILDING AXONOMETRIC VIEWS

1.10



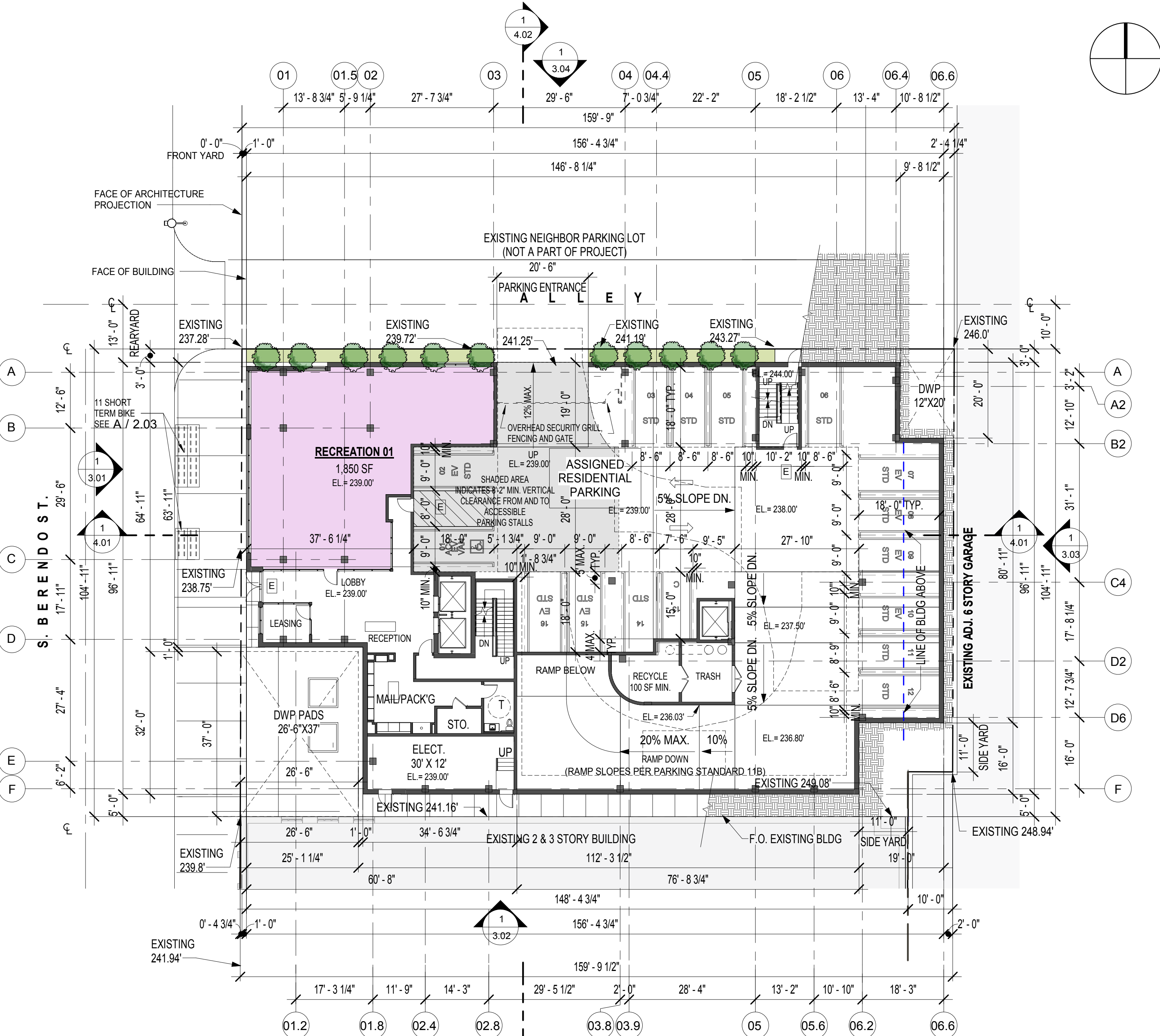


LABDS APPROVAL STAMP



2ND - 3RD LEVEL  
SCALE: 1/16" = 1'-0"

2



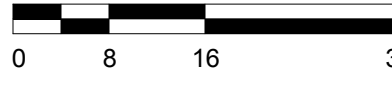
1ST/GROUND LEVEL  
SCALE: 1/16" = 1'-0"

1

1ST/GROUND LEVEL

1ST/GROUND LEVEL	
ACCESSIBLE VAN/EV	1
COMPACT	1
STANDARD	7
STANDARD/EV	7

16



1ST/GROUND LEVEL & 2ND - 3RD LEVELS

2.01

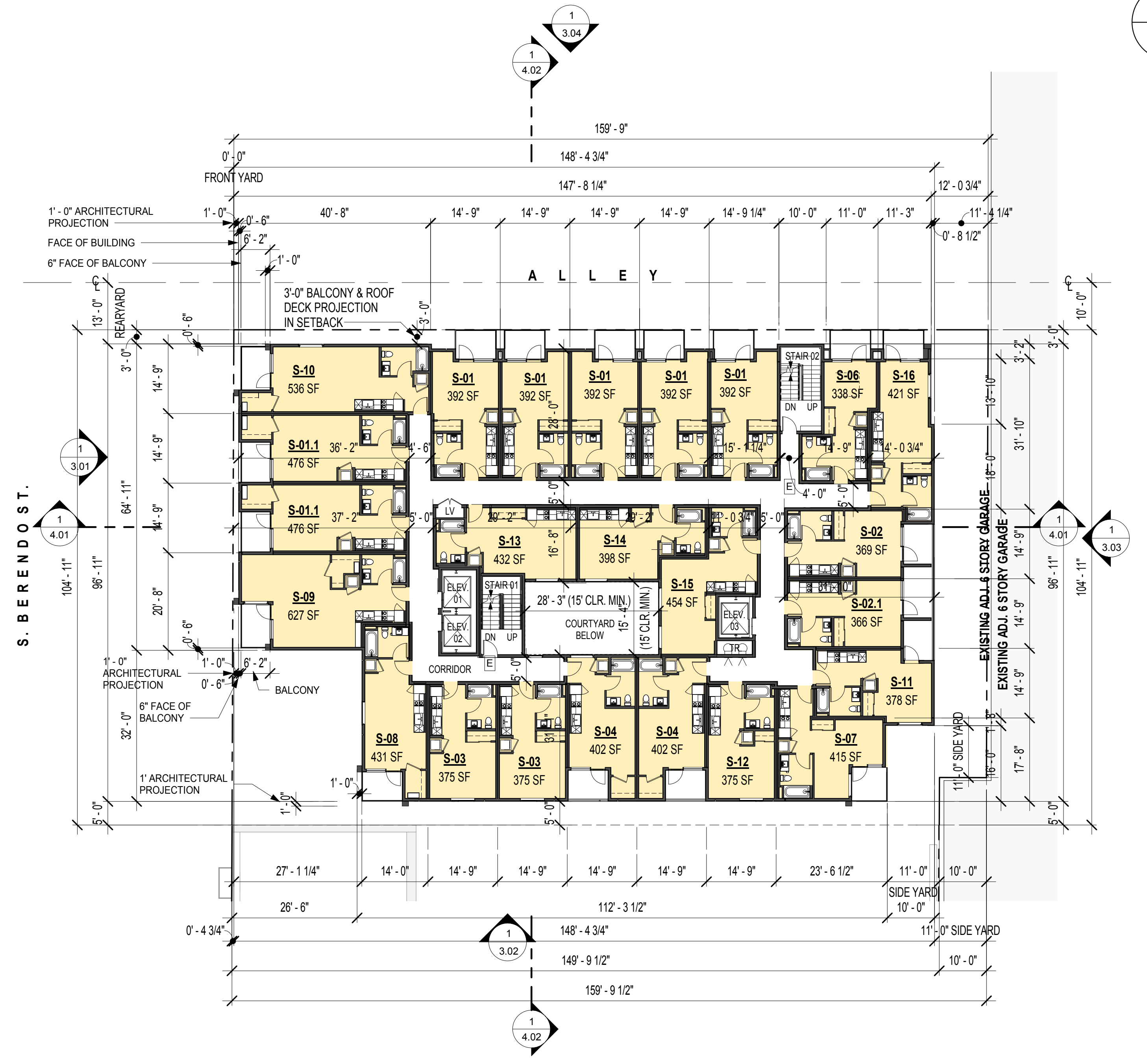
NOTE: ALL INFORMATION SHOWN HERE TO BE VERIFIED BY CIVIL ENGINEER AND OR LANDUSE CONSULTANT. SEE LANDSCAPE AND SURVEY FOR FURTHER INFORMATION


01/15/2024

# 638 S. BERENDO ST.

## SCHEMATIC DESIGN





  
CITY OF LOS ANGELES, DEPARTMENT  
OF BUILDING AND SAFETY

**PRELIMINARY ZONING ASSESSMENT COMPLETE**

BY: \_\_\_\_\_

DATE: 03/26/2024

APPLICATION #: 23010 - 10000 - 02105

2

1

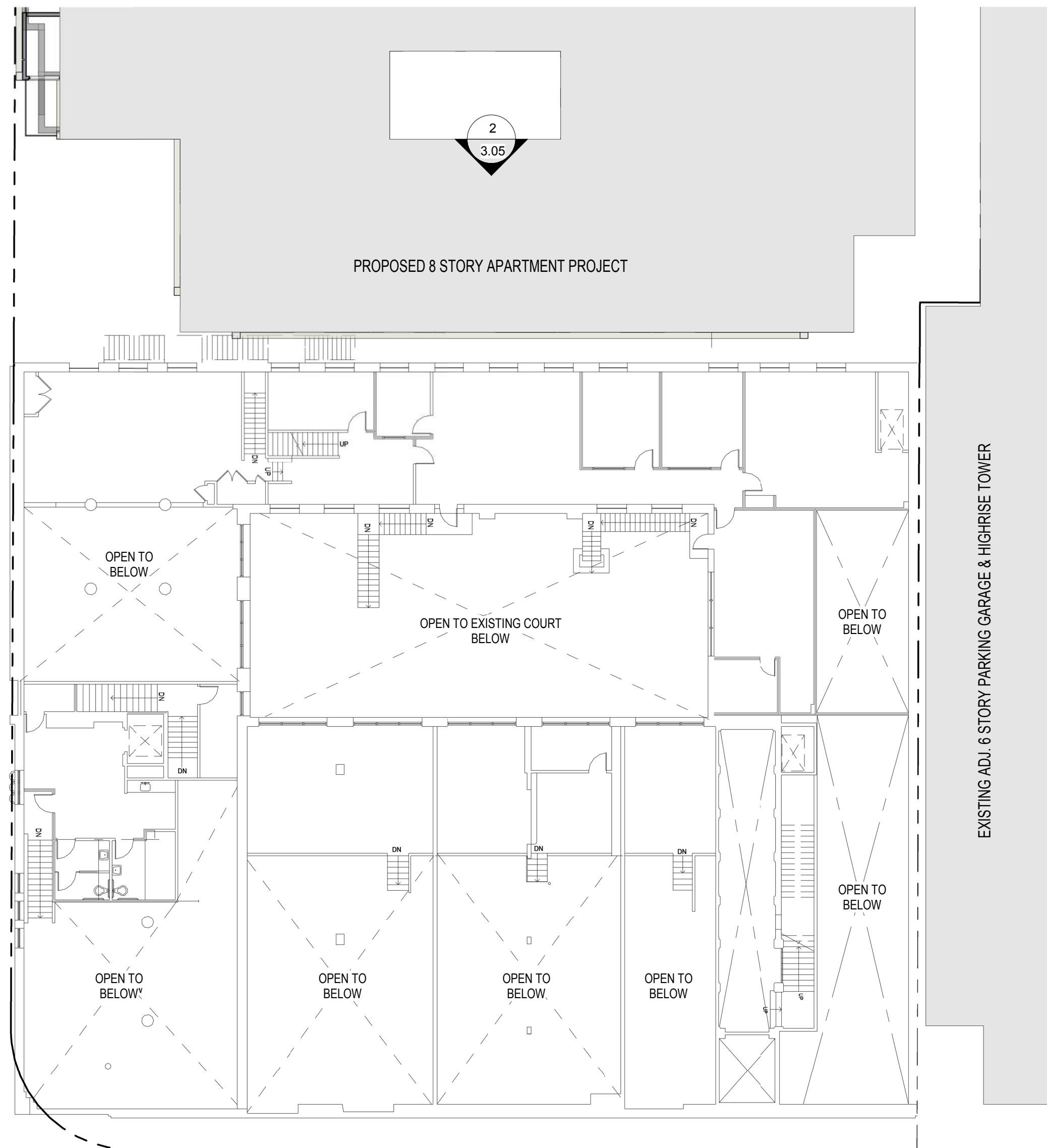
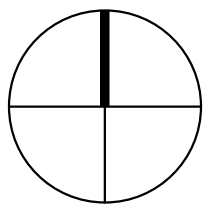
## 2.02

638 S. BERENDO ST.  
SCHEMATIC DESIGN

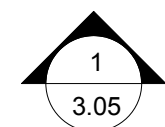
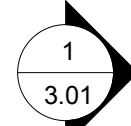
01/15/2024







BERENDO ST.



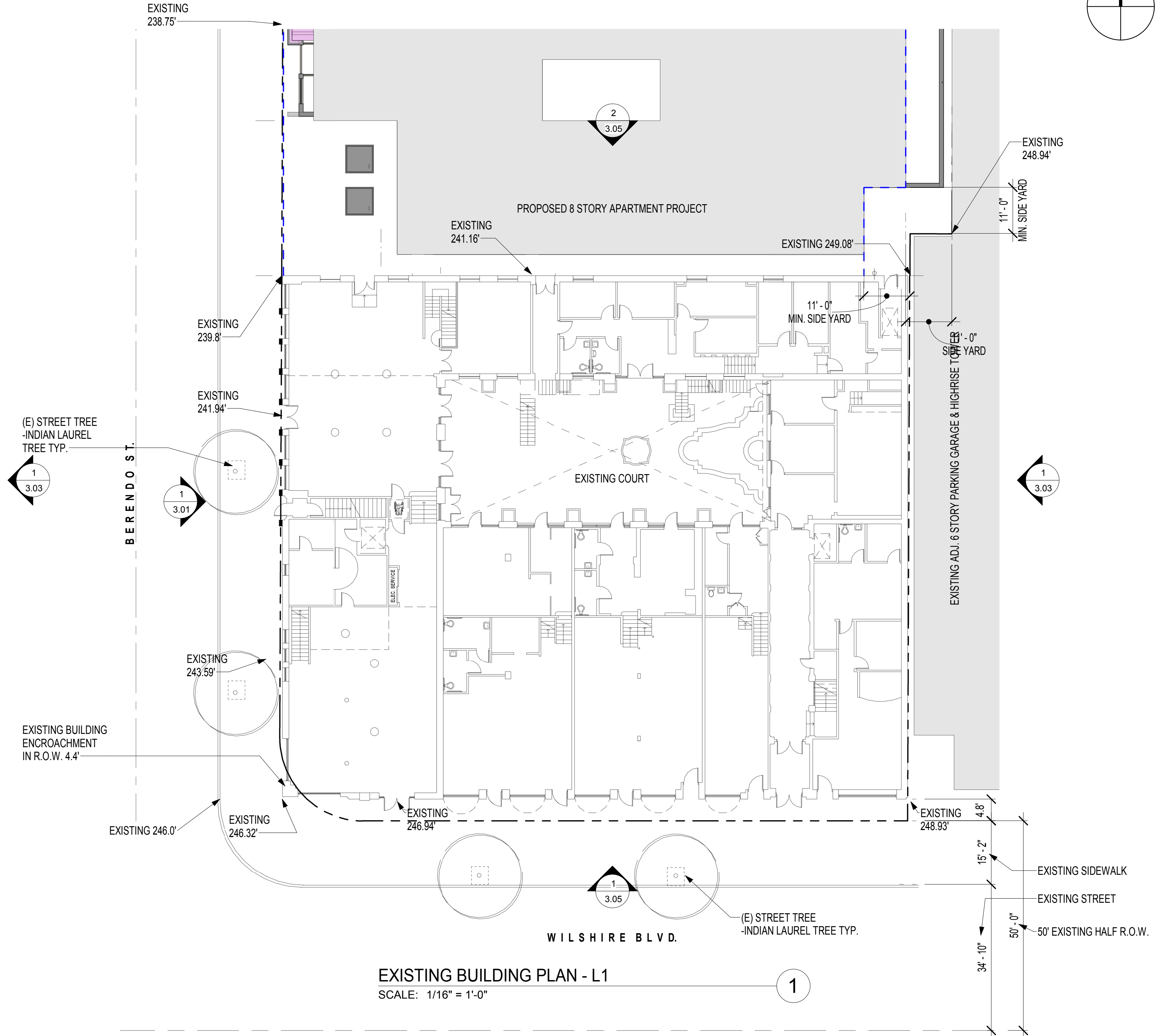
WILSHIRE BLVD.

LABDS APPROVAL STAMP

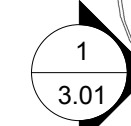
EXISTING BUILDING PLAN - L1 MEZZ

SCALE: 1/16" = 1'-0"

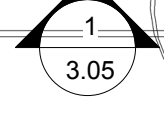
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BERENDO ST.



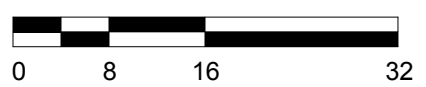
WILSHIRE BLVD.



EXISTING BUILDING PLAN - L1

SCALE: 1/16" = 1'-0"

1



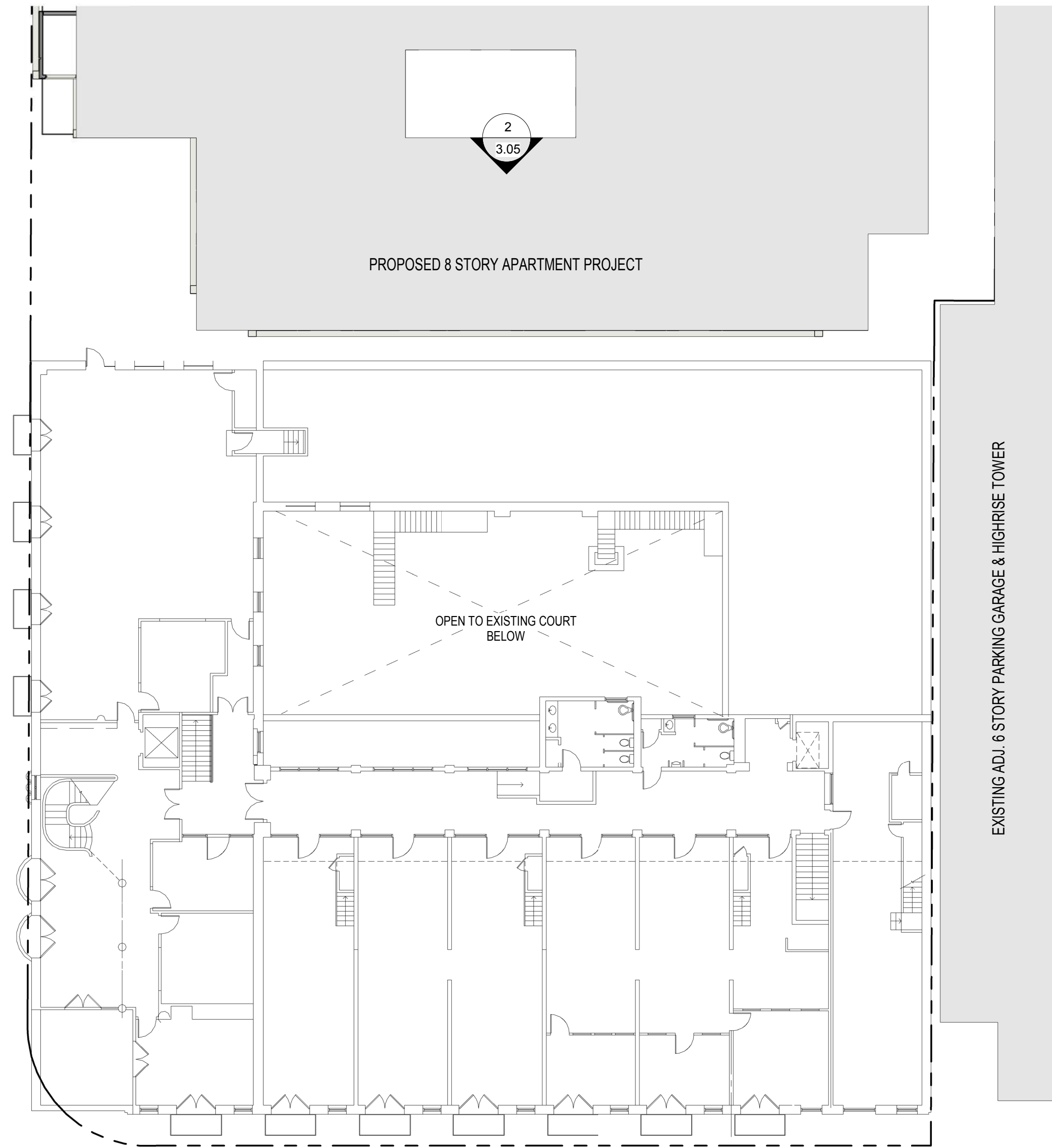
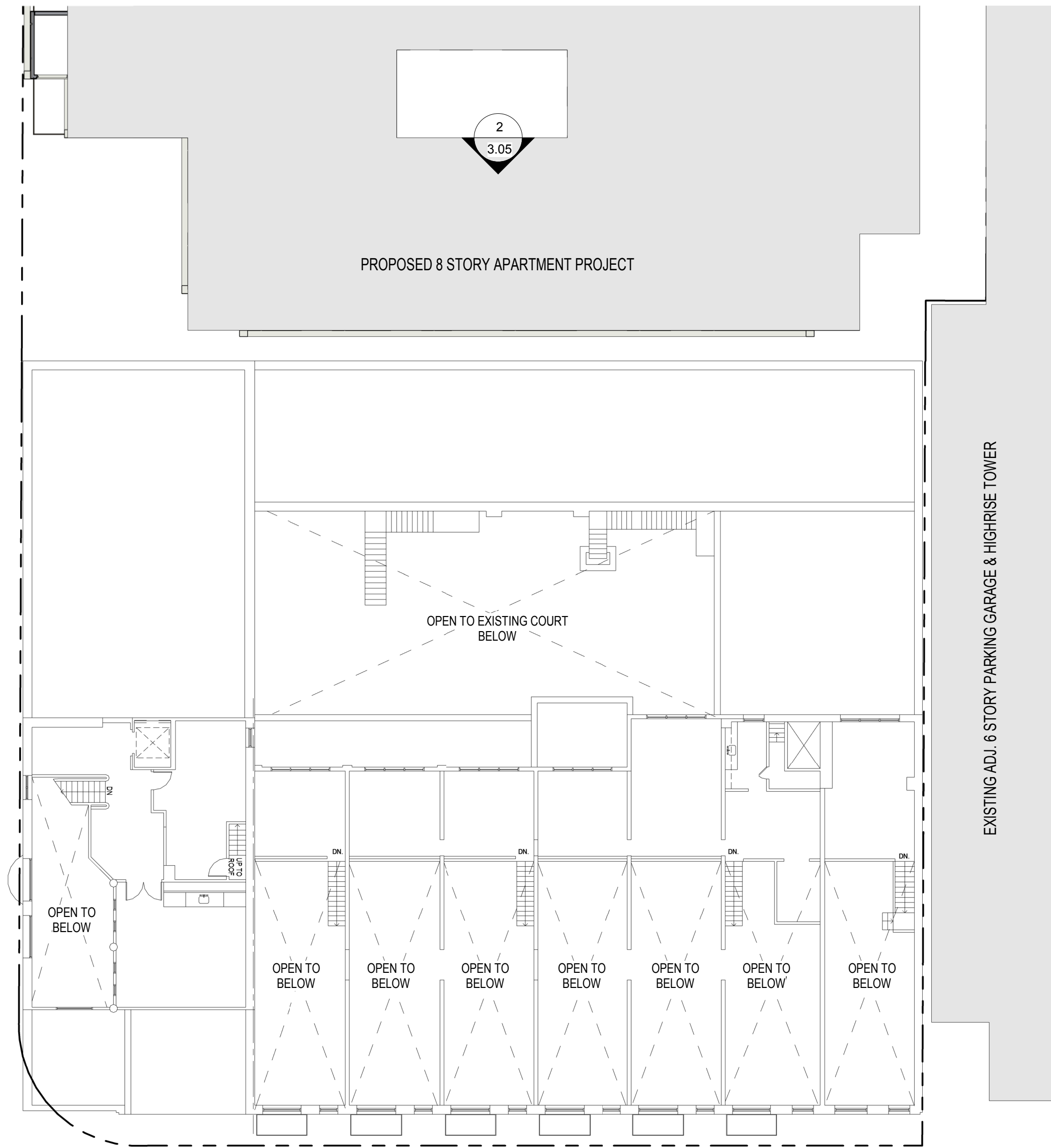
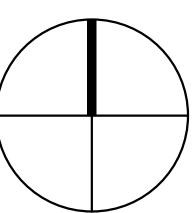
EXISTING BUILDING PLAN L1 & L1 MEZZ

2.10

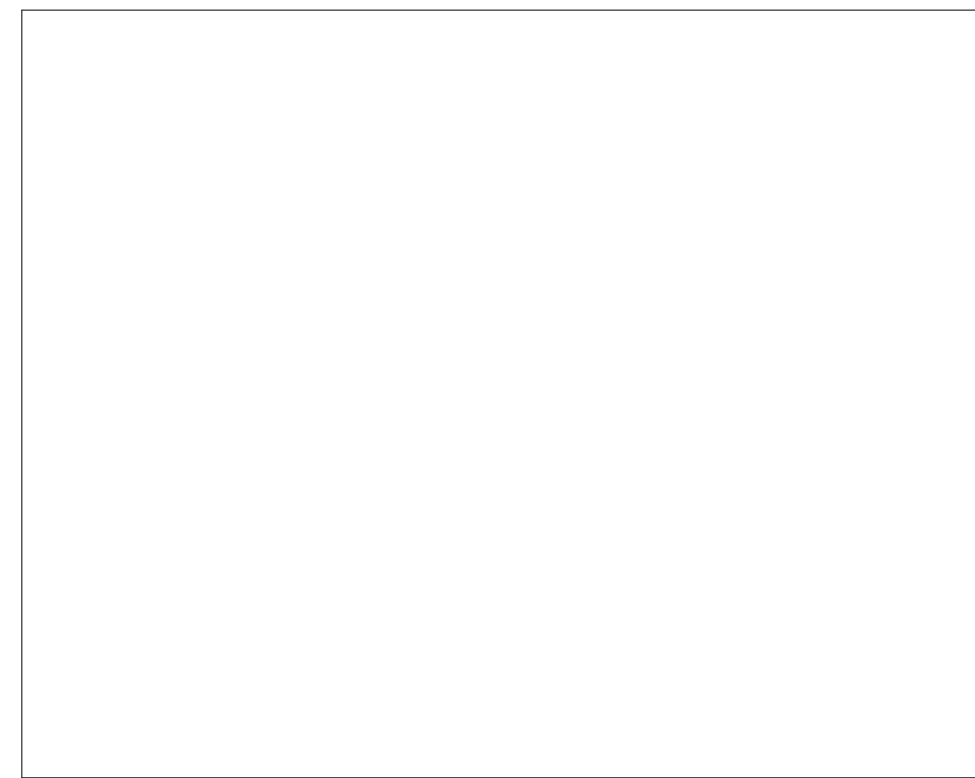
638 S. BERENDO ST.

SCHEMATIC DESIGN





LABDS APPROVAL STAMP

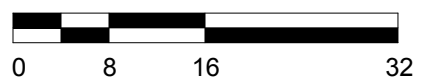


EXISTING BUILDING PLAN - L2 MEZZ  
SCALE: 1/16" = 1'-0"

2

EXISTING BUILDING PLAN - L2  
SCALE: 1/16" = 1'-0"

1

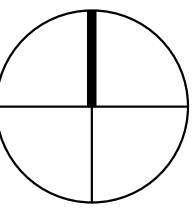


EXISTING BUILDING PLAN L2 & L2 MEZZ

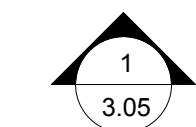
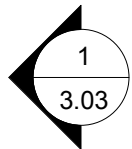
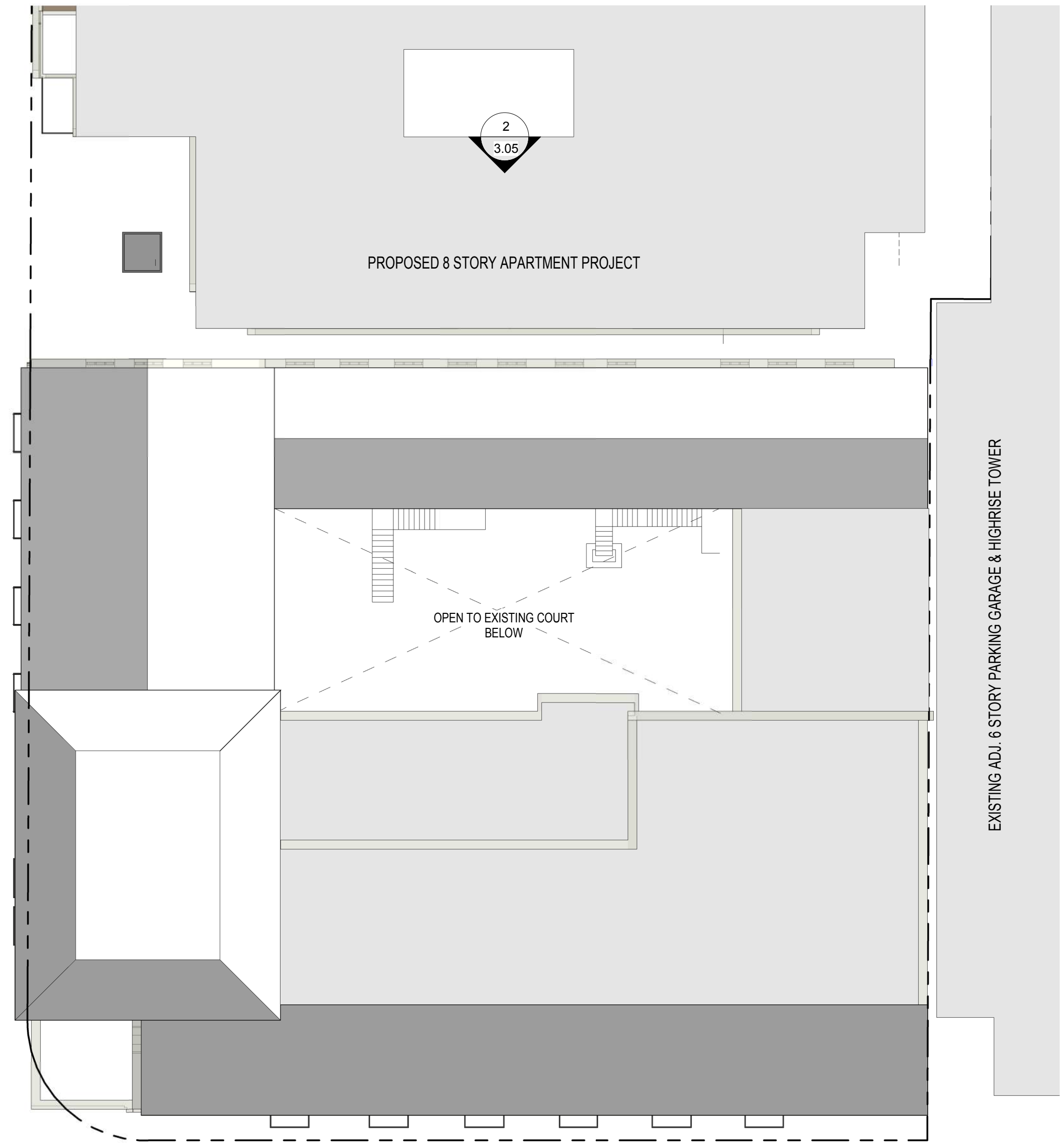
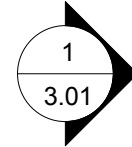
2.11

638 S. BERENDO ST.

SCHEMATIC DESIGN



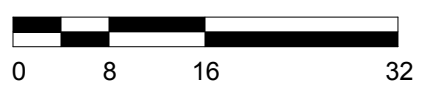
BERENDO ST.



WILSHIRE BLVD.

EXISTING BUILDING PLAN - ROOF  
SCALE: 1/16" = 1'-0"

1



EXISTING BUILDING - ROOF PLAN

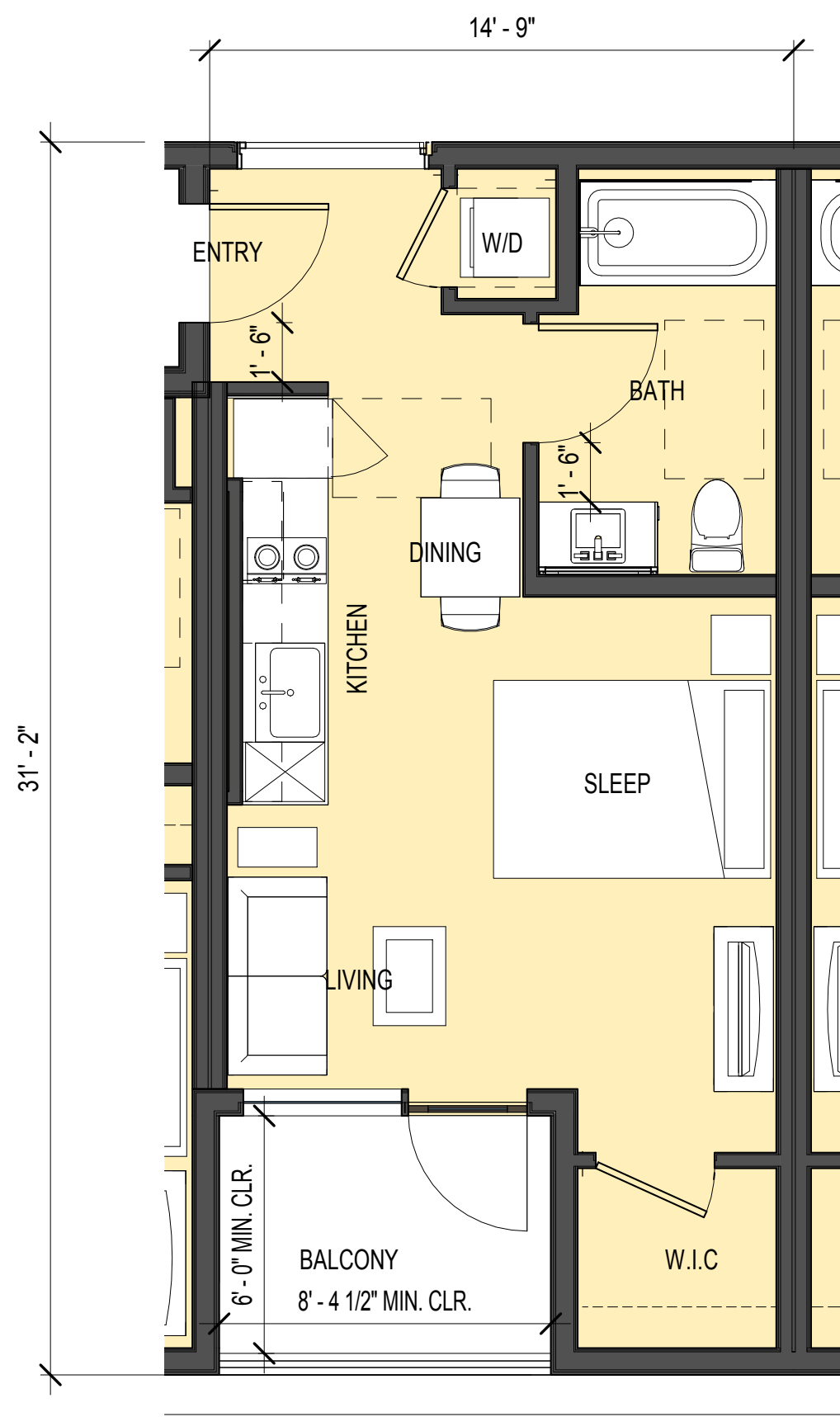
2.12

638 S. BERENDO ST.  
SCHEMATIC DESIGN

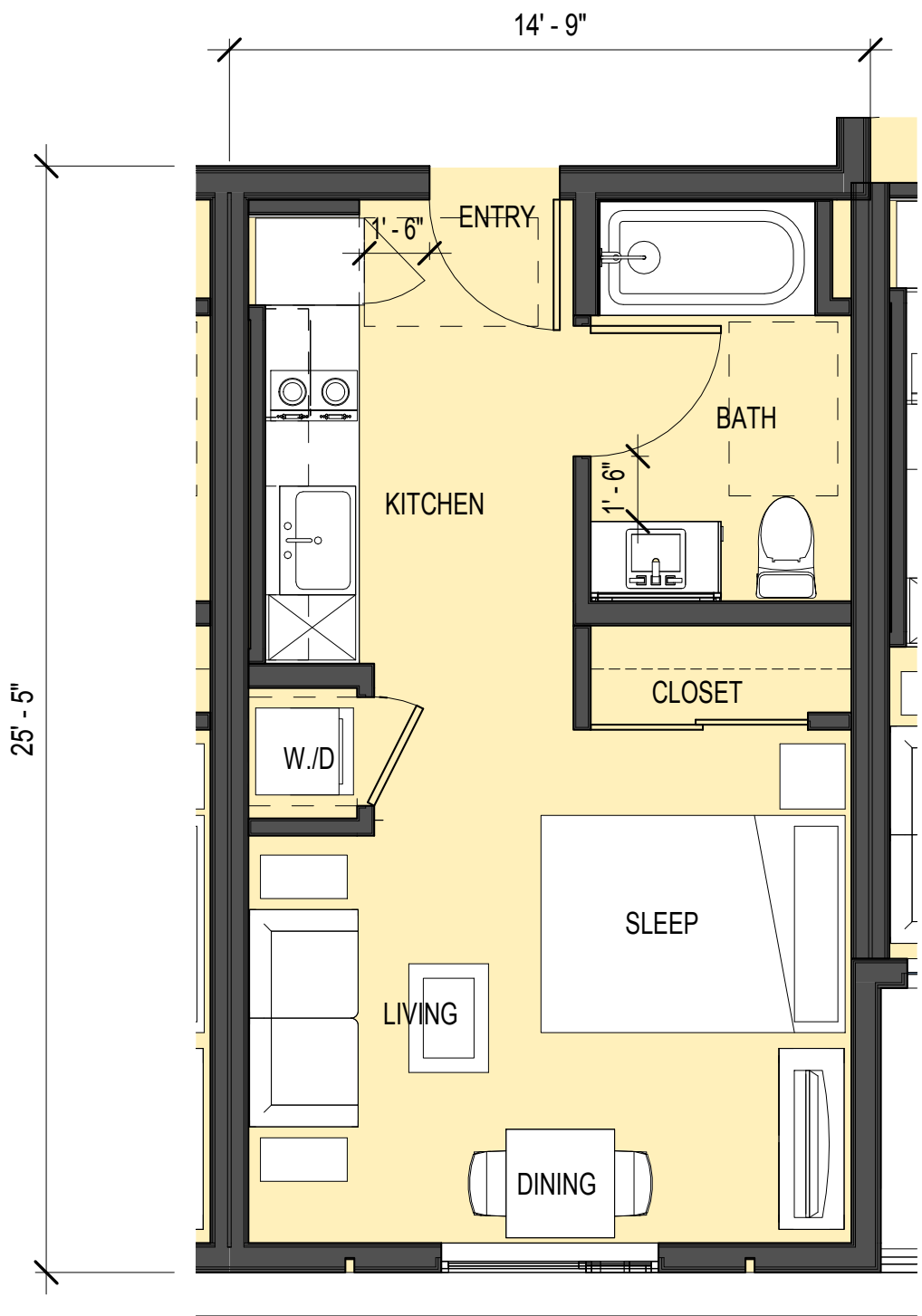
LABDS APPROVAL STAMP



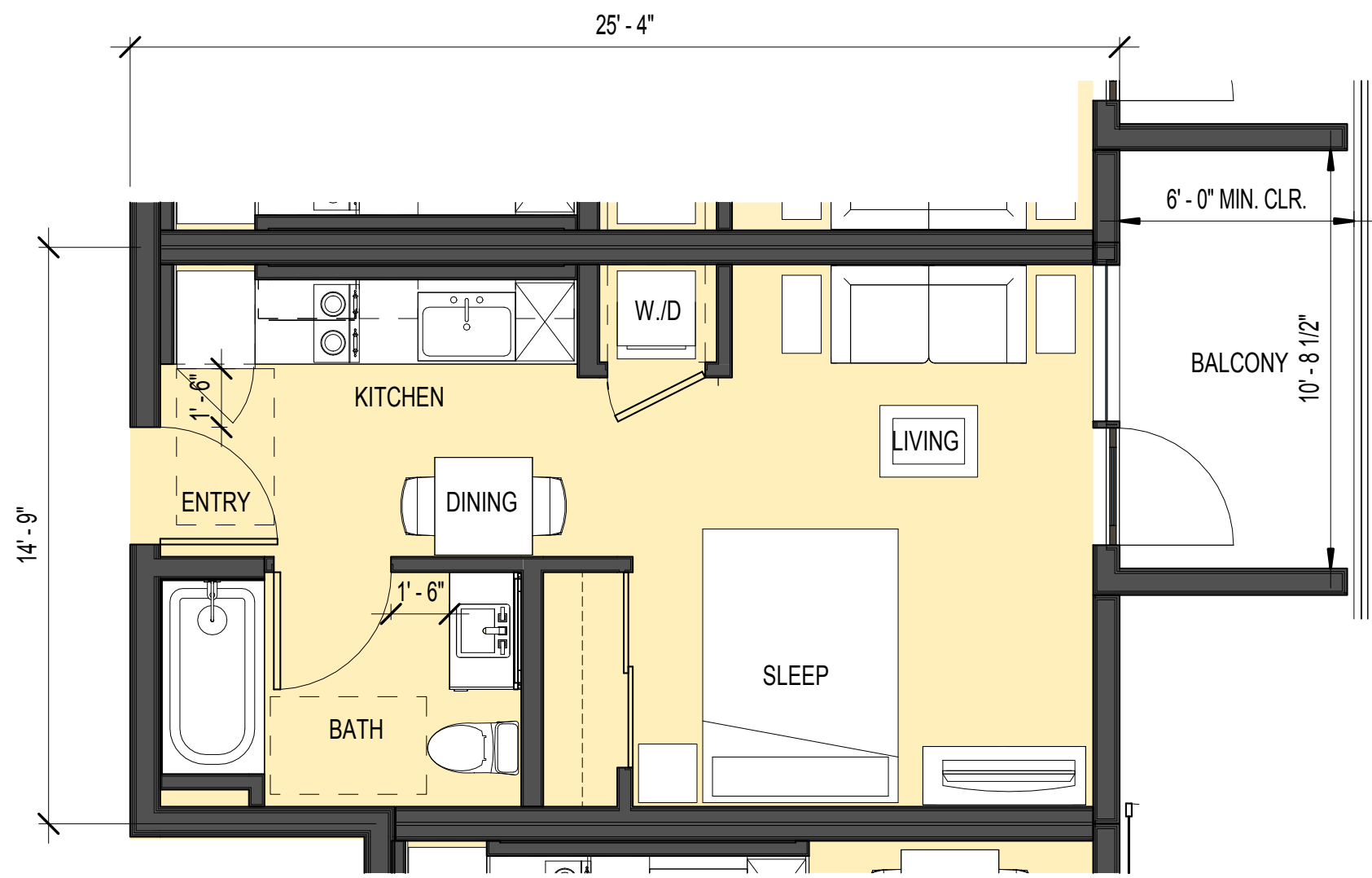
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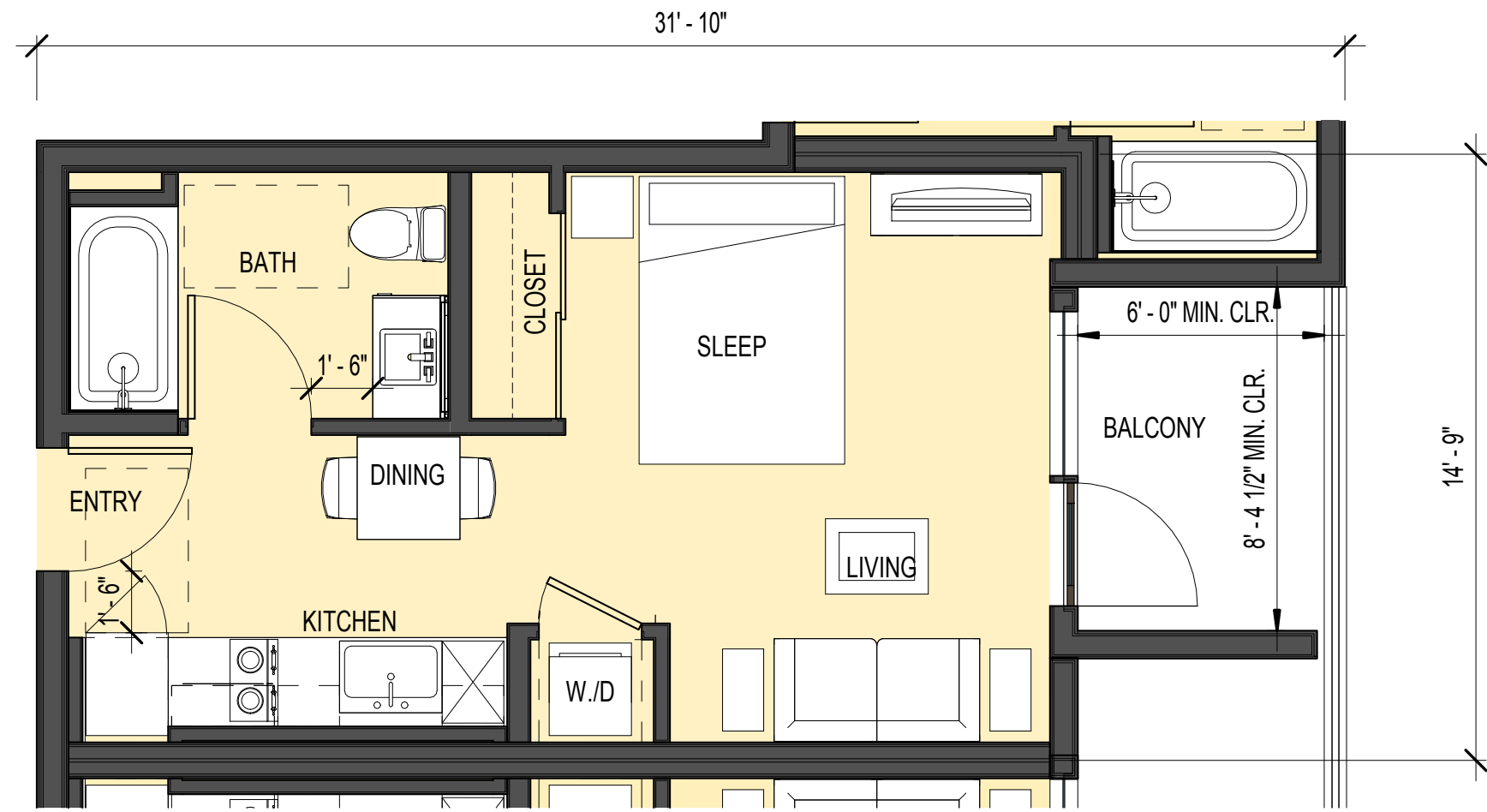
UNIT S-04 - 402 SF  
1/4" = 1'-0"



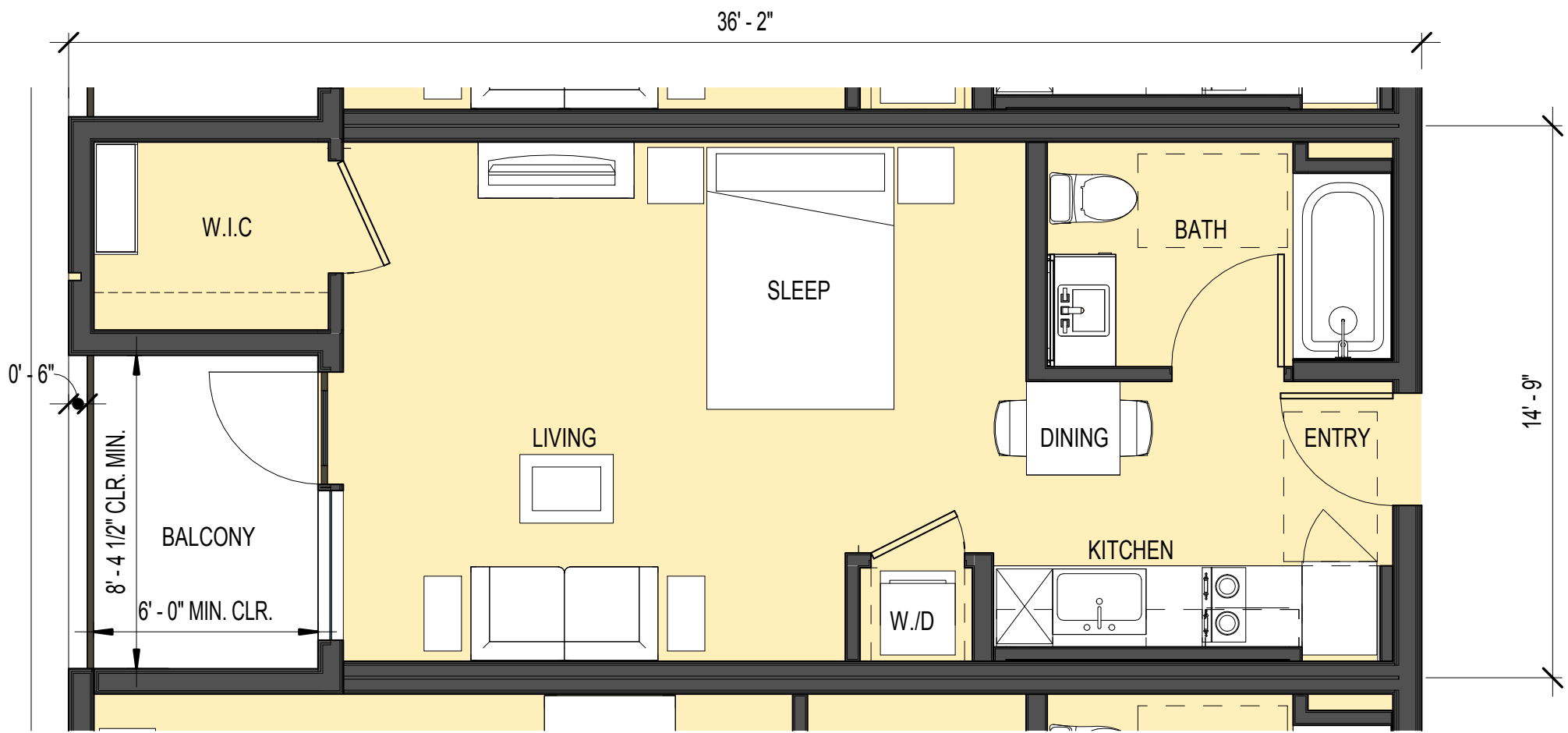
UNIT S-03 - 375 SF  
1/4" = 1'-0"



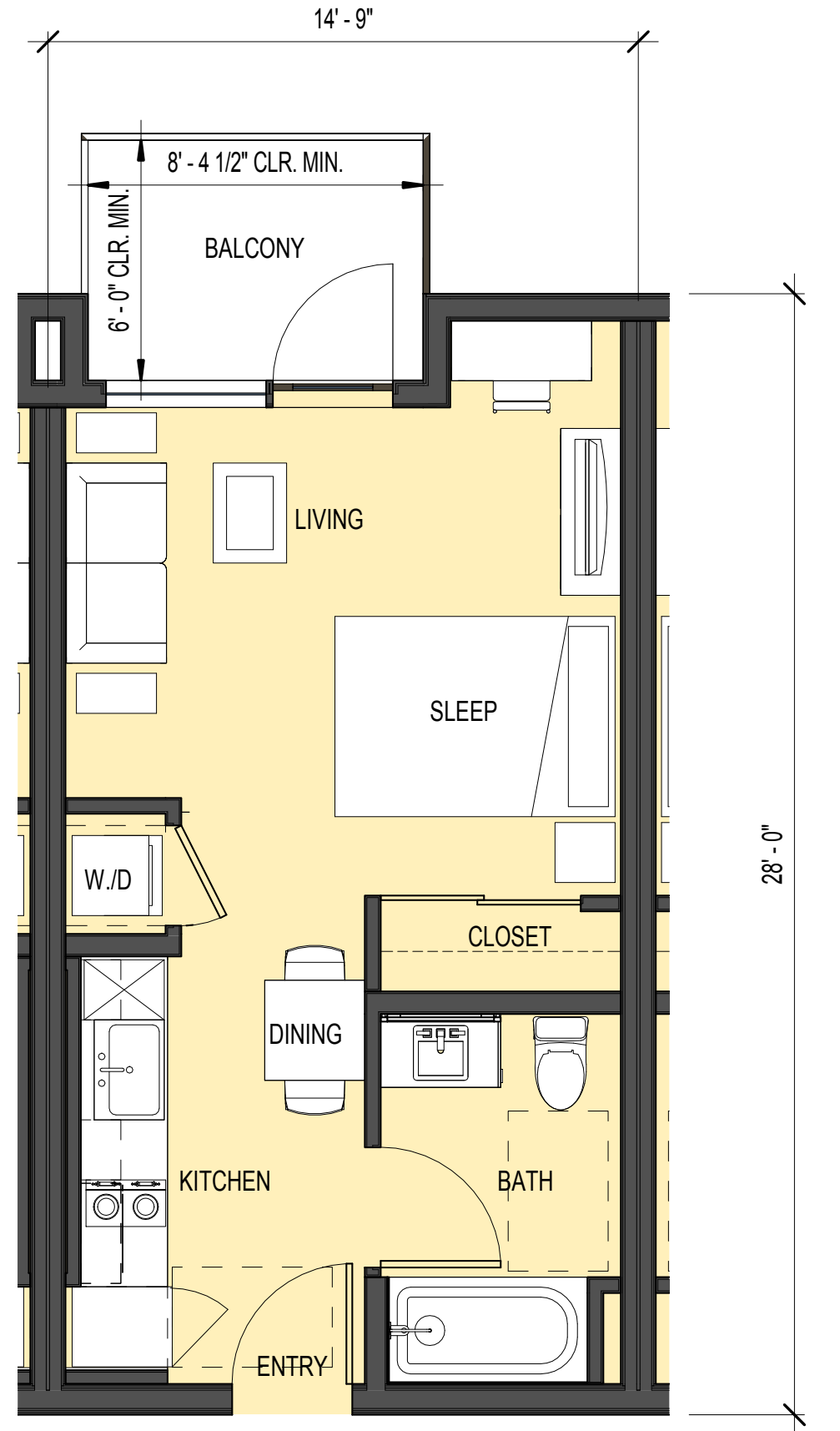
UNIT S-02.1 - 366 SF  
1/4" = 1'-0"



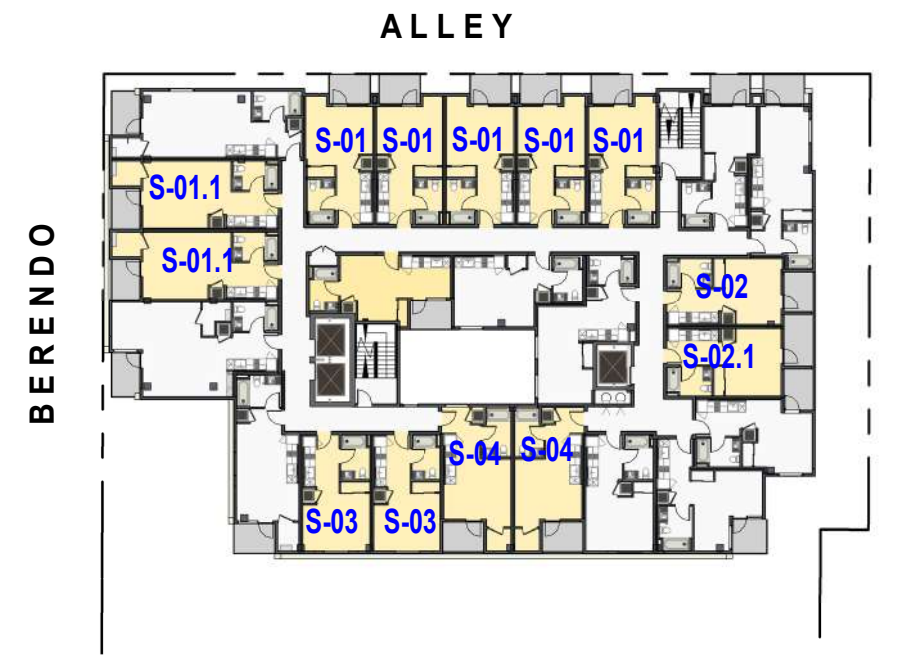
UNIT S-02 - 369 SF  
1/4" = 1'-0"



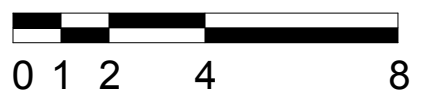
UNIT S-01.1 - 476 SF  
1/4" = 1'-0"



UNIT S-01 - 392 SF  
1/4" = 1'-0"

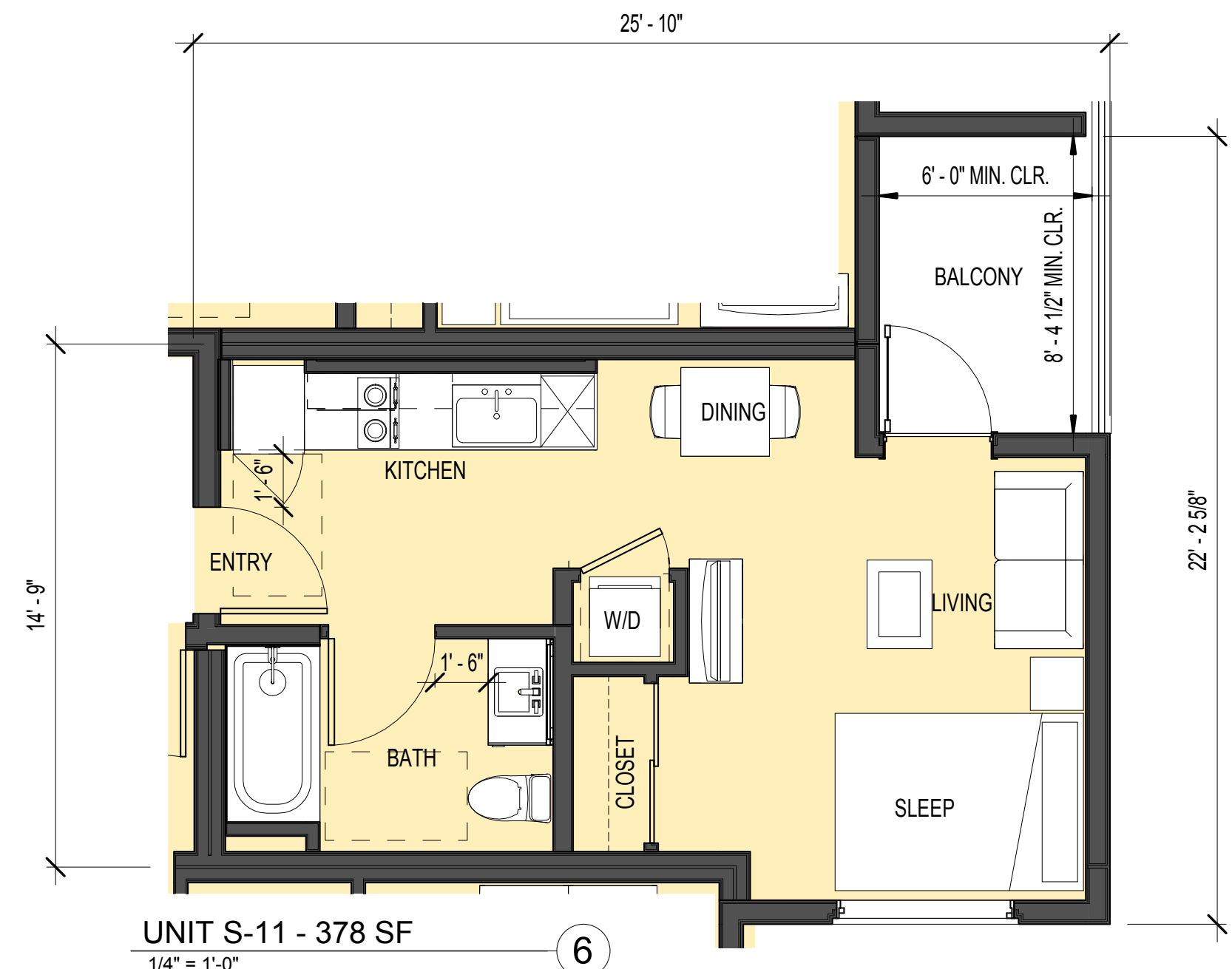


KEYPLAN

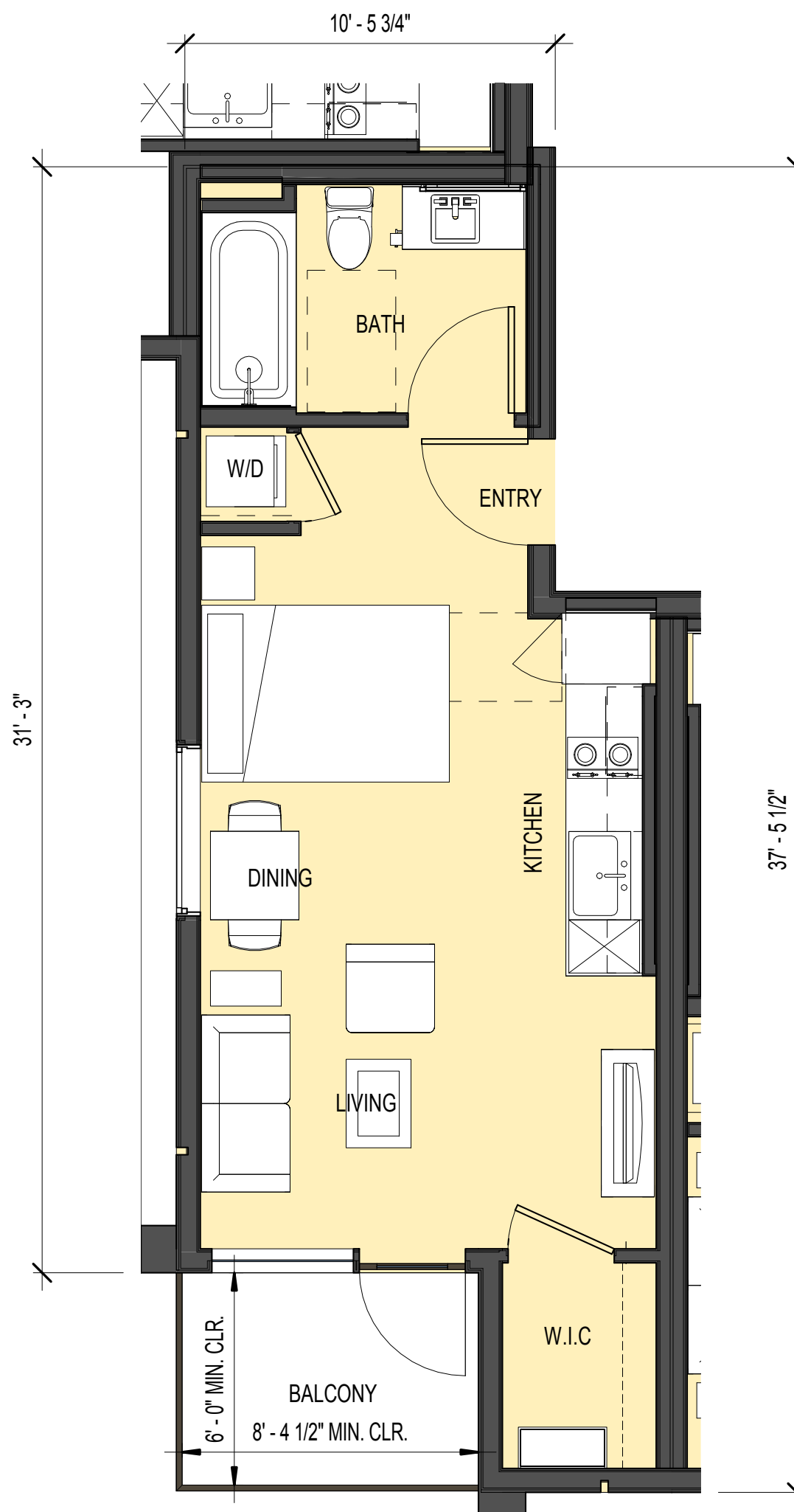


UNIT S - ENLARGED PLANS

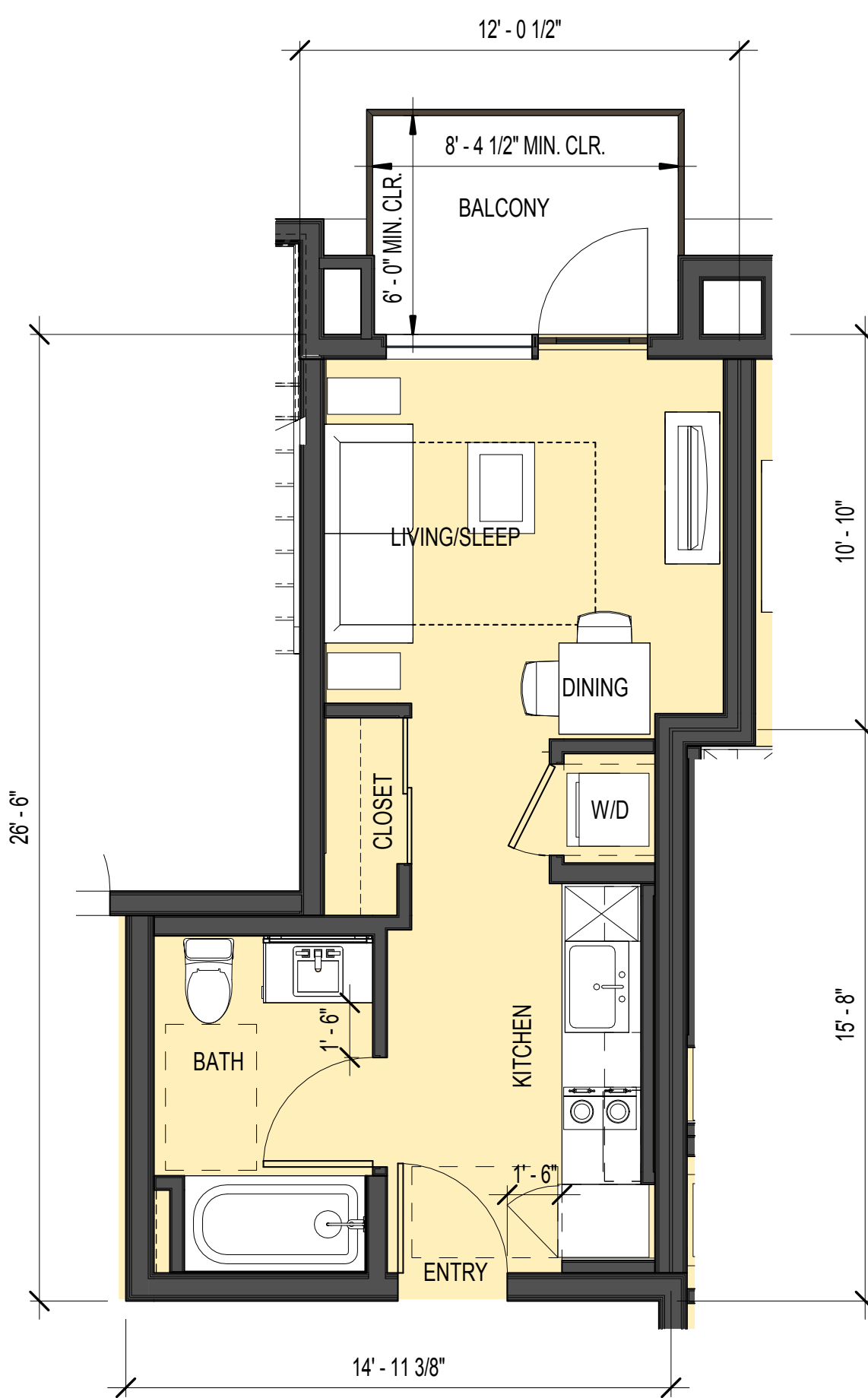
2.20



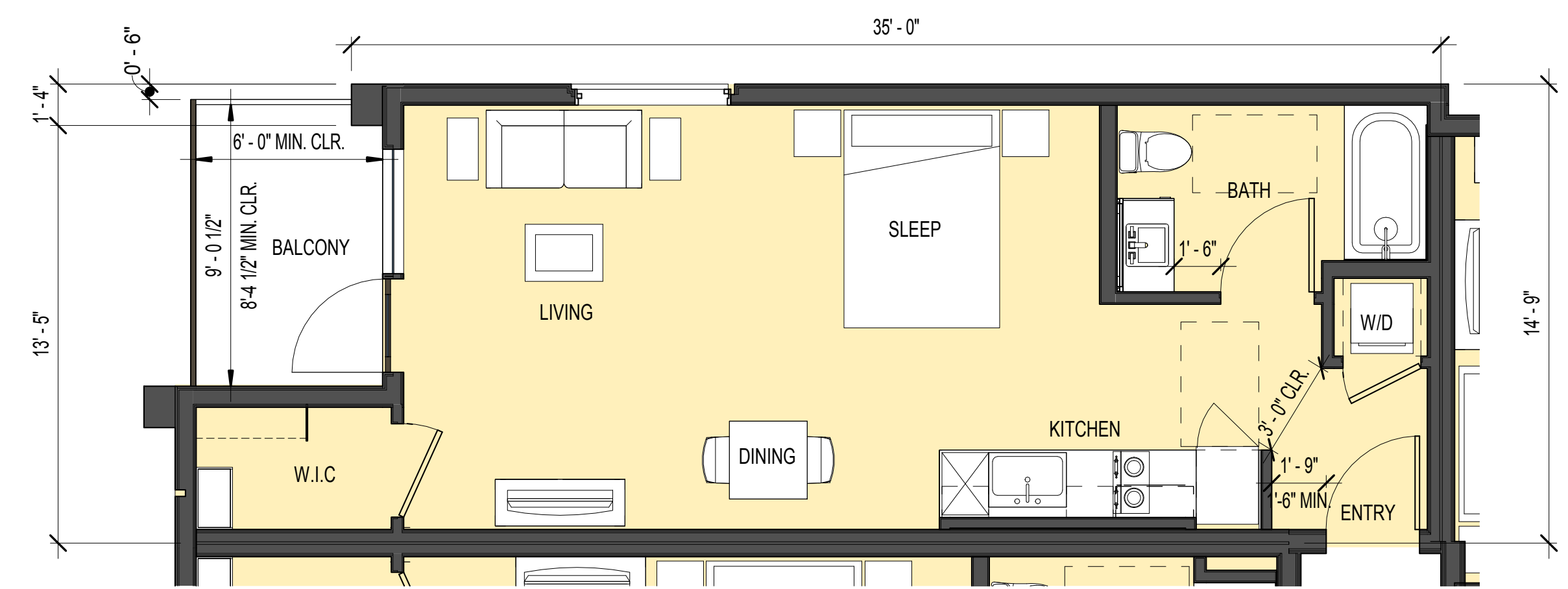
UNIT S-11 - 378 SF  
1/4" = 1'-0"



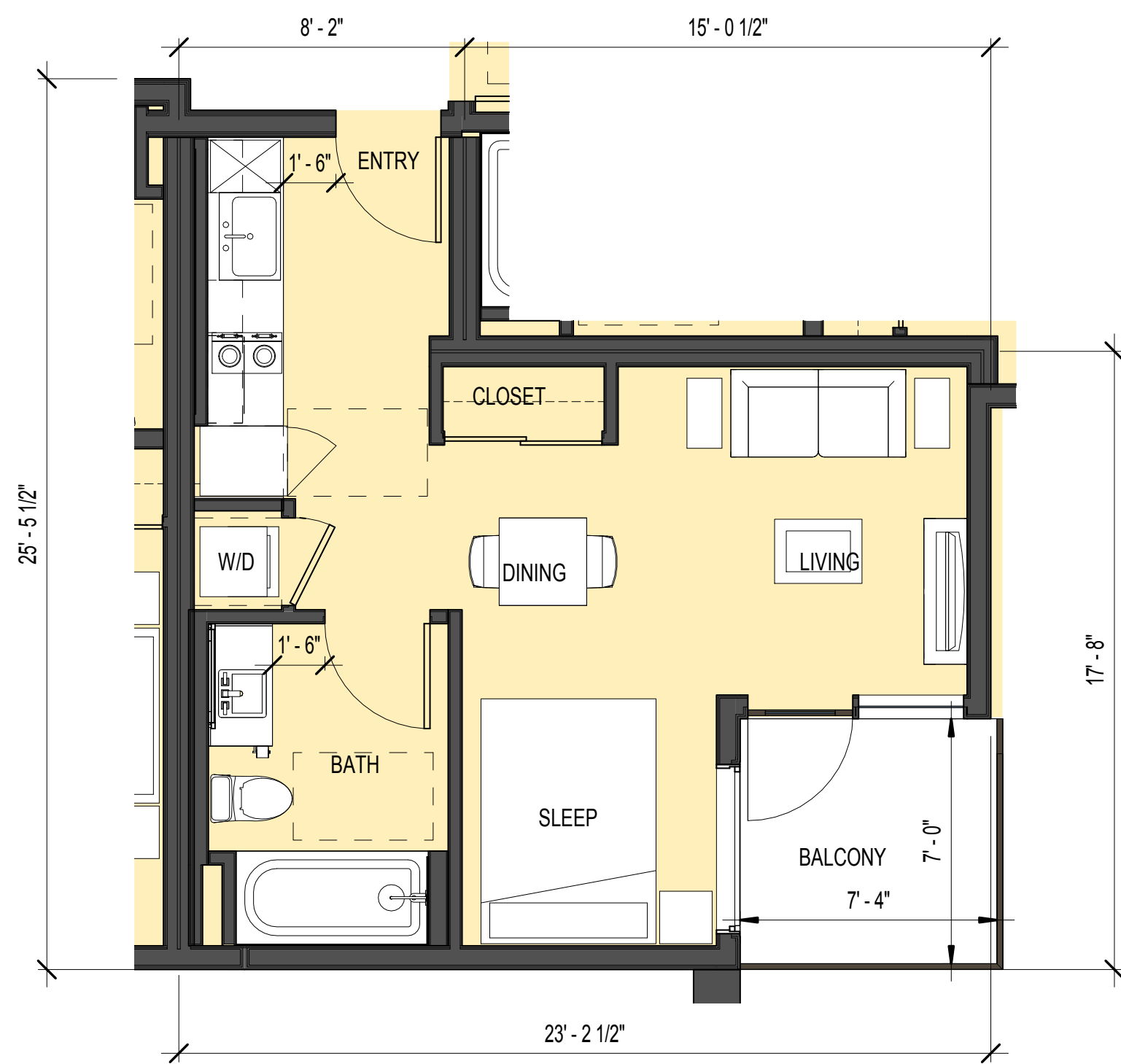
UNIT S-08 - 431 SF  
1/4" = 1'-0"



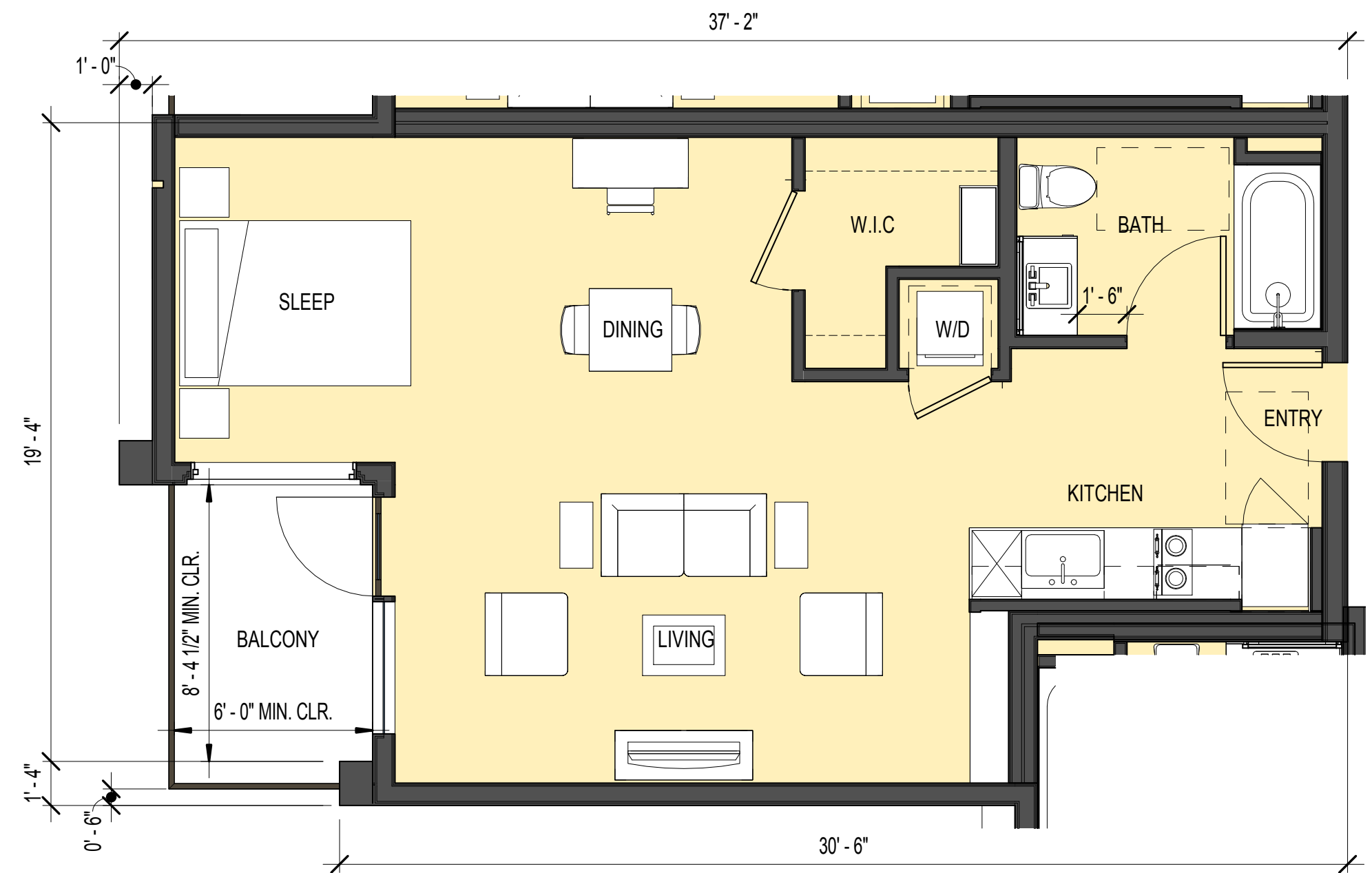
UNIT S-06 - 338 SF  
1/4" = 1'-0"



UNIT S-10 - 536 SF  
1/4" = 1'-0"

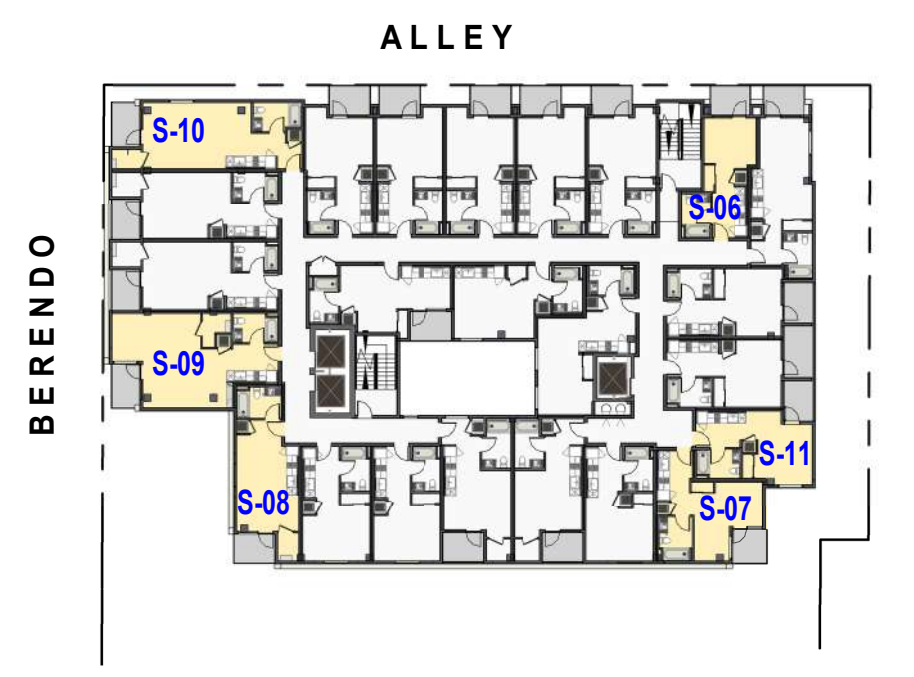


UNIT S-07 - 415 SF  
1/4" = 1'-0"

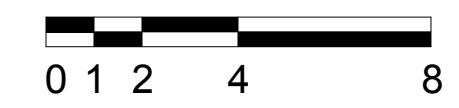


UNIT S-09 - 627 SF  
1/4" = 1'-0"

LABDS APPROVAL STAMP



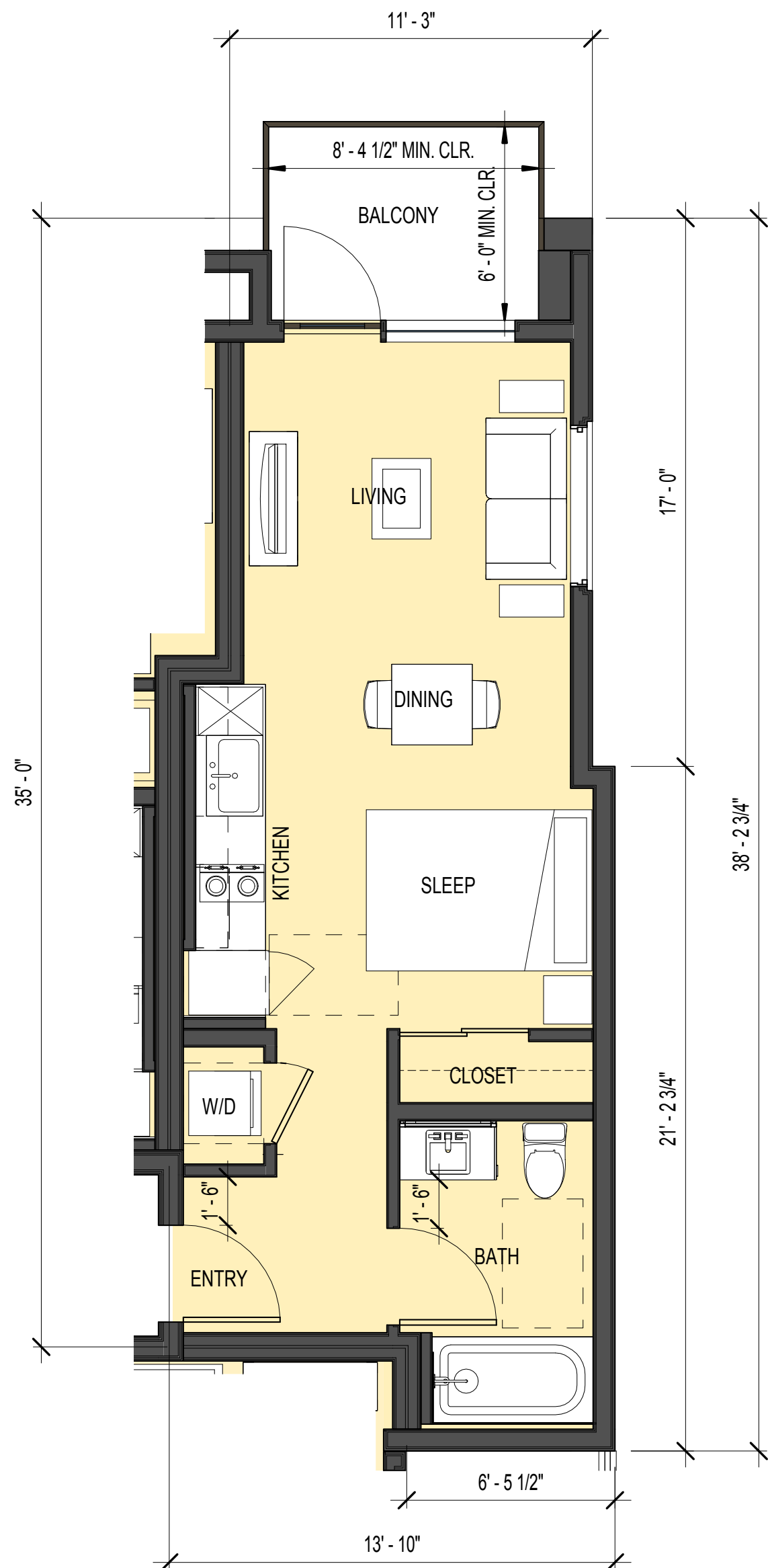
KEYPLAN



UNIT S - ENLARGED PLANS

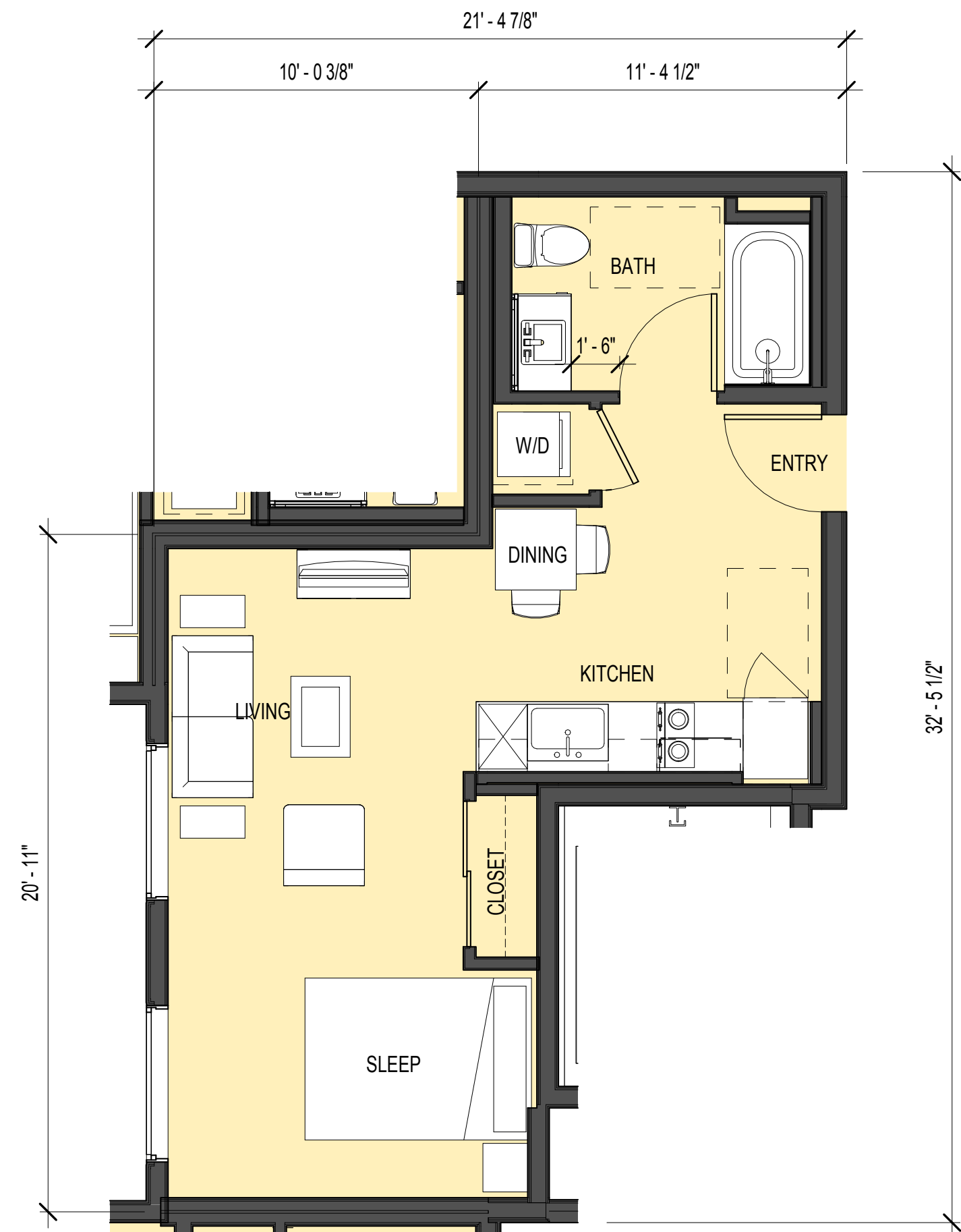
2.21





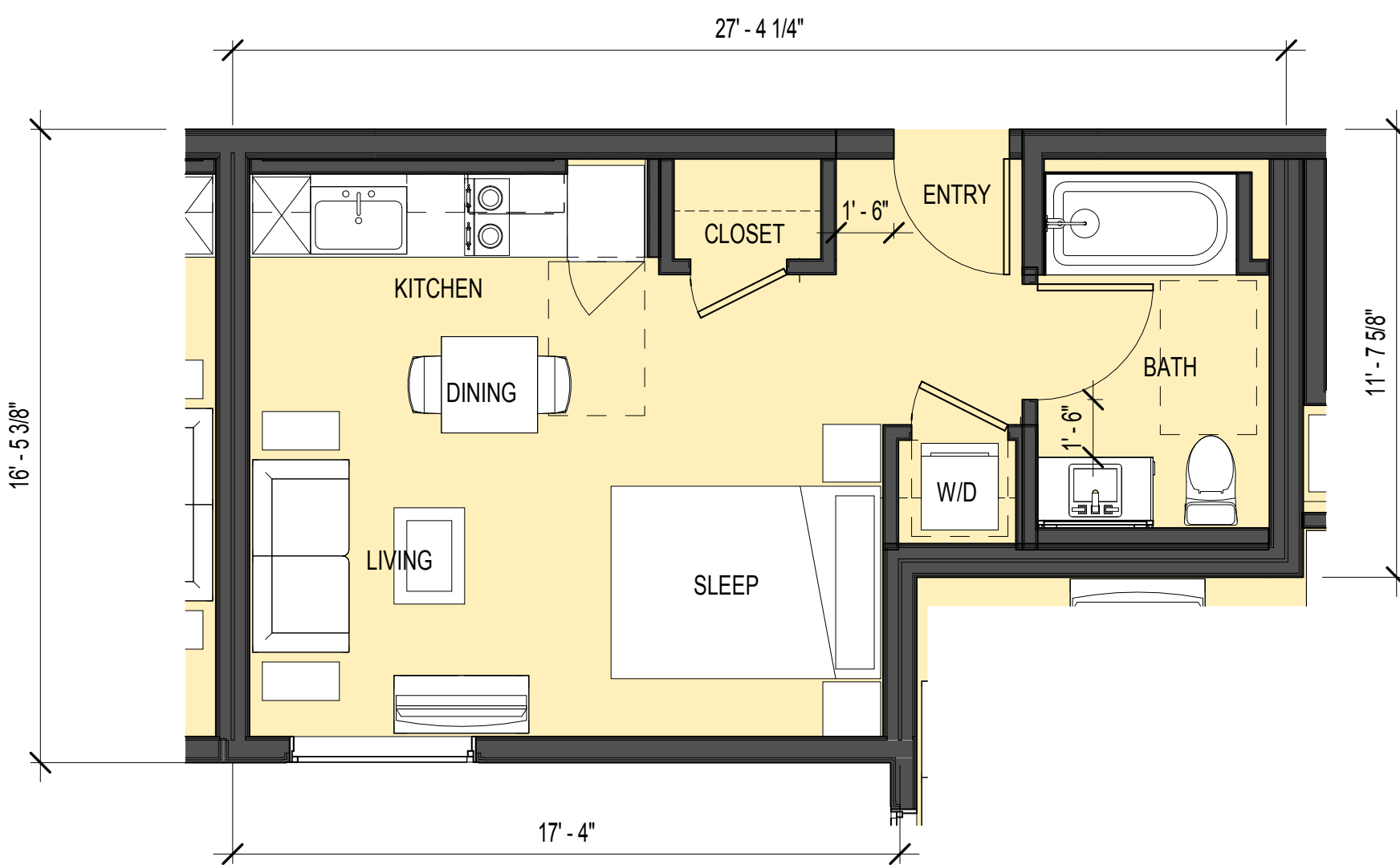
UNIT S-16 - 421 SF  
1/4" = 1'-0"

5



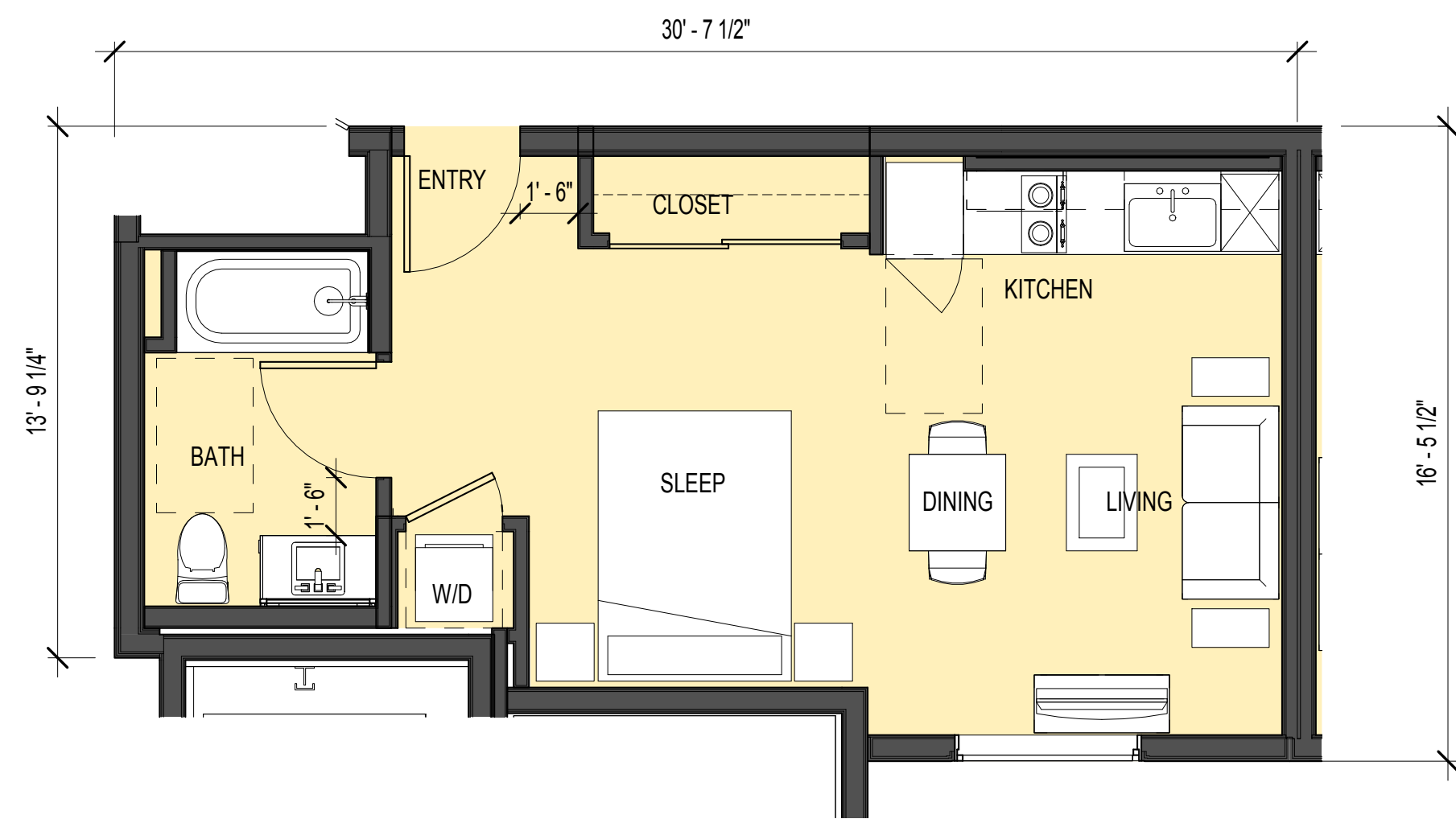
UNIT S-15 - 454 SF  
1/4" = 1'-0"

4



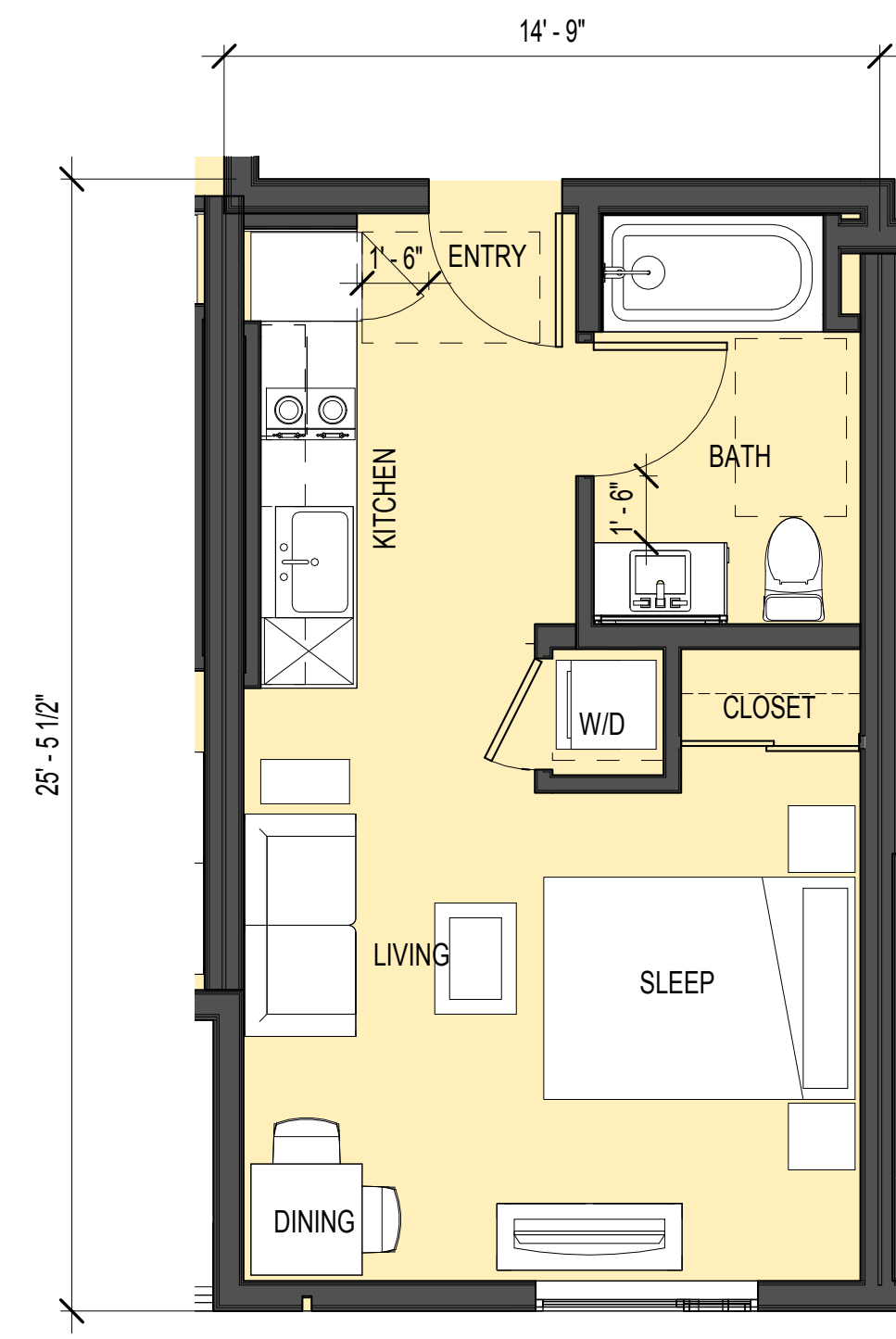
UNIT S-14 - 398 SF  
1/4" = 1'-0"

3



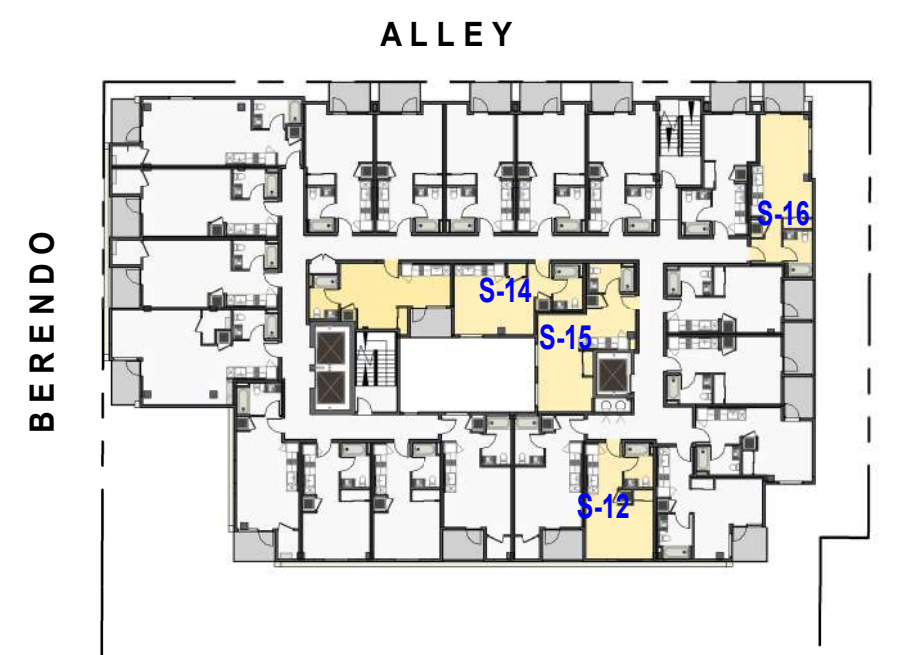
UNIT S-13 - 432 SF  
1/4" = 1'-0"

2

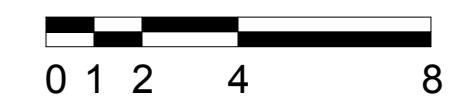


UNIT S-12 - 375 SF  
1/4" = 1'-0"

1

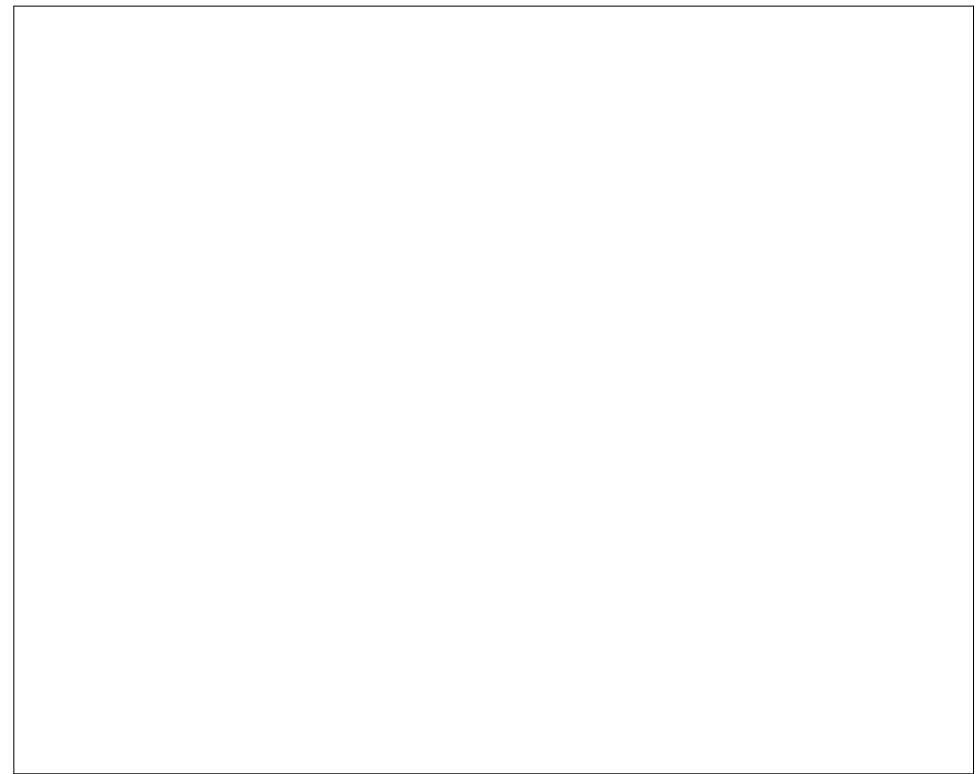


KEYPLAN



UNIT S - ENLARGED PLANS

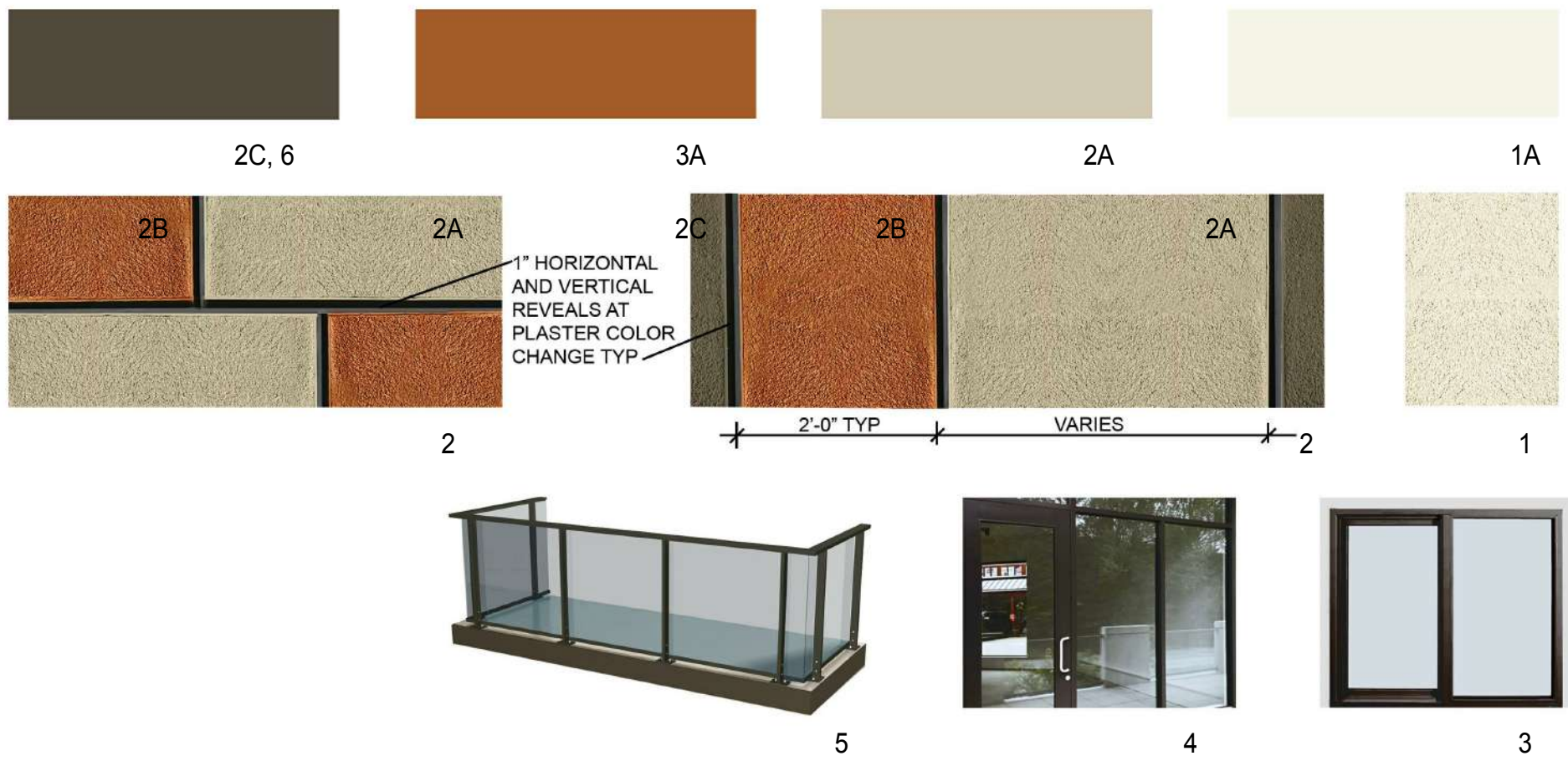
LABDS APPROVAL STAMP







LABDS APPROVAL STAMP



MATERIALS KEY

1 - CEMENT PLASTER - SAND FLOAT FINISH - SOFT WHITE  
(TO BE SIMILAR TO THE EXISTING BUILDING ORIGINAL COLOR)  
1A - PLASTER PAINT FINISH "SW" AESTHETIC WHITE SW 7035

2 - CEMENT PLASTER FLUSH "COLOR BLOCK" PANEL IN STAGGERED PATTERN AS SHOWN SEPARATED BY 1" REVEALS - SAND FLOAT FINISH - PAINT FINISH COLOR AS SHOWN BELOW:

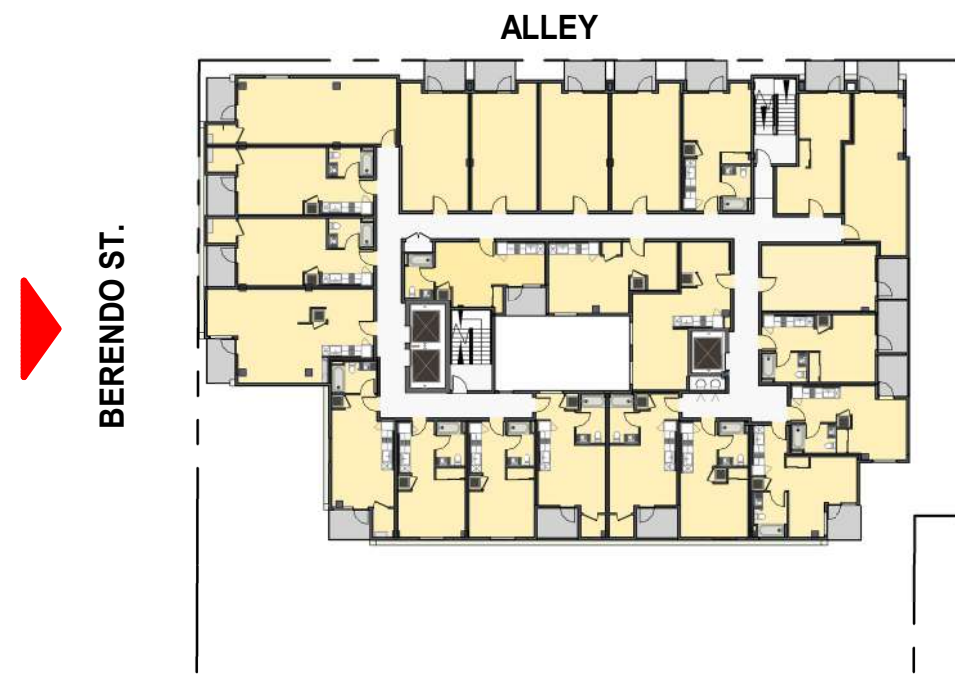
2A - PLASTER PANEL "GREY/BEIGE COLOR" - PAINT "SW" BALANCED BEIGE SW 7037  
2B - PLASTER ACCENT PANEL "TERRACOTTA COLOR" (TO BE SIMILAR TO TERRACOTTA TILE COLOR ON EXISTING BUILDING) - PAINT "SW" COPPER MOUNTAIN SW 6356  
2C - PLASTER PANEL "BRONZE COLOR" - PAINT "SW" BRAINSTORM BRONZE SW 7033

3 - VINYL WINDOWS AND BALCONY DOORS DARK BRONZE

4 - ALUMINUM AND GLASS STOREFRONT - FINISH DARK BRONZE

5 - ALUMINUM AND GLASS RAILING - METAL FINISH DARK BRONZE

6 - CEMENT PLASTER - SAND FLOAT FINISH - PAINT "SW" BRAINSTORM BRONZE



KEYPLAN

0 5 10 20

WEST / BERENDO ST. ELEVATION

3.01

638 S. BERENDO ST.

SCHEMATIC DESIGN

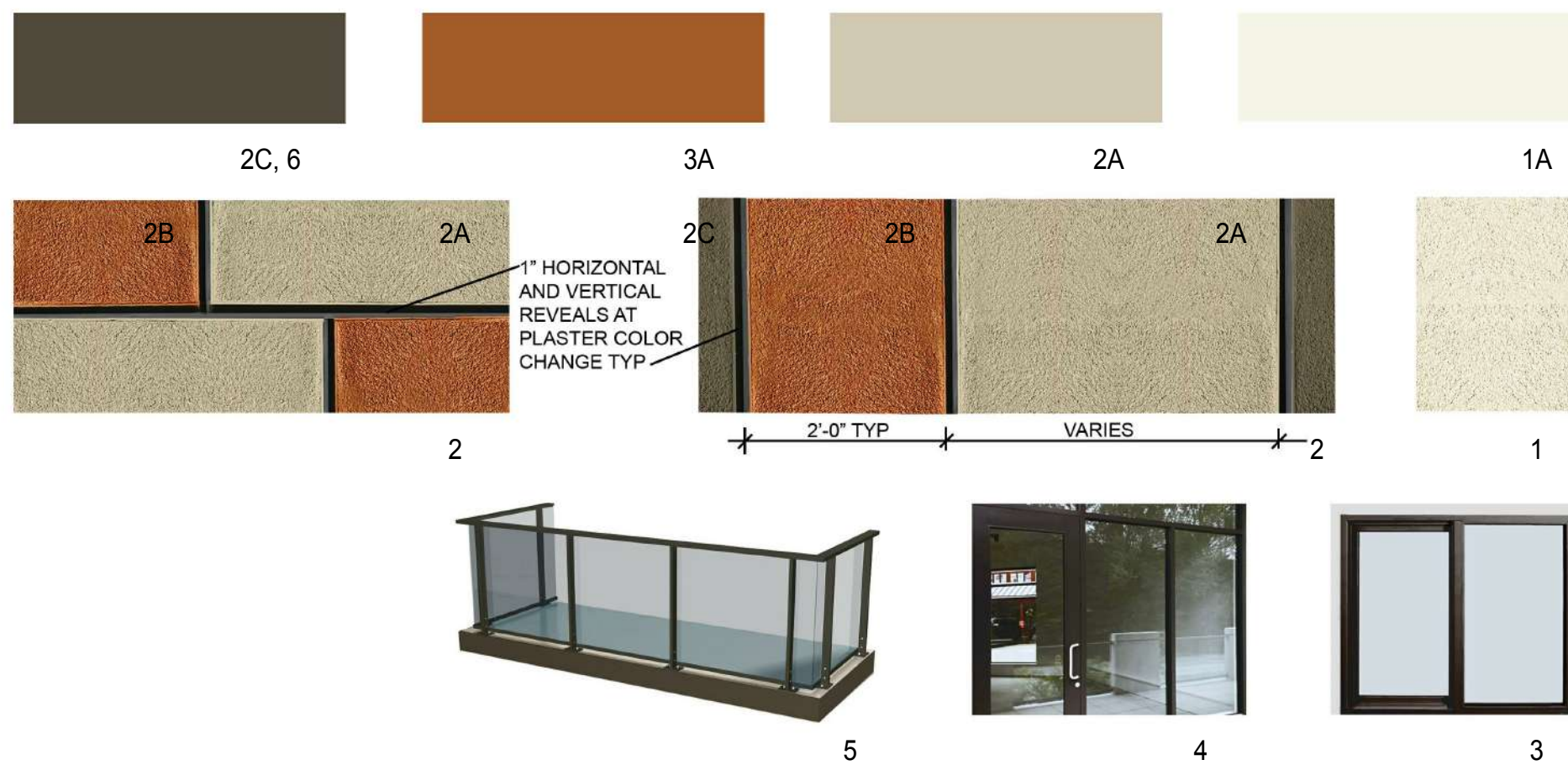
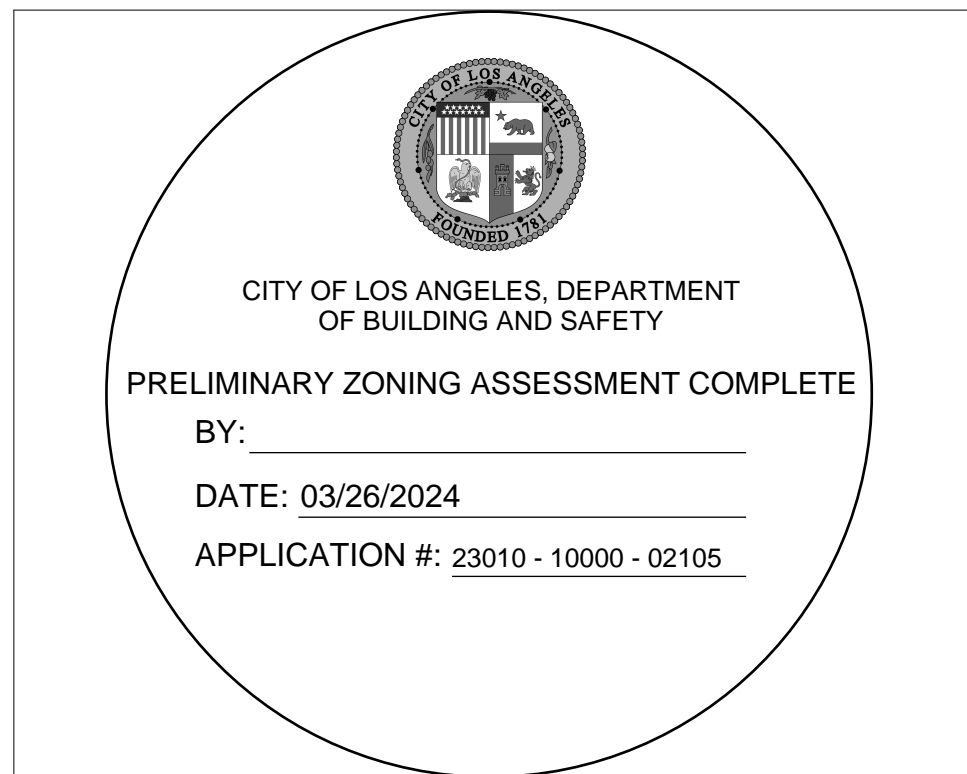
NOTE: ALL INFORMATION SHOWN HERE TO BE VERIFIED BY CIVIL ENGINEER AND OR LANDUSE CONSULTANT. SEE LANDSCAPE AND SURVEY FOR FURTHER INFORMATION

01/15/2024 (UPDATED 02-09-24)



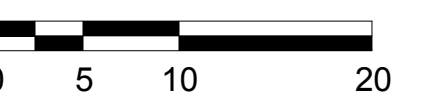
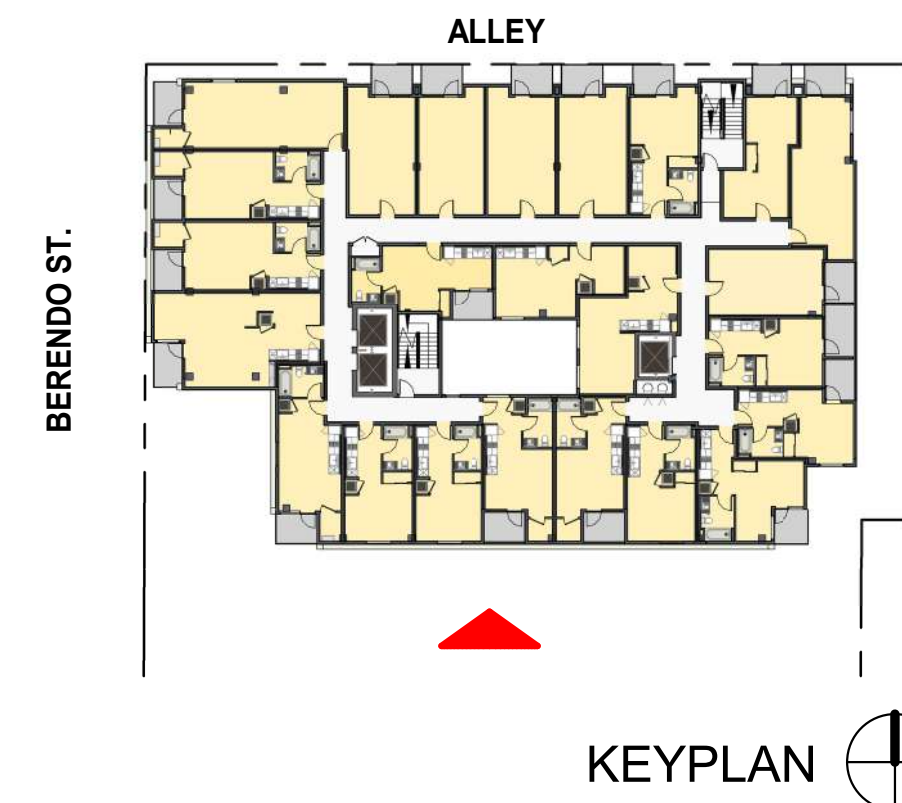


LABDS APPROVAL STAMP



MATERIALS KEY

- 1 - CEMENT PLASTER - SAND FLOAT FINISH - SOFT WHITE (TO BE SIMILAR TO THE EXISTING BUILDING ORIGINAL COLOR)  
1A - PLASTER PAINT FINISH "SW" AESTHETIC WHITE SW 7035
- 2 - CEMENT PLASTER FLUSH "COLOR BLOCK" PANEL IN STAGGERED PATTERN AS SHOWN SEPARATED BY 1" REVEALS - SAND FLOAT FINISH - PAINT FINISH COLOR AS SHOWN BELOW:  
2A - PLASTER PANEL "GREY/BEIGE COLOR" - PAINT "SW" BALANCED BEIGE SW 7037  
2B - PLASTER ACCENT PANEL "TERRACOTTA COLOR" (TO BE SIMILAR TO TERRACOTTA TILE COLOR ON EXISTING BUILDING) - PAINT "SW" COPPER MOUNTAIN SW 6356  
2C - PLASTER PANEL "BRONZE COLOR" - PAINT "SW" BRAINSTORM BRONZE SW 7033
- 3 - VINYL WINDOWS AND BALCONY DOORS DARK BRONZE
- 4 - ALUMINUM AND GLASS STOREFRONT - FINISH DARK BRONZE
- 5 - ALUMINUM AND GLASS RAILING - METAL FINISH DARK BRONZE
- 6 - CEMENT PLASTER - SAND FLOAT FINISH - PAINT "SW" BRAINSTORM BRONZE



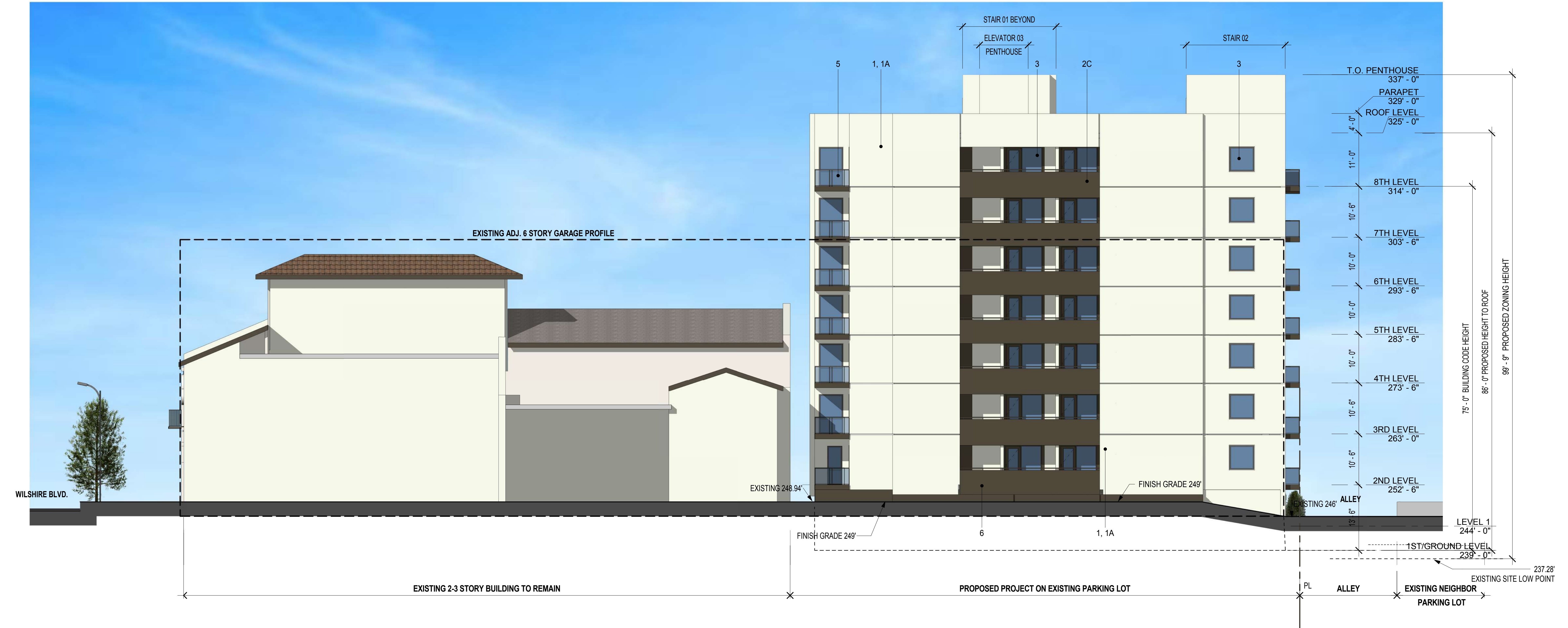
SOUTH ELEVATION

3.02

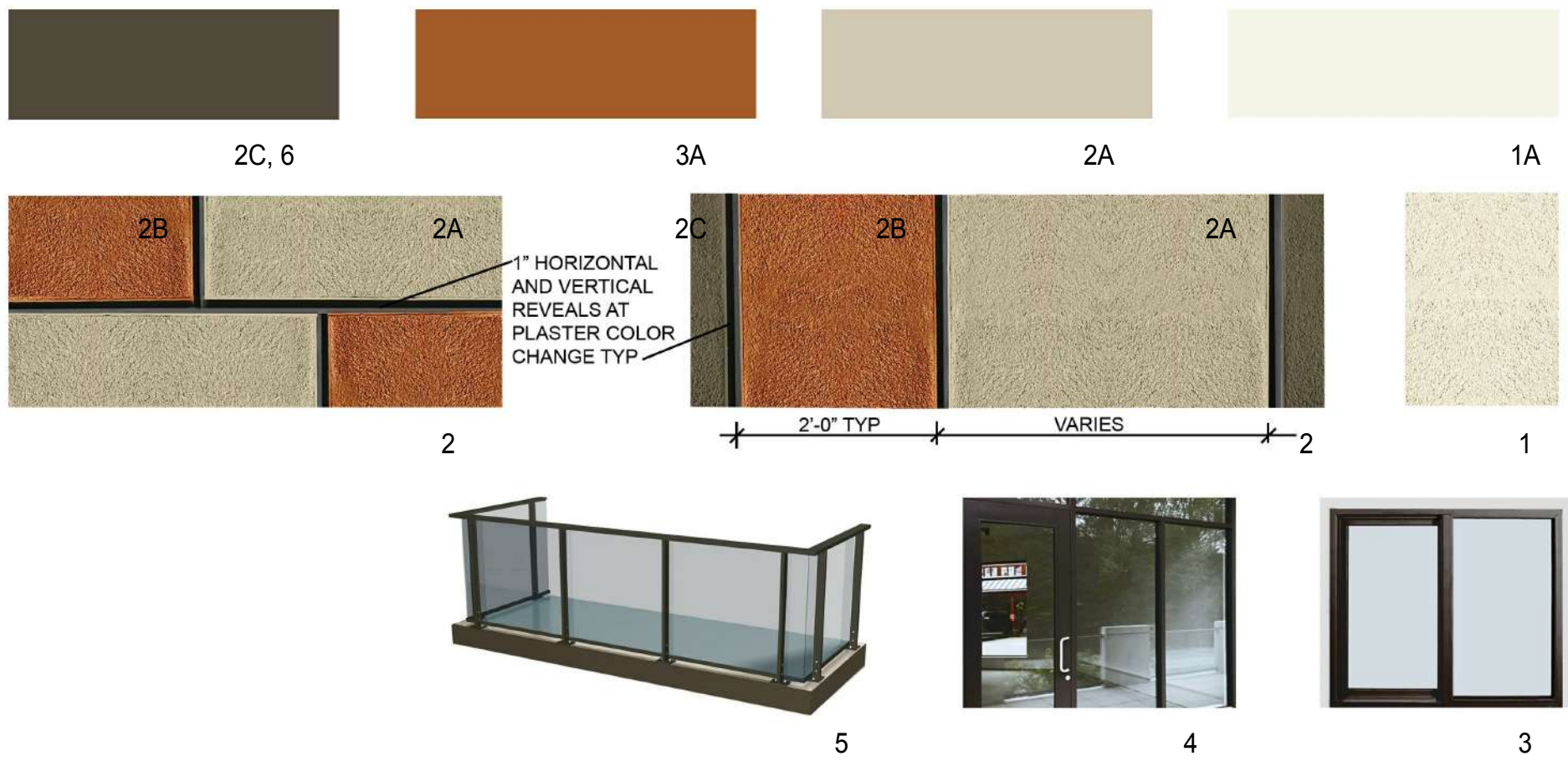
638 S. BERENDO ST.  
SCHEMATIC DESIGN

NOTE: ALL INFORMATION SHOWN HERE TO BE VERIFIED BY CIVIL ENGINEER AND OR LANDUSE CONSULTANT. SEE LANDSCAPE AND SURVEY FOR FURTHER INFORMATION  
01/15/2024 (UPDATED 02-09-24)





LABDS APPROVAL STAMP



MATERIALS KEY

1 - CEMENT PLASTER - SAND FLOAT FINISH - SOFT WHITE  
(TO BE SIMILAR TO THE EXISTING BUILDING ORIGINAL COLOR)  
1A - PLASTER PAINT FINISH "SW" AESTHETIC WHITE SW 7035

2 - CEMENT PLASTER FLUSH "COLOR BLOCK" PANEL IN STAGGERED  
PATTERN AS SHOWN SEPARATED BY 1" REVEALS - SAND FLOAT  
FINISH - PAINT FINISH COLOR AS SHOWN BELOW:

2A - PLASTER PANEL "GREY/BEIGE COLOR" - PAINT "SW"  
BALANCED BEIGE SW 7037

2B - PLASTER ACCENT PANEL "TERRACOTTA COLOR"  
(TO BE SIMILAR TO TERRACOTTA TILE COLOR ON  
EXISTING BUILDING) - PAINT "SW" COPPER MOUNTAIN SW 6356

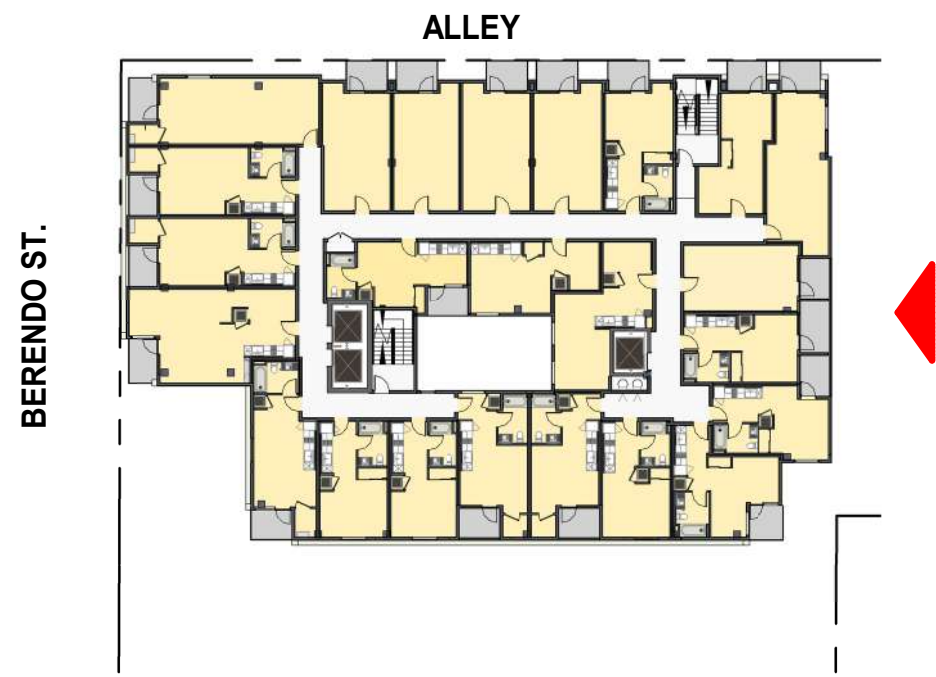
2C - PLASTER PANEL "BRONZE COLOR" - PAINT "SW"  
BRAINSTORM BRONZE SW 7033

3 - VINYL WINDOWS AND BALCONY DOORS DARK BRONZE

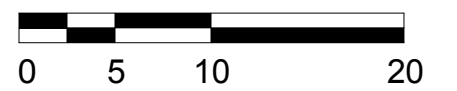
4 - ALUMINUM AND GLASS STOREFRONT - FINISH DARK BRONZE

5 - ALUMINUM AND GLASS RAILING - METAL FINISH DARK BRONZE

6 - CEMENT PLASTER - SAND FLOAT FINISH - PAINT "SW"  
BRAINSTORM BRONZE



KEYPLAN



EAST ELEVATION

3.03

NOTE: ALL INFORMATION SHOWN HERE TO BE VERIFIED BY CIVIL ENGINEER AND OR LANDUSE CONSULTANT. SEE LANDSCAPE AND SURVEY FOR FURTHER INFORMATION

01/15/2024 (UPDATED 02-09-24)

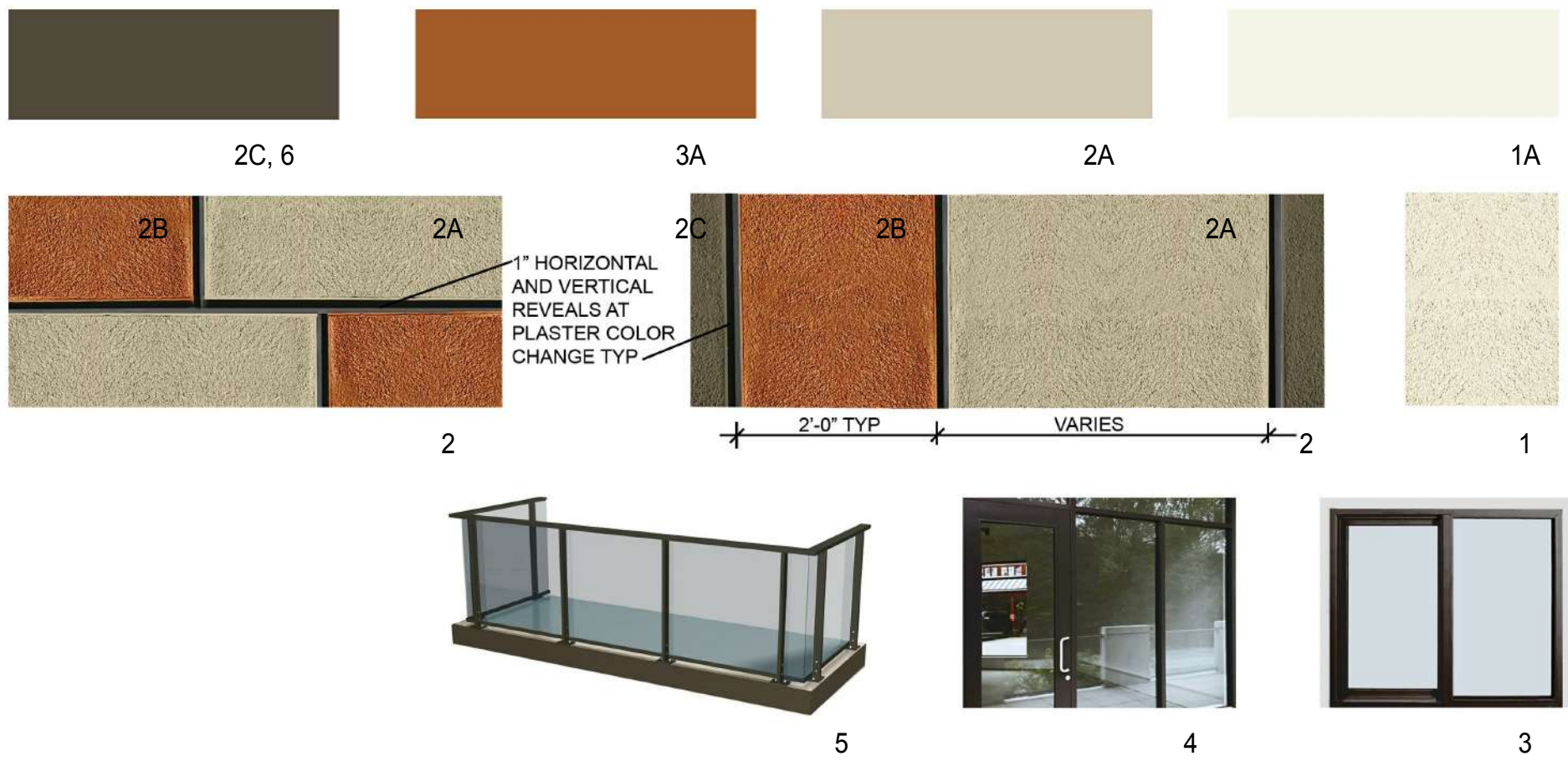
638 S. BERENDO ST.

SCHEMATIC DESIGN



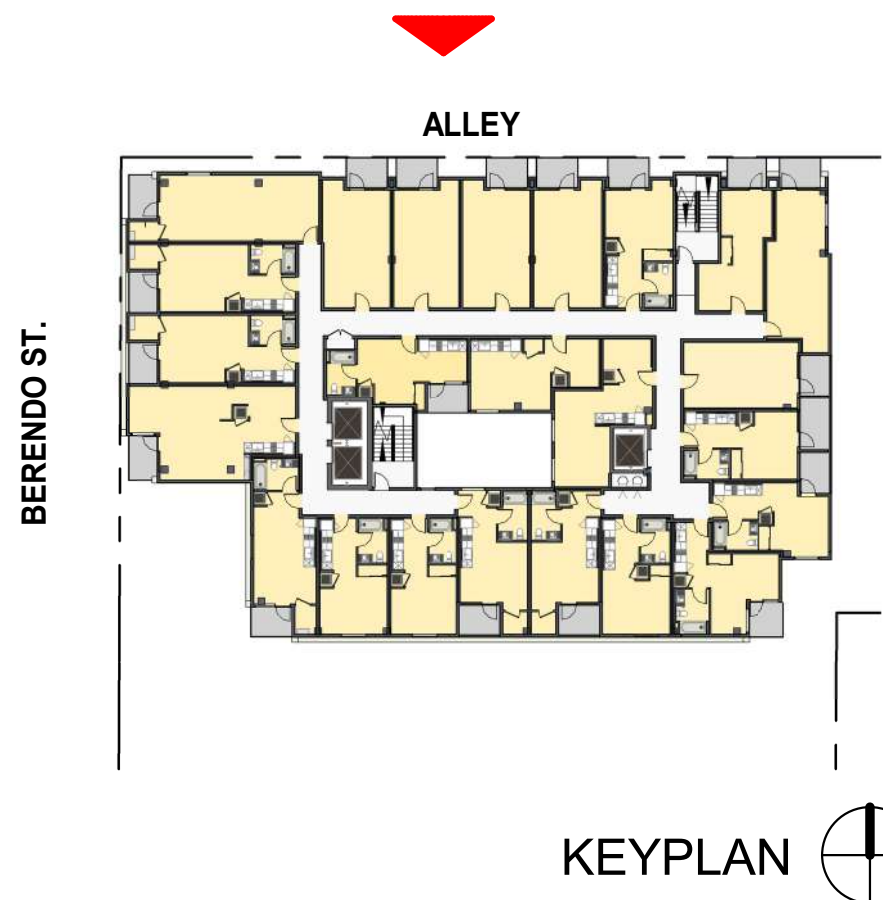


LABDS APPROVAL STAMP



MATERIALS KEY

- 1 - CEMENT PLASTER - SAND FLOAT FINISH - SOFT WHITE (TO BE SIMILAR TO THE EXISTING BUILDING ORIGINAL COLOR)  
1A - PLASTER PAINT FINISH "SW" AESTHETIC WHITE SW 7035
- 2 - CEMENT PLASTER FLUSH "COLOR BLOCK" PANEL IN STAGGERED PATTERN AS SHOWN SEPARATED BY 1" REVEALS - SAND FLOAT FINISH - PAINT FINISH COLOR AS SHOWN BELOW:  
2A - PLASTER PANEL "GREY/BEIGE COLOR" - PAINT "SW" BALANCED BEIGE SW 7037  
2B - PLASTER ACCENT PANEL "TERRACOTTA COLOR" (TO BE SIMILAR TO TERRACOTTA TILE COLOR ON EXISTING BUILDING) - PAINT "SW" COPPER MOUNTAIN SW 6356  
2C - PLASTER PANEL "BRONZE COLOR" - PAINT "SW" BRAINSTORM BRONZE SW 7033
- 3 - VINYL WINDOWS AND BALCONY DOORS DARK BRONZE
- 4 - ALUMINUM AND GLASS STOREFRONT - FINISH DARK BRONZE
- 5 - ALUMINUM AND GLASS RAILING - METAL FINISH DARK BRONZE
- 6 - CEMENT PLASTER - SAND FLOAT FINISH - PAINT "SW" BRAINSTORM BRONZE



NORTH / ALLEY ELEVATION

3.04

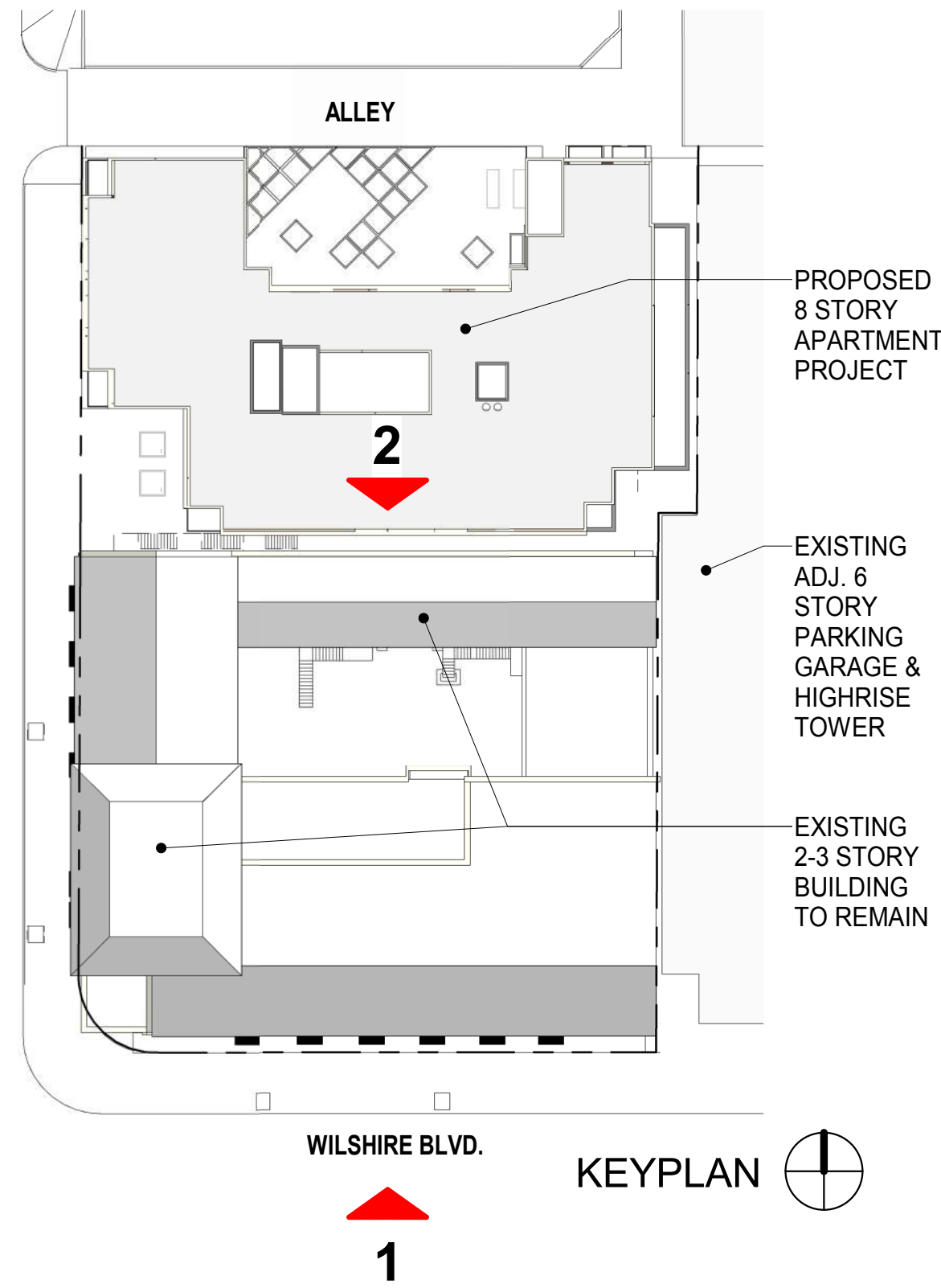
638 S. BERENDO ST.

SCHEMATIC DESIGN

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01/15/2024 (UPDATED 02-09-24)





LABDS APPROVAL STAMP



EXISTING BUILDING - NORTH ELEVATION  
SCALE: 1" = 10'-0"



EXISTING BUILDING - SOUTH / WILSHIRE ELEVATION  
SCALE: 1" = 10'-0"



EXISTING BUILDING NORTH AND  
SOUTH/WILSHIRE ELEVATIONS

3.05

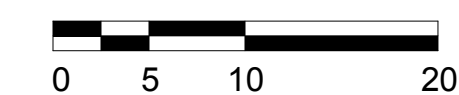
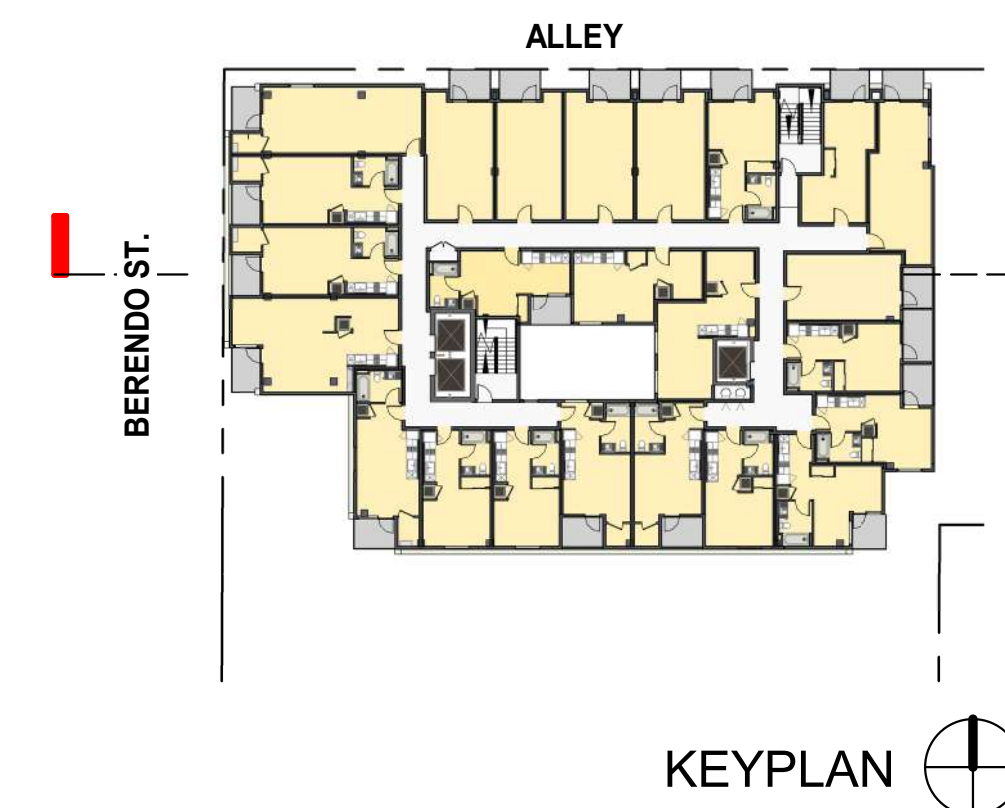
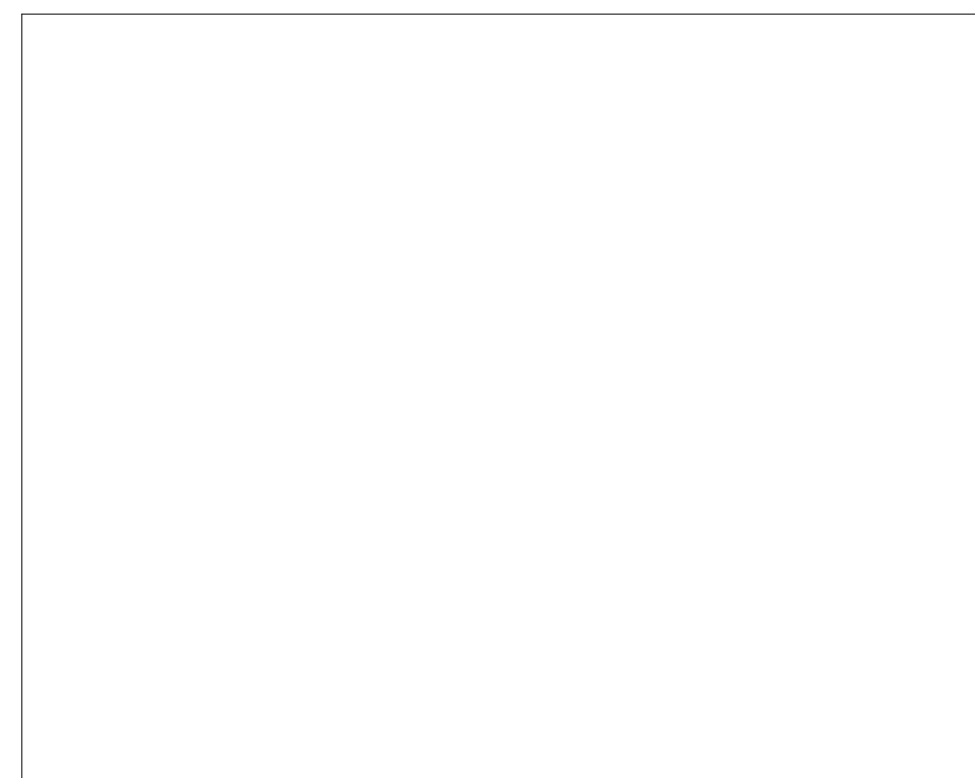
638 S. BERENDO ST.

SCHEMATIC DESIGN





LABDS APPROVAL STAMP



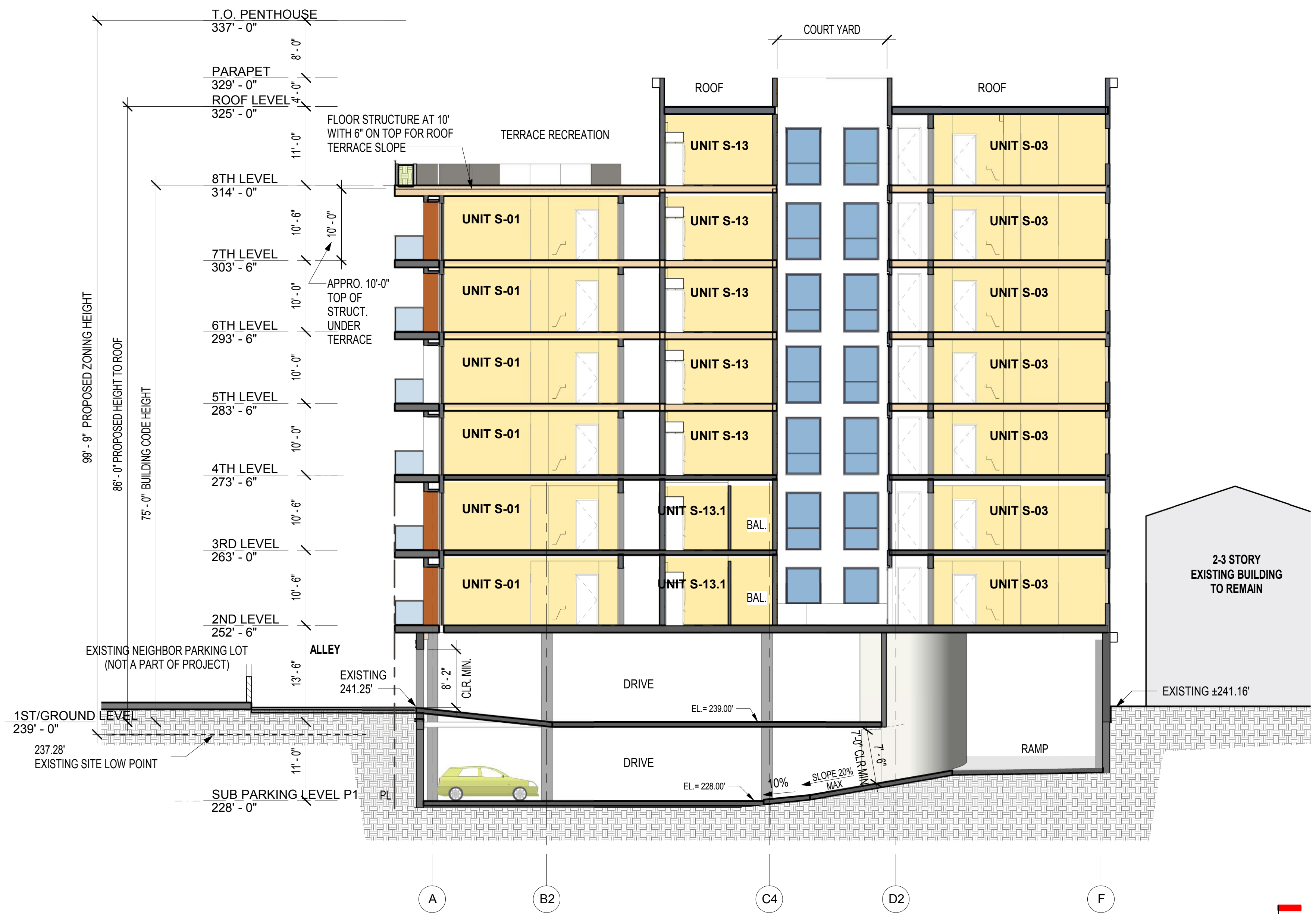
BUILDING SECTION

4.01

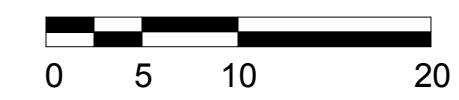
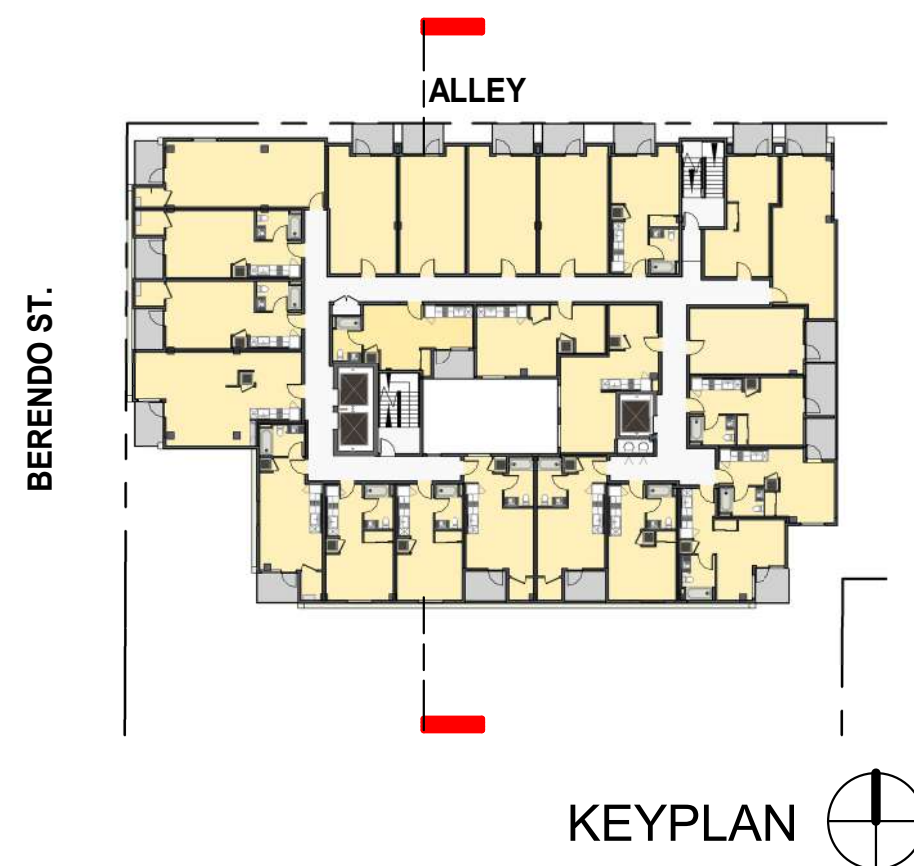
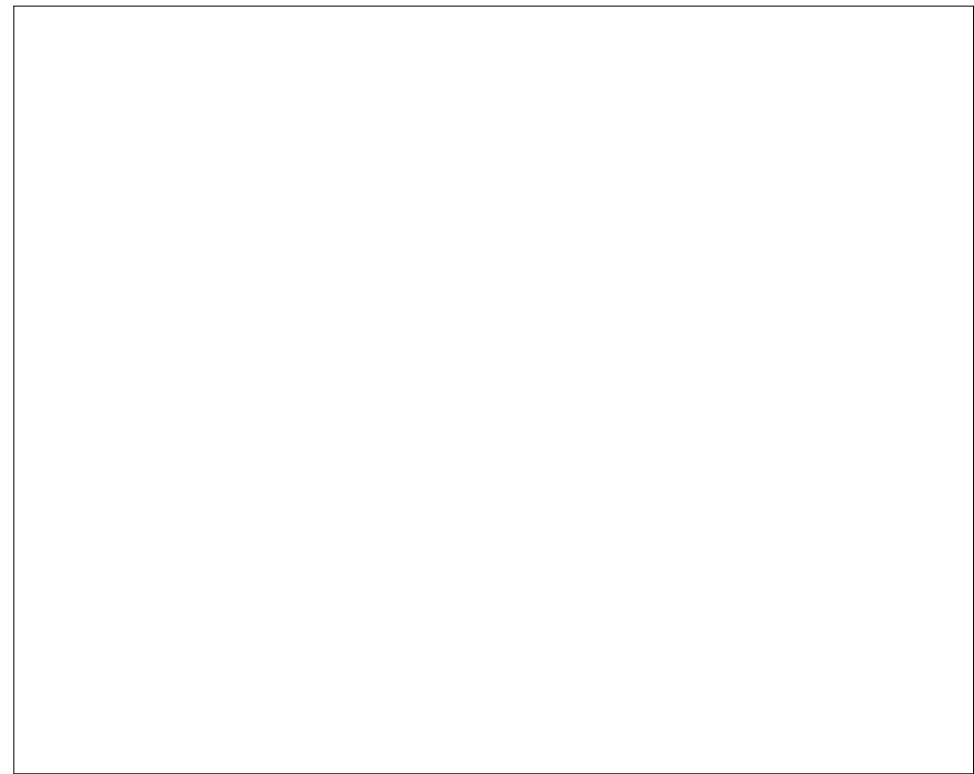
638 S. BERENDO ST.

SCHEMATIC DESIGN





LABDS APPROVAL STAMP



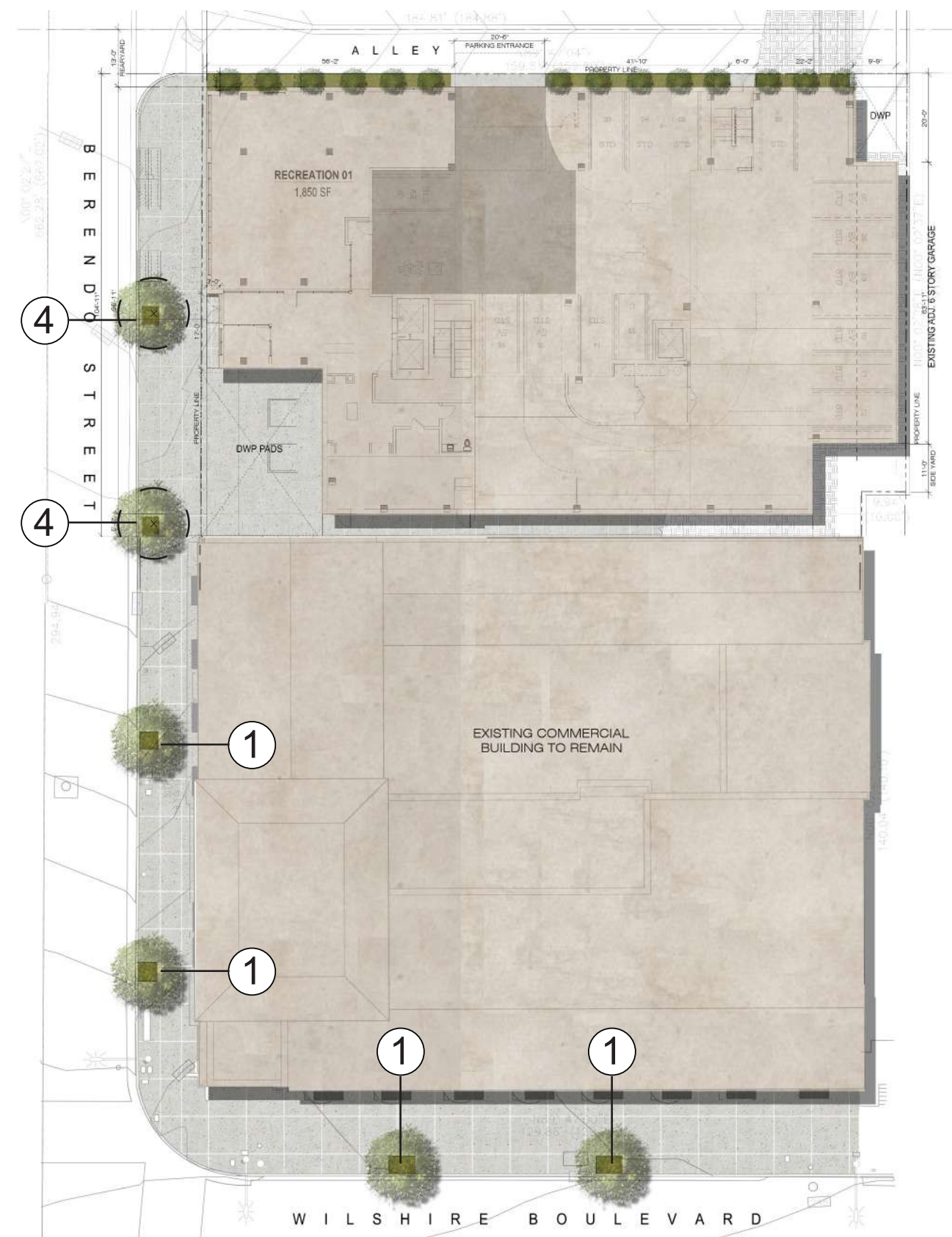
BUILDING SECTION

4.02

638 S. BERENDO ST.

SCHEMATIC DESIGN



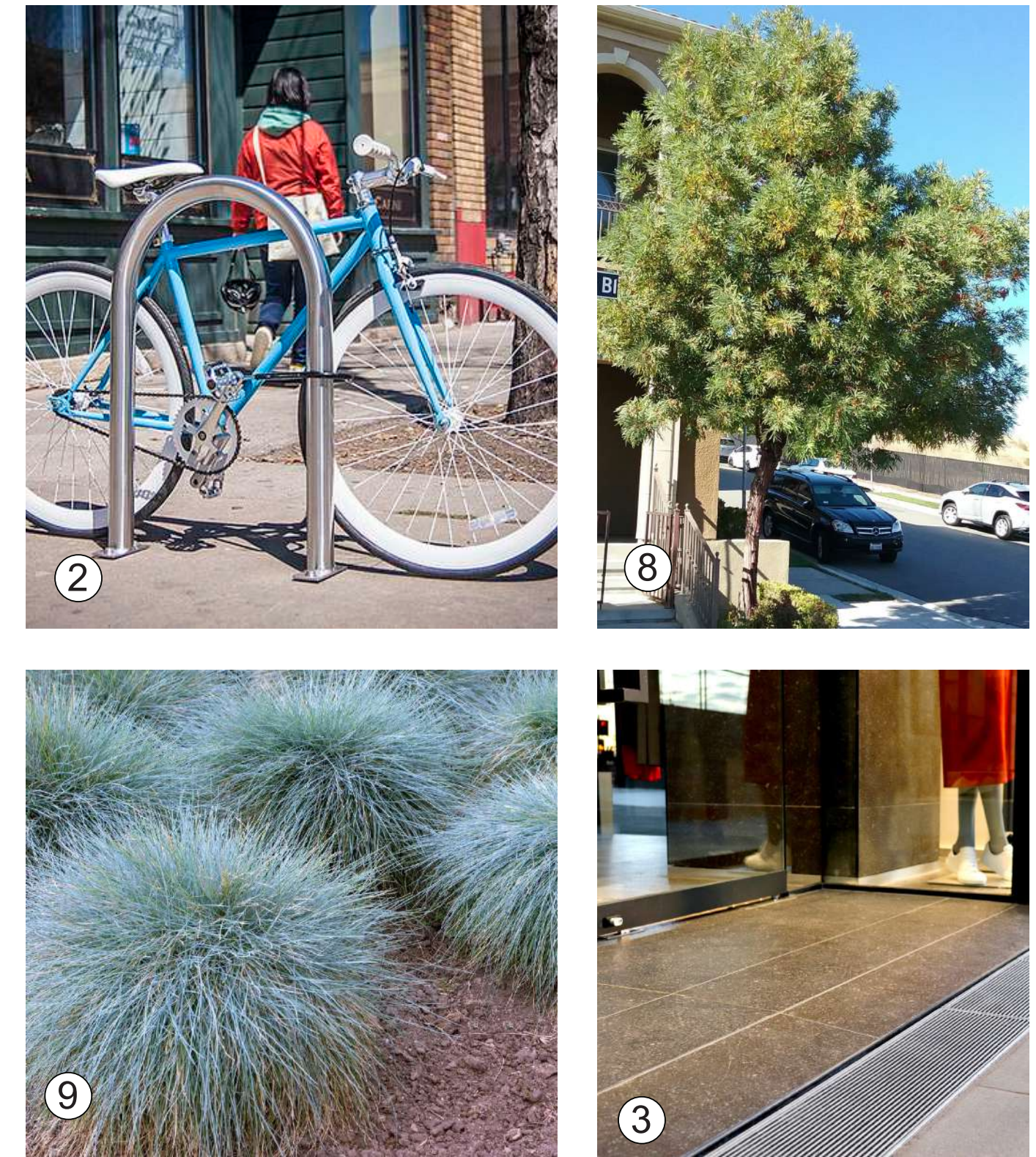


SCALE: 1/32" = 1'-0"

- 1 EXISTING STREET TREES TO REMAIN. FICUS SPECIES.
- 2 SHORT-TERM BIKE RACKS
- 3 ACCENT PAVING AT LOBBY ENTRANCE.
- 4 EXISTING STREET TREES TO BE REMOVED
- 5 NATURAL GRAY CONCRETE PAVING
- 6 NATURAL GRAY CONCRETE DRIVEWAY
- 7 EXISTING SIDEWALK TO REMAIN. REPAIR AS NECESSARY.
- 8 24" BOX NATIVE SMALL CANOPY TREE. (SANTA CRUZ IRONWOOD TREES. LYONOTHAMNUS FLORIBUNDUS SSP. ASPLENIIFOLIUS)
- 9 CALIFORNIA FESCUE GROUNDCOVER UNDER-PLANTING
- 10 IN GROUND PLANTER AREA

### PROPOSED PLANT PALETTE: GROUND LEVEL

BOTANICAL NAME	COMMON NAME	QUANTITY	SIZE	SPACING	CITY OF LA NATIVE Y/N	WUCOLS REGION 3 PF
<b>CANOPY TREES (24" BOX):</b>						
8 HETEROMELES ARBUTIFOLIA	TOYON	14	24" BOX	AS SHOWN	Y	VERY LOW, 0.1
<b>GROUNDCOVER PLANTING (5 GALLON):</b>						
9 FESTUCA CALIFORNICA	CALIFORNIA FESCUE	375 SF	5 GALLON	24" OC	Y	LOW, 0.2



TOTAL LANDSCAPE AREA: 1,256 SF

GROUND LEVEL: 375 SF  
2ND LEVEL COURTYARD : 76 SF  
8TH FLOOR TERRACE: 805 SF

TOTAL HARDSCAPE AREA @ GROUND LEVEL

GROUND LEVEL: 2,525 SF

TREES REQUIRED: 41 (163 UNITS)

TREES PROVIDED: 41  
GROUND LEVEL: 4 (STREET TREES)  
14 (24" BOX SMALL CANOPY TREES)  
2ND LEVEL: 2 (24" BOX SMALL CANOPY TREES)  
8TH LEVEL: 21 (24" BOX SMALL CANOPY TREES)

OPEN SPACE LANDSCAPE REQUIREMENT

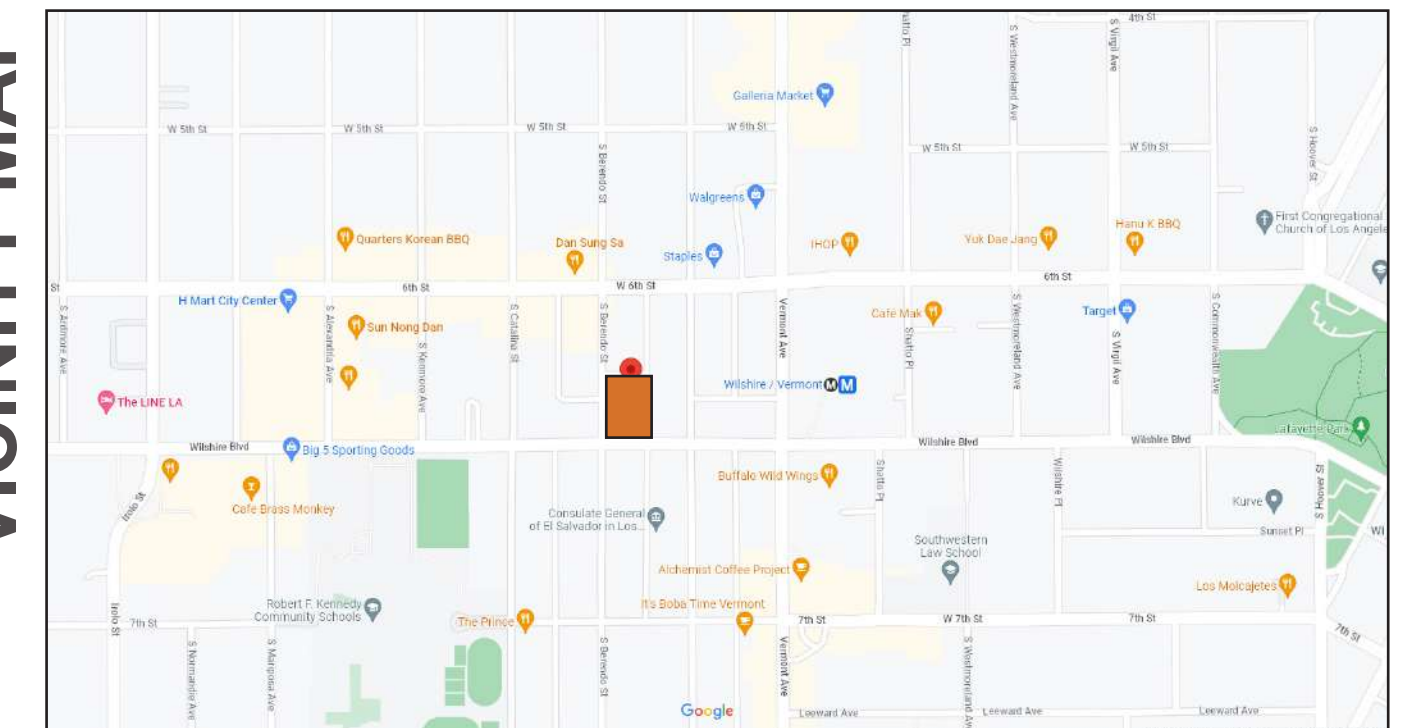
COMMON OUTDOOR OPEN SPACE PROVIDED: 3,057  
2ND LEVEL COURTYARD: 433 SF  
8TH LEVEL TERRACE RECREATION: 2,624 SF

25% OF OUTDOOR OPEN SPACE-REQUIRED LANDSCAPE: 765 SF

LANDSCAPE PROVIDED: 881 SF  
2ND LEVEL COURTYARD: 76 SF  
8TH LEVEL TERRACE RECREATION: 805 SF

NOTE:  
-ALL LANDSCAPED AREAS TO BE IRRIGATED BY AUTOMATIC WATERING SYSTEM.  
-NO SIGNIFICANT TREES ON SITE.  
-ALL LANDSCAPING IS TO BE NATIVE TO CALIFORNIA.  
-FOR COMMON OPEN SPACE AREA NOT LOCATED DIRECTLY ON FINISHED GRADE, TREES SHALL BE CONTAINED WITHIN PERMANENT PLANTERS AT LEAST 48 INCHES IN DEPTH.

VICINITY MAP



APN: 5502-026-021, 5502-026-022



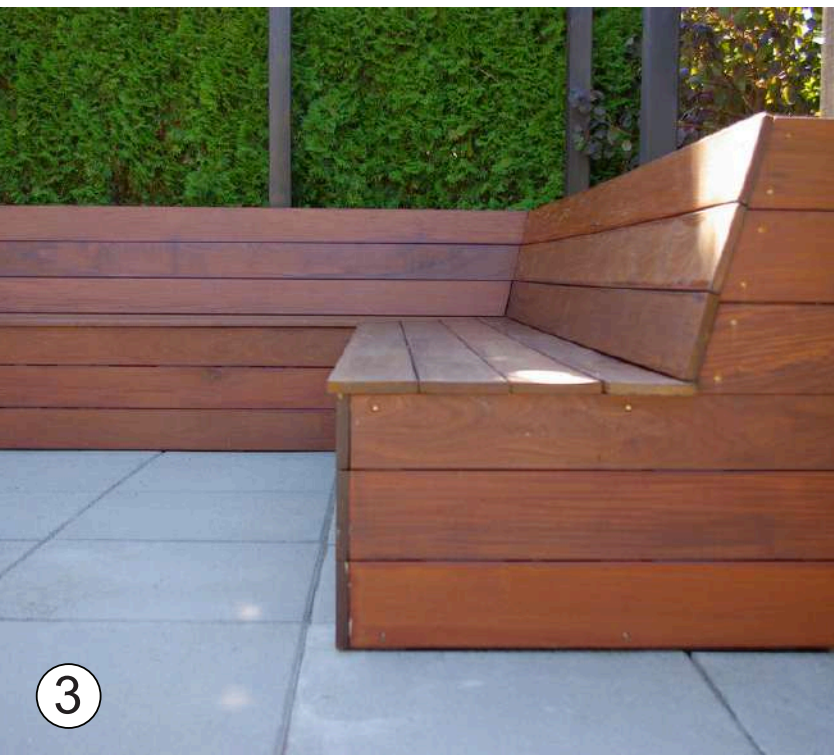
LANDSCAPE CONSULTANTS:  
GAUDET DESIGN GROUP  
322 Tejon Place  
Palos Verdes Estates, CA 90274  
310.828.4908





PROPOSED PLANT PALETTE: 2ND LEVEL

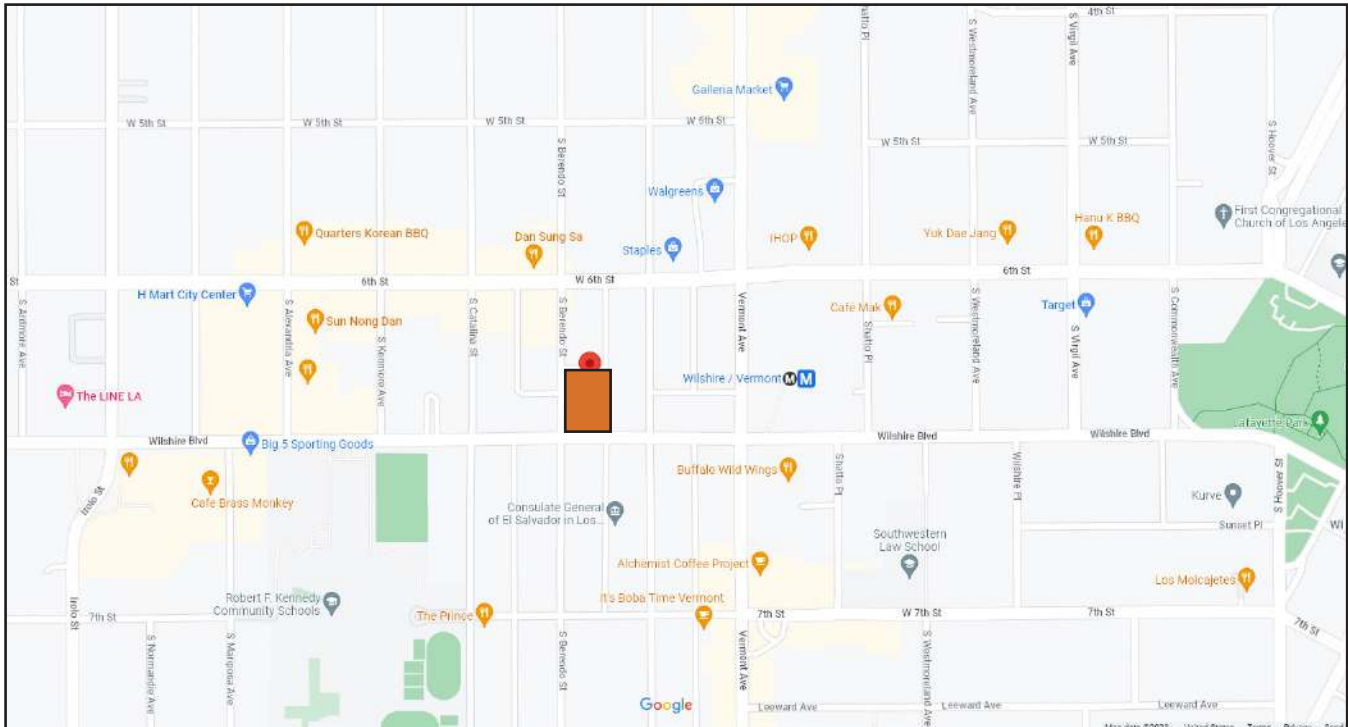
BOTANICAL NAME	COMMON NAME	QUANTITY	SIZE	SPACING	CITY OF LA NATIVE Y/N	WUCOLS REGION 3 PF
<strong>SMALL TREES (24" BOX):</strong>						
② ARCTOSTAPHYLOS 'DR. HURD'	DR HURD MANZANITA	3	24" BOX	AS SHOWN	Y	LOW, 0.2
<strong>DECORATIVE POT PLANTING (15 GALLON):</strong>						
① OPUNTIA ELLISIANA	SPINELESS PRICKLY PEAR	3	15 GALLON	AS SHOWN	Y	VERY LOW, 0.1
<strong>GRASSES / GRASSY SHRUBS (5 GALLON):</strong>						
⑤ FESTUCA CALIFORNICA	CALIFORNIA FESCUE	141 SF	5 GALLON	24" OC	Y	LOW, 0.2
⑥ JUNCUS EFFUSUS 'QUARTZ CREEK'	QUARTZ CREEK RUSH	26 SF	5 GALLON	24" OC	Y	MED, 0.5



- ① LOUNGE CHAIR SEATING
- ② 48" DEEP RAISED TREE PLANTER WITH SMALL NATIVE CANOPY TREES (ARCTOSTAPHYLOS 'DR HURD')
- ③ LOUNGE SEATING
- ④ ACCENT PAVING
- ⑤ CALIFORNIA FESCUE GROUNDCOVER UNDER-PLANTING
- ⑥ NATIVE GRASSY PLANTING AT RAISED PLANTER. (JUNCUS EFFUSUS 'QUARTZ CREEK'. QUARTZ CREEK SOFT RUSH)



VICINITY MAP



APN: 5502-026-021, 5502-026-022



LANDSCAPE CONSULTANTS:  
GAUDET DESIGN GROUP  
322 Tejon Place  
Palos Verdes Estates, CA 90274  
310.828.4908

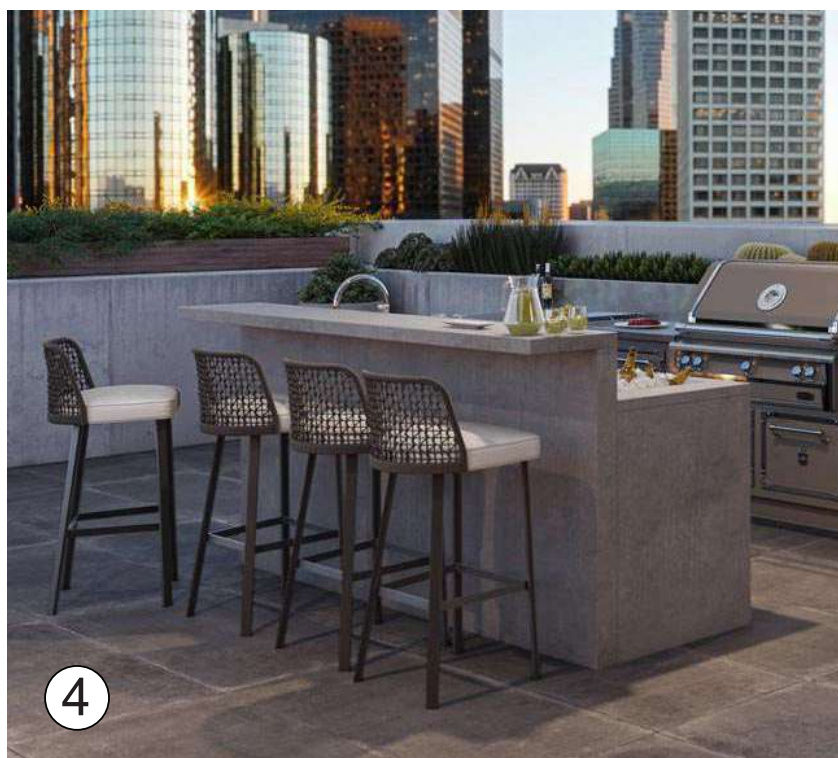




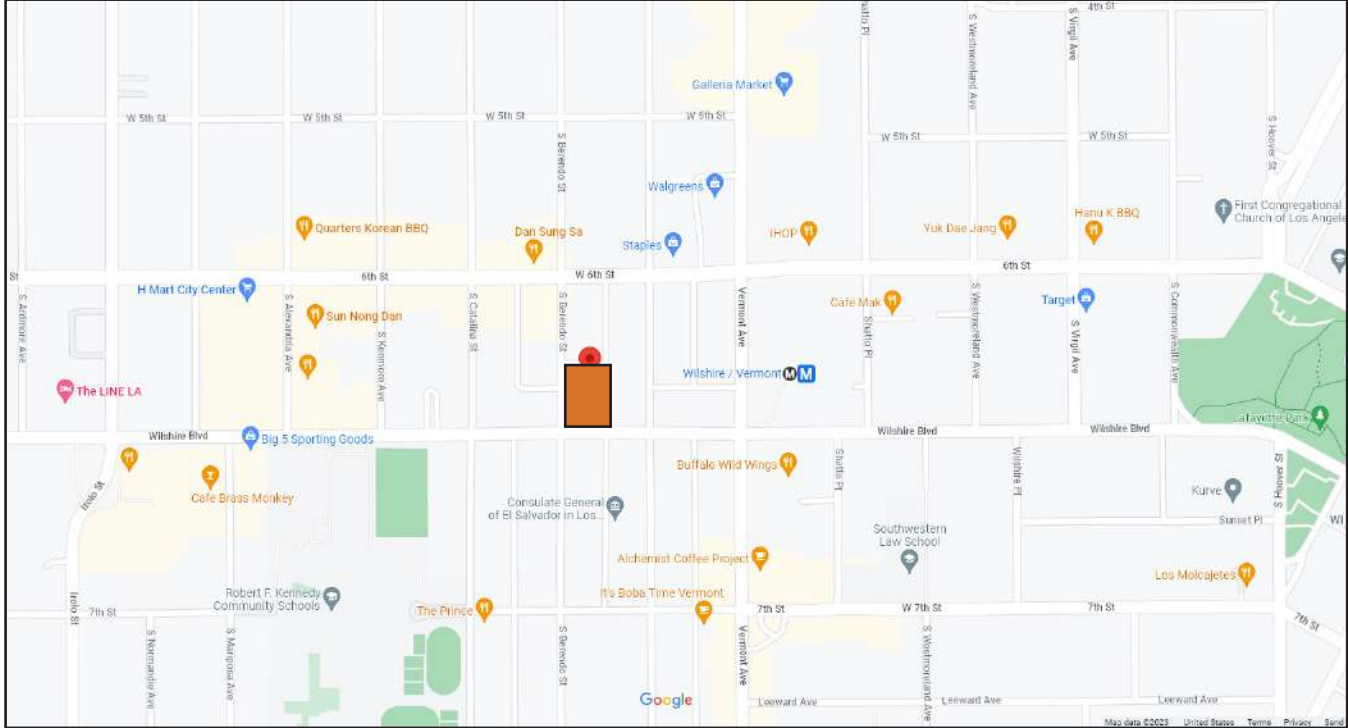
PROPOSED PLANT PALETTE: 8TH LEVEL

BOTANICAL NAME	COMMON NAME	QUANTITY	SIZE	SPACING	CITY OF LA NATIVE Y/N	WUCOLS REGION 3 PF
<b>SMALL TREES (24" BOX):</b>						
②⑤ ARCTOSTAPHYLOS 'DR. HURD'	DR HURD MANZANITA	16	24" BOX	AS SHOWN	Y	LOW, 0.2
<b>SHRUB PLANTING (5 GALLON):</b>						
⑦ CALLIANDRA CALIFORNICA	FAIRY DUSTER SHRUB	32 SF	5 GALLON	36" OC	Y	VERY LOW, 0.1
<b>GRASSES / GRASSY SHRUBS (5 GALLON):</b>						
②⑤ FESTUCA CALIFORNICA	CALIFORNIA FESCUE	544 SF	5 GALLON	24" OC	Y	LOW, 0.2

- ① 48" DEEP RAISED PLANTER WITH NATIVE SHRUB PLANTING (CALLIANDRA CALIFORNICA)
- ② 48" DEEP RAISED TREE PLANTER WITH SMALL NATIVE CANOPY TREE (ARCTOSTAPHYLOS 'DR HURD') UNDERPLANT WITH FESTUCA CALIFORNICA
- ③ DIAGONAL LOUNGE SEATING
- ④ OUTDOOR ELECTRIC BARBEQUE GRILL AND BAR SEATING
- ⑤ 48" DEEP SEGMENTED RAISED PLANTERS WITH SMALL NATIVE CANOPY TREES (ARCTOSTAPHYLOS 'DR HURD') UNDERPLANT WITH FESTUCA CALIFORNICA
- ⑥ DIAGONAL PEDESTAL PAVER "FLOATING" DECK



VICINITY MAP



APN: 5502-026-021, 5502-026-022



LANDSCAPE CONSULTANTS:  
GAUDET DESIGN GROUP  
322 Tejon Place  
Palos Verdes Estates, CA 90274  
310.828.4908



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

638 BERENDO STREET  
LOS ANGELES, CA  
8th Level Terrace Landscape Plan

JANUARY 4TH, 2024





**Tree Report and Tree Removal Request**

Arborist Name: Enjoli Ferrari

Company Name: Enjoli Ferrari Integrated

ISA Certified Arborist WE-12080A

To: The LA City Planning Department

**General Information**

- Project Name: 638 Berendo
- Address: 638 S Berendo St. Los Angeles, CA 90005
- Community Plan Area – Review all attached documents
- Council District: District 10
- Applicant Name: 3275 Wilshire, LP
- Contact Information: Adam Gonzalez
- Prepared by: ISA Certified Arborist Enjoli Ferrari
- Date Report Prepared: 05/29/2023

**Table of Contents**

Executive Summary Pg 1.

Project Summary Pg. 1

Project Overview Pg 2.

Purpose of Tree Report Pg. 2

Project Location Details Pg 2.

Preservation and Restoration Pg. 3

Project Schedule Pg. 3

Tree Assessment Pg. 3 - 6

### **Executive Summary**

There are two ficus (*Ficus microcarpa*) trees planted in the parkway of the address 638 S Berendo St. Los Angeles, CA 90005.

3275 Wilshire, LP is working on a development project and are requesting to remove the two ficus trees.

Ficus trees historically lift sideways due to having aggressive root systems making it difficult to walk/ move and or engage near this property. To prevent future hazards on the new property and to ensure the property is fully in compliance with all ADA standards and requirements, it is being requested that these trees be removed.

The two trees that are being requested to be removed are in the parkway. There are currently no trees planted in the undeveloped parking lot.

### **Project Summary**

- **Proposed Development:**
  - New ground-up low-rise project located at 638 S Berendo St. Los Angeles, CA 90005. The project has 163 units and is 8 stories with one level subterranean parking.
- **Proposed Tree Removals and Replacement Plantings**
  - Two Indian Ficus Trees are being requested to be removed. These trees are not deemed as protected trees in LA City but in the case it is required that replacement trees be planted 3275 Wilshire, LP is committed to working with a localized community based nonprofit to plant trees to offset any benefits the current ficus trees may be providing.
- **Best Management Practices**
  - If trees are approved to be removed, 3275 Wilshire, LP will hire a local arborist to complete the removal of the trees. Considering that this is a fairly high trafficked area, we are committed to hiring an arborist to set up safety cones and signage to inform community members the tree removal is taking place.
  - The wood chips from these ficus trees can be donated to local green spaces in support of building healthy soils in LA and sequestering carbon.

- Monitoring requirements
  - The tree has been monitored for foot traffic and growth speed. Based on the current size and growth speed of this tree, the sidewalks may begin to buckle within the next year or two.

## **Project Overview**

Review all attachments

## **Purpose of Tree Report**

To seek approval to have two ficus trees removed.

## **Project Location**

Address: 638 S Berendo St. Los Angeles, CA 90005

- Total Lot Area: 15,721 SF
- Buildable Lot Area: 11,775 SF
- Parcel: APN 550206022 15,118.7 SF, APN 5502026021, 20,913 SF
- Combined Parcels - 0.83 ACRES / 36,066 SF
- Provide a project location map – Review all attachments
- Provide a high-resolution, color map with an aerial view of the Project Site – Review attachments
- Legal Description: Parcel 1 Lots 1 and 3 of Tract No. 24919, In the city of Los Angeles, In the County of Los Angeles, State of California, as per map recorded in book 809 pages 47 and 48 maps, in the office of the county recorder of said county.  
Parcel 2 That Portion of that certain 20 foot alley vacated by ordinance No. 142,145 of the city of Los Angeles, County of Los Angeles, State of California, shown the map of tract No. 24919, in the city of Los Angeles, in the County of Los Angeles, State of California, as per map recorded in book 809 pages 47 and 48 of maps, in the office of the county recorder of said county, described as follows: Beginning at the most northerly northwest corner of lot 2 of said tract No. 24919; thence south 89 degrees 46 minutes 50 seconds West along the northerly boundary line of said tract, a distance of 10.00 feet; thence north 0 degrees 02 minutes 37 seconds East 4.99 feet; thence North 89 degrees 47 minutes 04 seconds East 10.00 feet; thence South 0 degrees 23 minutes 37 seconds West 4.99 feet to the point of beginning.

- Proposed Development: 163 Unit – 8 Story Apartment Project
- Proposed structures: Single 8 Story Apartment Project located on Parcel 550206022.  
Total Building Size 81,811 SF
- Existing easements: As per ALTA Survey
- An easement for pipe lines recorded March 9, 1971 as instrument No. 2505 in book D-4991, page 133 of official records. This item affects the subject property and is plotted hereon.
- An easement for public utilities and rights incidental thereto as delineated or as offered for dedication on the map of tract No. 24919 in Book 809, Pages 47 and 48 of maps. This item affects the subject property and is plotted hereon.
- An easement for ingress and egress recorded March 7, 1973 as instrument No. 4100 of official records. This item affects the subject property and is plotted hereon.
- There are currently no trees planted in the undeveloped parking lot.

### **Preservation and Restoration**

Describe how the project has been designed to avoid impacting on-site biological resources, such as moving the building footprint to avoid tree removals (e.g) – Not Applicable as there are no onsite biological resources. Currently there are no living landscapes, plants, gardens in the proposed building area. The construction plan includes and follows Low Impact Development Standards and will include planters that will create green space in the front and on the side of the new building.

- Added planters in the front and side building

### **Project Schedule**

These two trees will fall under a one day removal schedule.

### **Tree Health and Hazard Assessment**

- Completed by ISA arborist Enjoli Ferrari

### **Site Factors and Site History**

Intensity of Use? Foot traffic etc: High intensity foot traffic.
Soil Conditions, compaction, grade change, paving: Paving and compaction under the surface. Soil conditions are healthy within the root system of a tree. The surrounding soil lacks nutrients and is compacted.
Wind and Sun Exposure: Inadequate sun exposure needed for the variety of trees. Acts as a wind barrier making weak branches easily targeted as a hazard.
Construction Injuries: None
Incorrect Planting: None noticed.
Soil Type: Sandy loam
Parent Material: Sand
Soil Infiltration: Poor (due to pavement / very small tree well)
Percolation rate: Poor
Irrigation Issues: No irrigation onsite

Notes:

### **Targets of Hazardous Incidents**

Buildings: Yes
Power lines: No
Structures: Yes
Vehicles: Yes
Pedestrians: Yes

### **Decay**

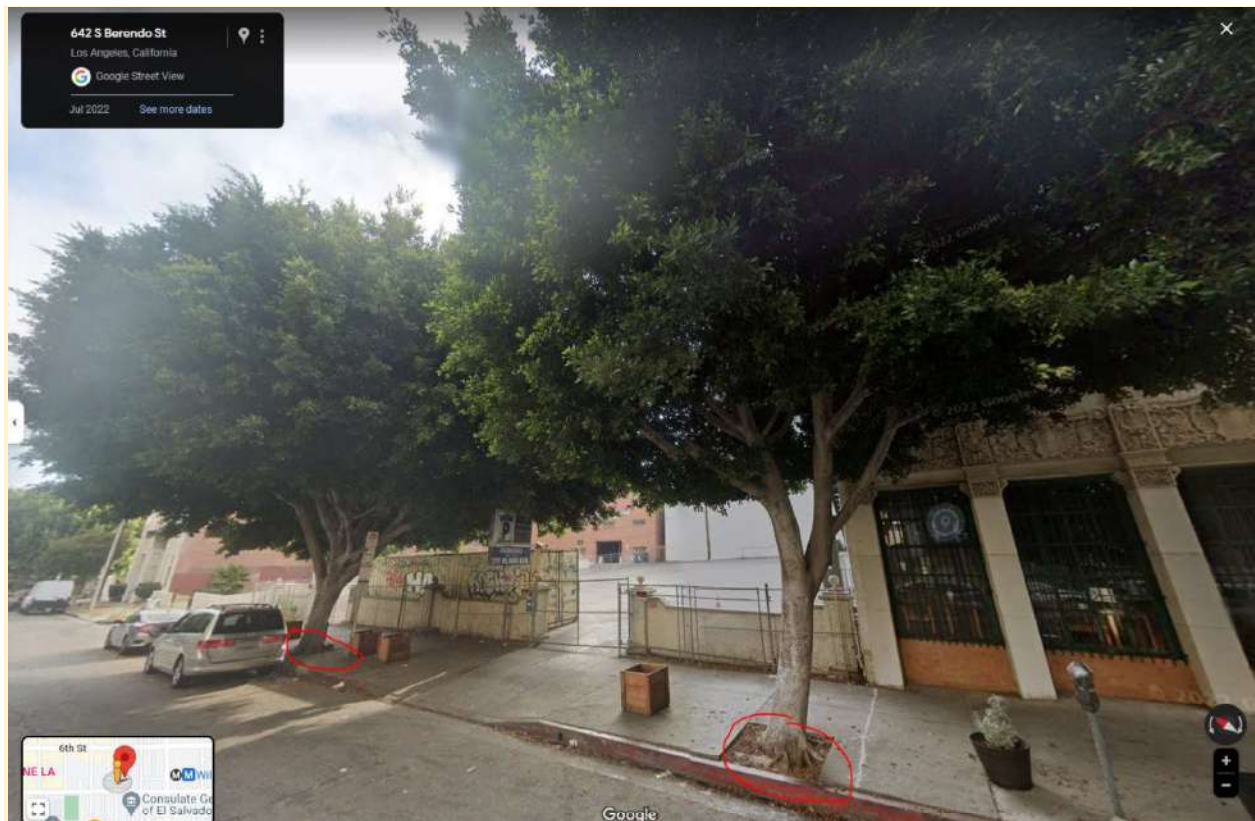
Cavities: None
Holes: Small holes were present

Cankers: None
Branch Stubs:
Fruiting structures with decaying organisms: possible decay inside of holes

### **Pest and Disease/ Biotic and Abiotic**

Mites: None
Canopy Status: Dense with a bit of dieback
Branch Dieback: Yes
Nutritional Deficiencies: Low nitrogen and low organic matter
Insects: None

### **Photo Index**





**Physical Condition**

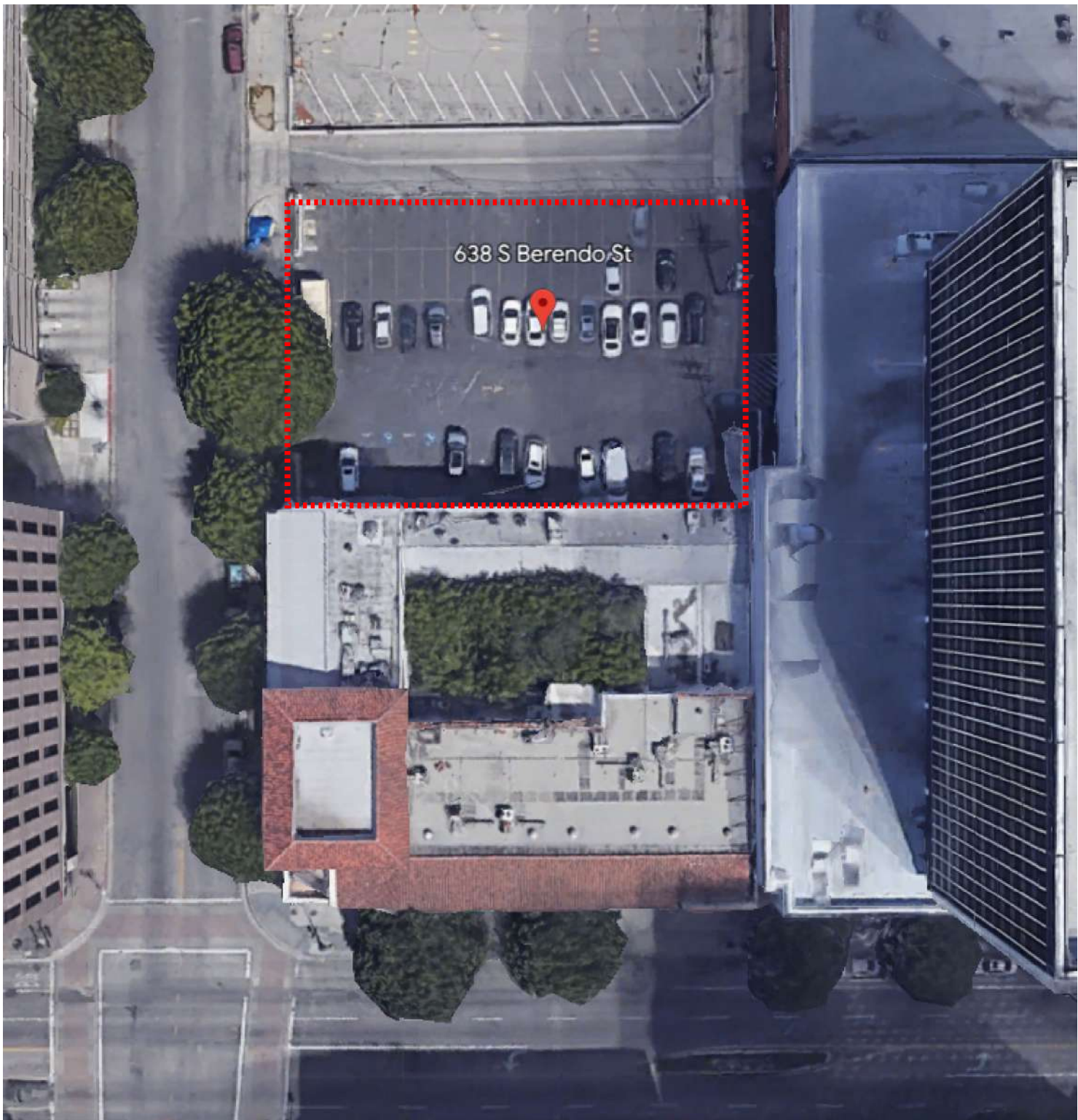
The trees are in a fair condition. They are experiencing a bit of dieback in the canopy and shows small signs of stress such as curling and wilting leaves. The trees are planted in a very small tree well that is currently almost the size of the trunk of the tree. This is causing stress to the tree and is a concern for the surrounding community in the next coming years.

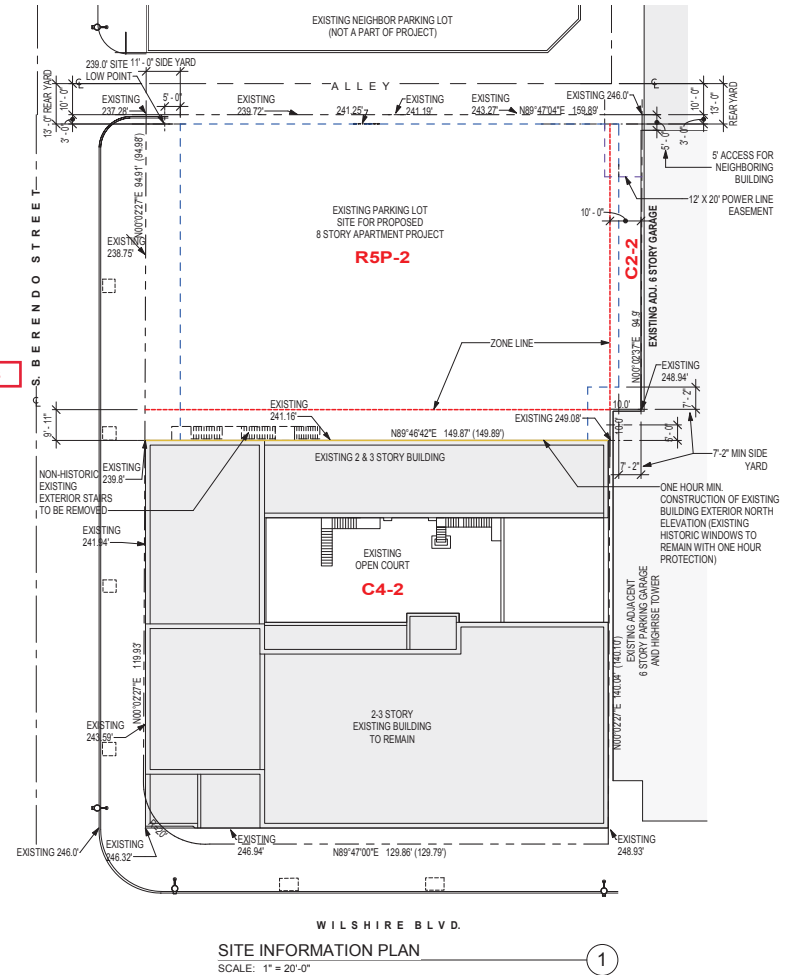
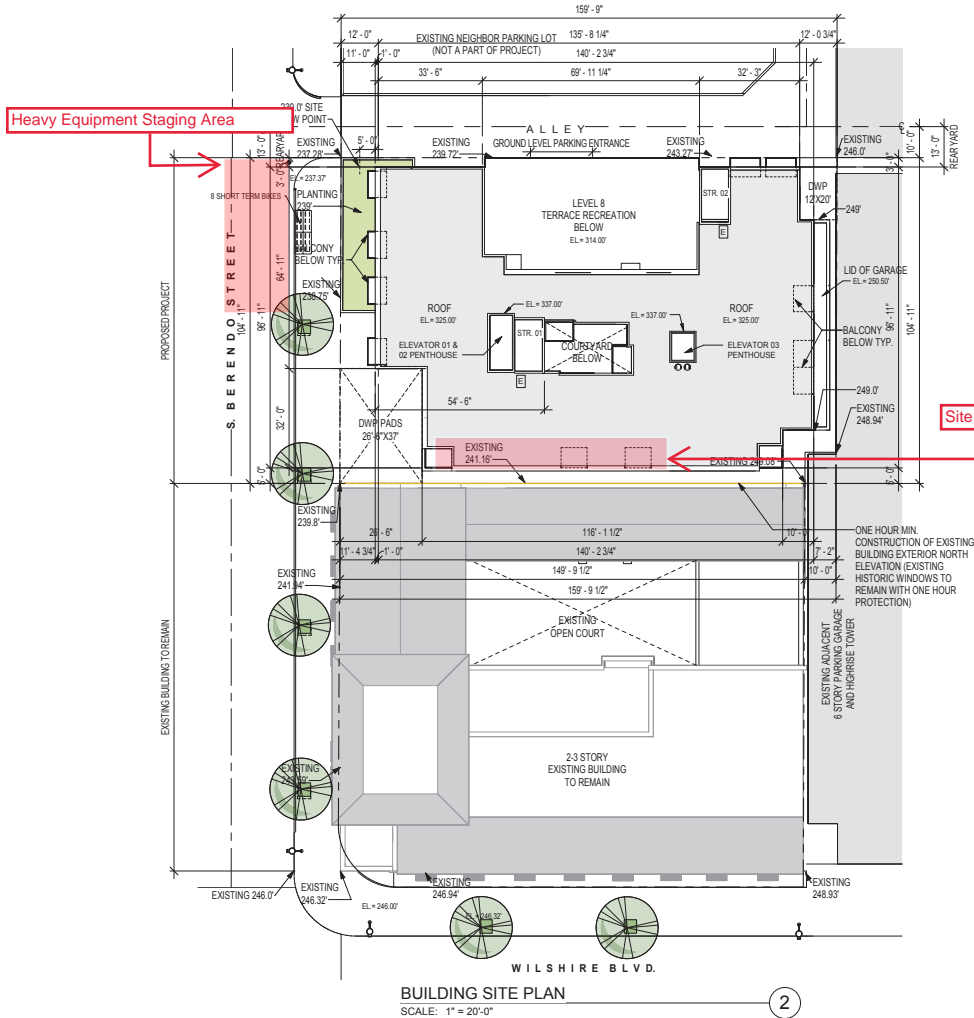
**Canopy Spread** (in feet)

25 ft

**List of qualified tree expert(s)**

ISA Certified Arborist Enjoli Ferrari WE-12080A





NOTE:  
ALL INFORMATION SHOWN HERE TO BE VERIFIED BY CIVIL ENGINEER AND OR LANDUSE  
CONSULTANT. SEE LANDSCAPE AND SURVEY FOR FURTHER INFORMATION

03/27/2023

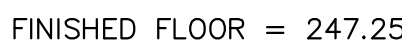
SITE INFORMATION PLAN & BUILDING SITE PLAN

1.01

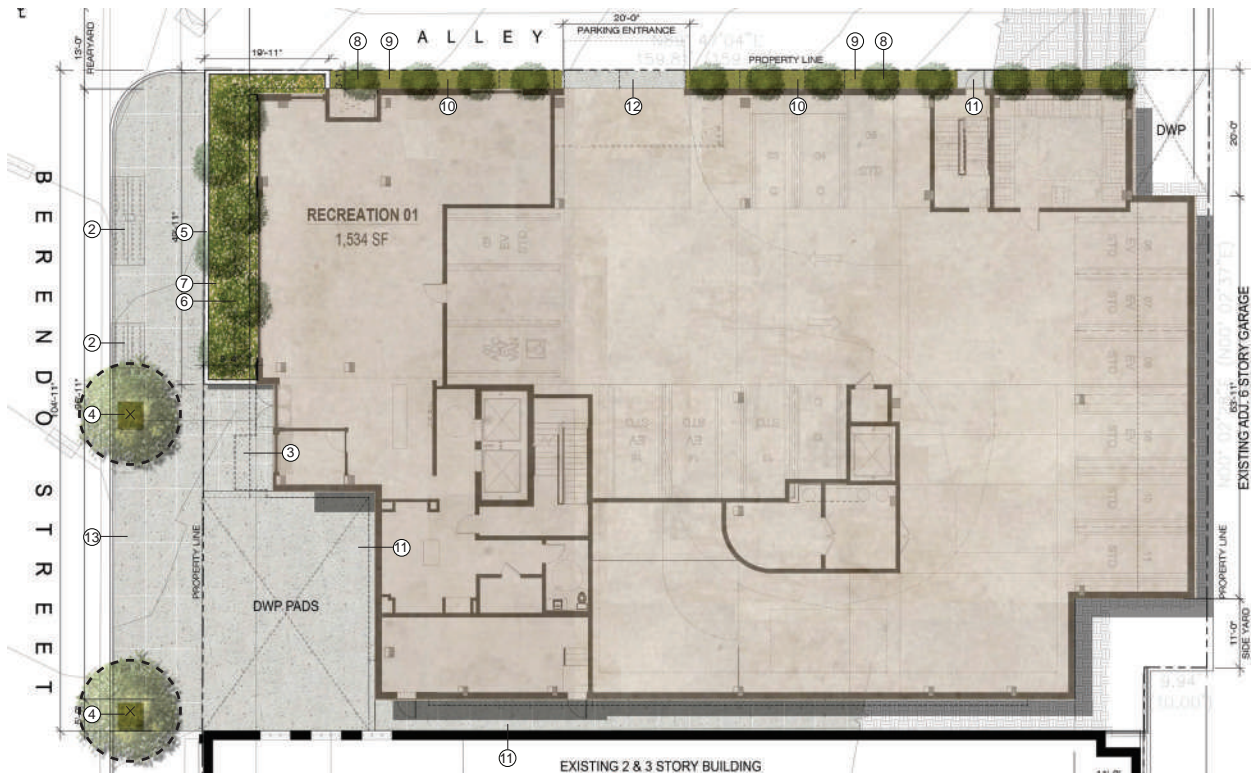
638 S. BERENDO ST.  
SCHEMATIC DESIGN



3273 WILSHIRE BLVD. & 638 S. BERENDO ST.  
LOS ANGELES, CALIFORNIA



SHEET 2	SCALE: 1" = 20'	<b>TOPOGRAPHIC SURVEY</b>  ADDRESS: 3273 WILSHIRE BLVD. & 638 S. BERENDO ST. LOS ANGELES, CALIFORNIA  CLIENT: JAMISON SERVICES	<b>JRN CIVIL ENGINEERS</b>  232 AVENIDA FABRICANTE, STE. 107 SAN CLEMENTE, CALIFORNIA 92672  PROJECT COORDINATOR: JON CRAWLEY (JCRAWLEY@JRN.CIVIL.COM)	REVISIONS
OF 2	DATE: 07/14/2020			
FILE NO.	DRAWN BY: JFC			
19275	CHKD. BY: JRN			



- ① EXISTING STREET TREES TO REMAIN. FICUS SPECIES.
- ② SHORT-TERM BIKE RACKS
- ③ ACCENT PAVING AT LOBBY ENTRANCE. COLORED CONCRETE
- ④ EXISTING STREET TREES TO BE REMOVED
- ⑤ CAST-IN-PLACE CONCRETE PLANTER WALL (ON-GRADE)
- ⑥ 24\"/>

#### PROPOSED PLANT PALETTE: GROUND LEVEL

BOTANICAL NAME	COMMON NAME	QUANTITY	SIZE	SPACING	CITY OF LA NATIVE Y/N	WUCOLS REGION 3 PF
CANOPY TREES (24" BOX):						
(8) HETEROMELES ARBUTIFOLIA	TOYON	12	24" BOX	AS SHOWN	Y	VERY LOW, 0.1
(6) LYONTHAMNUS FLORIBUNDUS SSP. ASPLENIFOLIUS	SANTA CRUZ IRONWOOD	6	24" BOX	AS SHOWN	Y	LOW, 0.2
GROUND COVER PLANTING (5 GALLON):						
(7) BACCHARIS PILULARIS	COYOTE BUSH	397 SF	5 GALLON	36" OC	Y	LOW, 0.2
(9) FESTUCA CALIFORNICA	CALIFORNIA FESCUE	294 SF	5 GALLON	24" OC	Y	LOW, 0.2

#### GROUND COVER PLANTING (5 GALLON):

⑦ BACCHARIS PILLULARIS	COYOTE BUSH	397 SF	5 GALLON	36\"/>
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**TOTAL LANDSCAPE AREA: 1,455 SF**

GROUND LEVEL: 690 SF  
2ND LEVEL COURTYARD: 174 SF  
8TH FLOOR TERRACE: 591 SF

**TOTAL HARDSCAPE AREA @ GROUND LEVEL**

GROUND LEVEL: 2,623 SF

**TREES REQUIRED: 41 (163 UNITS)**

TREES PROVIDED: 41  
GROUND LEVEL: 4 (STREET TREES)  
18 (24\"/>

#### OPEN SPACE LANDSCAPE REQUIREMENT

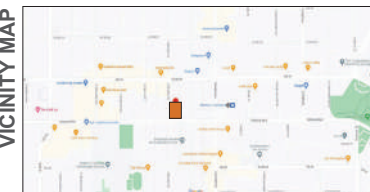
COMMON OUTDOOR OPEN SPACE PROVIDED: 3,057  
2ND LEVEL COURTYARD: 433 SF  
8TH LEVEL TERRACE RECREATION: 2,624 SF

25% OF OUTDOOR OPEN SPACE-REQUIRED LANDSCAPE: 765 SF

LANDSCAPE PROVIDED: 765 SF  
2ND LEVEL COURTYARD: 174 SF  
8TH LEVEL TERRACE RECREATION: 591 SF

**NOTE:**  
-ALL LANDSCAPED AREAS TO BE IRRIGATED BY AUTOMATIC WATERING SYSTEM.  
-NO SIGNIFICANT TREES ON SITE.  
-ALL LANDSCAPING IS TO BE NATIVE TO CALIFORNIA.

VICINITY MAP



APN: 5502-026-021, 5502-026-022



**LANDSCAPE CONSULTANTS:**  
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**TRANSPORTATION ASSESSMENT  
FOR THE  
638 S. BERENDO STREET  
RESIDENTIAL PROJECT  
  
LOS ANGELES, CALIFORNIA**

JULY 2022

PREPARED FOR  
**BERENDO, INC.**

PREPARED BY





**TRANSPORTATION ASSESSMENT  
FOR THE  
638 S. BERENDO STREET  
RESIDENTIAL PROJECT  
LOS ANGELES, CALIFORNIA**

July 2022

Prepared for:

**BERENDO, INC.**

Prepared by:

**GIBSON TRANSPORTATION CONSULTING, INC.**

555 W. 5<sup>th</sup> Street, Suite 3375  
Los Angeles, California 90013  
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## ***Table of Contents***

1.	Introduction.....	1
	Project Description .....	1
	Project Location .....	2
	Study Scope .....	3
	Organization of Report.....	3
2.	Project Context.....	7
	Study Area .....	7
	Existing Transportation Conditions.....	7
	Future Cumulative Transportation Conditions.....	13
3.	Project Traffic .....	37
	Project Trip Generation.....	37
	Project Trip Distribution.....	38
	Project Trip Assignment.....	39
4.	CEQA Analysis of Transportation Impacts .....	46
	Methodology.....	46
	Section 4A: Threshold T-1 – Consistency with Plans, Programs, Ordinances, or Policies Analysis .....	48
	Plans, Programs, Ordinances, and Policies .....	48
	Cumulative Analysis .....	53
	Section 4B: Threshold T-2.1 – Causing Substantial VMT Analysis.....	62
	VMT Methodology.....	62
	Project VMT Analysis.....	66
	Cumulative Analysis .....	66
	Section 4C: Threshold T-2.2 – Substantially Inducing Additional Automobile Travel Analysis .....	69
	Section 4D: Threshold T-3 – Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use Analysis .....	70
	Access Overview .....	70
	Project Hazards Analysis.....	71
	Cumulative Analysis .....	72
	Section 4E: Freeway Safety Analysis.....	73
	Analysis Methodology.....	73
	Project Safety Analysis .....	74

---

## ***Table of Contents, cont.***

5.	Non-CEQA Transportation Analysis .....	75
	Section 5A – Pedestrian, Bicycle, and Transit Assessment .....	76
	Existing Facilities .....	76
	Intensification of Use.....	77
	Cumulative Analysis .....	78
	Section 5B – Project Access, Safety, and Circulation Assessment .....	79
	Project Access .....	79
	Loading Evaluation .....	79
	Operational Evaluation .....	80
	Intersection Queuing Analysis .....	82
	Section 5C – Residential Street Cut-Through Analysis .....	88
	Section 5D – Construction Analysis .....	89
	Construction Evaluation Criteria .....	89
	Project Construction Details .....	90
	Effects of Project Construction .....	91
	Construction Management Plan .....	92
	Section 5E – Parking .....	94
	Parking Supply .....	94
	Vehicle Parking Code Requirements .....	94
	Bicycle Parking Code Requirements.....	95
6.	Summary & Conclusions.....	98

### ***References***

- Appendix A: Memorandum of Understanding
- Appendix B: Traffic Volume Data
- Appendix C: CEQA T-1 Plans, Policies, Programs Consistency Worksheet
- Appendix D: VMT Analysis Worksheets
- Appendix E: HCM Analysis Worksheets

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## ***List of Figures***

### **NO.**

1	Project Site Plan.....	5
2	Project Site Location .....	6
3	Study Area & Analyzed Intersections .....	19
4	Intersection Lane Configurations .....	20
5	Existing Intersection Mobility Facilities .....	21
6	Existing Transportation Designations and Pedestrian Destinations.....	22
7	Existing Transit Service.....	23
8	Safe Routes to School Map .....	24
9	Existing Conditions (Year 2021) Peak Hour Traffic Volumes.....	25
10	Locations of Related Projects .....	26
11	Related Project-Only Peak Hour Traffic Volumes .....	27
12	Future without Project Conditions (Year 2026) Peak Hour Traffic Volumes .....	28
13	Roadway Modal Priorities .....	29
14	Project Trip Distribution .....	40
15	Residential Building Peak Hour Traffic Volumes.....	41
16	Roseberry Building Parking Relocation Peak Hour Traffic Volumes.....	42
17	Total Project-Only Peak Hour Traffic Volumes.....	43
18	Existing with Project Conditions (Year 2021) Peak Hour Traffic Volumes .....	83
19	Future with Project Conditions (Year 2026) Peak Hour Traffic Volumes .....	84

## ***List of Tables***

### **NO.**

1	List of Analyzed Intersections .....	30
2	Existing Transit Service in Study Area .....	31
3A	Transit System Capacity in Study Area – Morning Peak Hour.....	32
3B	Transit System Capacity in Study Area – Afternoon Peak Hour .....	33
4	Related Projects.....	34
5A	Project Trip Generation Estimates .....	44
5B	Trip Generation Estimates for Existing Roseberry Building .....	45
6	Project Consistency with Mobility Plan 2035.....	54
7	Project Consistency with Plan for a Healthy Los Angeles.....	58
8	Project Consistency with Wilshire Community Plan .....	59
9	Project Consistency with Citywide Design Guidelines .....	61
10	VMT Analysis Summary.....	68
11	Intersection Level of Service Definitions .....	85
12	Existing Conditions (Year 2021) Intersection Levels of Service.....	86
13	Future Conditions (Year 2026) Intersection Levels of Service .....	87
14	Vehicle Parking Requirements .....	96
15	Bicycle Code Parking Requirements.....	97

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# **Chapter 1**

## **Introduction**

This study presents the transportation assessment for the proposed 638 S. Berendo Street Residential Project (Project) located at 638 S. Berendo Street (Project Site) in the Wilshire Center/Koreatown community of the City of Los Angeles, California (City). The methodology and base assumptions used in the analysis were established in consultation with the Los Angeles Department of Transportation (LADOT).

### **PROJECT DESCRIPTION**

Berendo, Inc. (Applicant) proposes a 22-story residential development with up to 343 apartment units (including 38 affordable housing units) and 25,725 square feet (sf) of open space. The Project Site is located in City Council District 10 and is comprised of two parcels in the Los Angeles County Assessor's records (Assessor Parcel Numbers 5502-026-021 and 5502-026-022). The Project Site is currently occupied by a surface parking lot and the two- and three-story Roseberry building, which would remain in place south of the residential tower. The Project would not provide any on-site parking, as allowed pursuant to the *Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines)* (Los Angeles Department of City Planning [LADCP], Revised February 26, 2018) (TOC Guidelines) guidelines for a TOC Tier 4 site<sup>1</sup>. Replacement parking for the Roseberry building commercial uses would be provided within 750 feet of the Project Site in compliance with Los Angeles Municipal Code (LAMC) requirements. The Project would also provide bicycle parking in compliance with LAMC requirements.

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<sup>1</sup> TOC Tier 4 sites are located within 750 feet of the intersection of a Rapid bus and a rail line. In the case of the Project Site, Metro Rapid Routes 720 and 754 stop at the intersection of Vermont Avenue & Wilshire Boulevard adjacent to the Wilshire/Vermont subway station serving both the Metro B (Red) Lines and D (Purple) lines. Eligible residential developments within a TOC Tier 4 site are not required to provide any parking.



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Service access to the Project Site would be provided via one full-access driveway from the existing alley along the northern border of the Project Site, which provides access to S. Berendo Street and 6<sup>th</sup> Street. The alley measures approximately 20 feet in width and provides full vehicular access at S. Berendo Street and right-turn ingress and egress at 6<sup>th</sup> Street. In addition to Project service access, the alley serves several other purposes. Three small parking lots (each with approximately 25 parking spaces) have exits only onto the alley. Several other buildings have space for between two and six vehicles to park. Additionally, several other buildings use the alley for commercial loading and trash pickup. The two existing driveways on S. Berendo Street accessing the existing surface parking lot would be removed as part of the Project and the curb space to be allocated to loading space.

The existing public sidewalk on S. Berendo Street would be retained in accordance with City street standards, and the Project would provide a 10-foot setback in front of the residential building to accommodate short-term bicycle parking and street trees and to provide pedestrian access to the Project Site. Bicycle access to the Project would also be provided on S. Berendo Street, with long-term bicycle parking located on the second floor of the Project (accessed through the lobby entrances and elevators) and short-term bicycle parking located in front of the residential building along S. Berendo Street. The conceptual Project Site plan is shown in Figure 1.

The Project is anticipated to be completed and operational in Year 2026.

## **PROJECT LOCATION**

As illustrated in Figure 2, the Project Site is adjacent to an alley to the north, commercial uses to the east, Wilshire Boulevard to the south, and S. Berendo Street to the west. Most nearby uses are commercial or residential, though Wilshire Boulevard is lined with multiple uses, including commercial, residential, educational, religious, and government. The Project Site is located approximately 1.30 miles south of the Hollywood Freeway (US 101), 1.70 miles north of the Santa Monica Freeway (I-10), and approximately 2.00 miles west of the Arroyo Seco Parkway (SR 110), all of which provide regional access to and from downtown Los Angeles.

The Project Site is located approximately 600 feet west of a major transit stop at Vermont Avenue & Wilshire Boulevard. In addition to local bus lines, the Los Angeles County Metropolitan

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Transportation Authority (Metro) operates two rapid (limited stop) buses (Route 720 on Wilshire Boulevard and Route 754 on Vermont Avenue) and the Metro B and D Lines at Vermont Avenue & Wilshire Boulevard. The Metro D Line and B Line provide frequent high-capacity service to downtown Los Angeles and Union Station. The B Line also travels to Hollywood and North Hollywood. The Metro D Line currently has a western terminus at Western Avenue, but a western extension to La Cienega Boulevard, and eventually to Westwood, is currently under construction.

With these many nearby transit options, the Project is located within 750 feet of the intersection of a rail line with a rapid bus stop. Because of this, the Project qualifies as a TOC Tier 4 housing development under the TOC Guidelines, which eliminates all vehicular parking requirements as discussed further in Chapter 5.

## **STUDY SCOPE**

The scope of analysis for this study was developed in consultation with LADOT and is consistent with *Transportation Assessment Guidelines* (LADOT, July 2020) (TAG) and in compliance with the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14, Section 15000 and following).

The base assumptions and technical methodologies (i.e., vehicle miles traveled [VMT], trip generation, study locations, analysis methodology, etc.) were identified and agreed to in a Transportation Assessment Memorandum of Understanding (MOU), which was reviewed and approved by LADOT on July 29, 2021. A copy of the signed MOU is provided in Appendix A.

## **ORGANIZATION OF REPORT**

This report is divided into six chapters, including this introduction. Chapter 2 describes the Project Context including the study area and existing and future cumulative transportation conditions. Chapter 3 presents the Project Traffic including the Project trip generation, trip distribution, and trip assignment. Chapter 4 details the CEQA Analysis of Transportation Impacts including TAG Thresholds T-1 through T-3 and the LADOT Freeway Safety Analysis. Chapter 5 discusses the Non-CEQA Transportation Analyses including the pedestrian, bicycle, and transit assessments,

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Project access, safety, and circulation assessments, residential street cut-through analysis, construction impact analysis, and parking analysis. Finally, Chapter 6 summarizes the analyses and study conclusions. The appendices contain supporting documentation, including the MOU that outlines the study scope and assumptions, and additional details supporting the technical analyses.

FIGURE  
1





PROJECT SITE LOCATION

FIGURE  
2



---

## **Chapter 2**

### ***Project Context***

A comprehensive data collection effort was undertaken to develop a detailed description of existing and future conditions in the Project Study Area. The Existing Conditions analysis includes an assessment of the existing street system, an analysis of traffic volumes and current operating conditions, and an assessment of the existing public transit service, as well as pedestrian and bicycle circulation, at the time of preparation of this report in Year 2021. An inventory of lane configurations, signal phasing, parking restrictions, etc., for the analyzed intersections was also collected, along with peak period traffic counts.

In addition, this Chapter contains a discussion of the future conditions detailing the assumptions used to develop the Future without Project Conditions in Year 2026, which corresponds to anticipated occupancy of the Project.

#### **STUDY AREA**

As listed in Table 1 and shown in Figure 3, a total of seven signalized study intersections were identified, in consultation with LADOT, for detailed analysis. The existing lane configurations at the analyzed intersections are provided in Figure 4.

#### **EXISTING TRANSPORTATION CONDITIONS**

##### **Existing Street System**

The existing street system in the Study Area consists of a regional roadway system including freeways, arterials, collector, and local streets that provide regional, sub-regional, or local access and circulation within the Study Area. These transportation facilities generally provide two to six

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travel lanes and usually allow parking on either side of the street. Typically, the speed limits range between 25 and 35 miles per hour (mph) on the streets and between 55 and 65 mph on freeways.

Street classifications for roadways within the City are designated in *Mobility Plan 2035, An Element of the General Plan* (LADCP, September 2016) (Mobility Plan). The Mobility Plan defines specific street standards to provide an enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the Mobility Plan, street classifications are defined as follows:

- Freeways are high-volume, high-speed roadways with limited access provided by interchanges that carry regional traffic through and do not provide local access to adjacent land uses.
- Arterial Streets are major streets that serve through traffic, as well as provide access to major commercial activity centers. Arterials are divided into two categories:
  - Boulevards represent the widest Arterial Streets that typically provide regional access to major destinations and include two categories:
    - Boulevard I provides up to four travel lanes in each direction with a target operating speed of 40 mph, and generally includes a right-of-way (ROW) width of 136 feet and pavement width of 100 feet.
    - Boulevard II provides up to three travel lanes in each direction with a target operating speed of 35 mph, and generally includes a ROW width of 110 feet, and pavement widths of 80 feet.
  - Avenues are typically narrow arterials that pass through both residential and commercial areas and include three categories:
    - Avenue I provides up to two travel lanes in each direction with a target operating speed of 35 mph, with a ROW width of 100 feet and pavement width of 70 feet.
    - Avenue II provides up to two travel lanes in each direction with a target operating speed of 30 mph, with a ROW width of 86 feet and pavement width of 56 feet.
    - Avenue III provides up to two travel lanes in each direction with a target operating speed of 25 mph, with a ROW width of 72 feet and pavement width of 46 feet.
- Collector Streets are generally located in residential neighborhoods and provide access to and from Arterial Streets for local traffic and are not intended for cut-through traffic.

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They provide one travel lane in each direction with operating speed of 25 mph, with a ROW width generally at 66 feet and pavement width of 40 feet.

- Local Streets are intended to accommodate lower volumes of vehicle traffic and provide parking on both sides of the street. They provide one travel lane in each direction with a target operating speed of 15 to 20 mph. Pavement widths may vary between 30-36 feet within a ROW width of 50-60 feet.

The following is a brief description of the roadways in the Study Area, including their classifications under the Mobility Plan:

### **Roadways**

- 6<sup>th</sup> Street – 6<sup>th</sup> Street is a designated Avenue II, travels in the east-west direction, and is located north of the Project Site. It provides two travel lanes in each direction, with left-turn lanes at intersections, and inside lanes are generally 10 feet wide. Metered parking is generally available on the north side of the street, with peak hour restrictions west of Vermont Avenue.
- Wilshire Boulevard – Wilshire Boulevard is a designated Avenue I, travels in the east-west direction, and is located south of the Project Site. It generally provides two general-purpose travel lanes and an exclusive bus rapid transit lane in each direction, with left-turn lanes at most intersections. Travel lanes are typically 10 feet wide, and the approximate paved width is 70 feet within the Study Area. Metered parking with peak hour restrictions is generally available on both sides of the street within the Study Area.
- Catalina Street – Catalina Street is a designated Local Street and travels in the north-south direction. It is located west of the Project Site and provides one travel lane in each direction. A mix of metered and unmetered parking is generally available on both sides of the street within the Study Area. The paved width of Catalina Street is 40 feet within the Study Area.
- S. Berendo Street – S. Berendo Street is a designated Local Street and travels in the north-south direction. It is located along the western boundary of the Project Site and provides one travel lane in each direction. A mix of metered and unmetered parking is generally available on both sides of the street within the Study Area. The paved width of S. Berendo Street is 40 feet within the Study Area.
- New Hampshire Avenue – New Hampshire Avenue is a designated Local Street and travels in the north-south direction. It is located east of the Project Site and provides one travel lane in each direction. A mix of metered and unmetered parking is generally available on both sides of the street within the Study Area. The paved width of New Hampshire Avenue is 40 feet within the Study Area.
- Vermont Avenue – Vermont Avenue is a designated Avenue I, travels in the north-south direction and is located east of the Project Site. It generally provides three lanes in each direction north of Wilshire Boulevard and two travel lanes in each direction south of Wilshire Boulevard, with left-turn lanes at intersections. Travel lanes are typically 10 feet



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wide, and the approximate paved width is 74 feet north of Wilshire Boulevard and 60 feet south of Wilshire Boulevard. One-hour unmetered parking with peak hour restrictions is generally available on both sides of the street north of 7<sup>th</sup> Street. One-hour metered parking is generally available on both sides of the street south of 7<sup>th</sup> Street.

The existing mobility facilities at each of the analyzed study intersections are detailed in Figure 5 and the Mobility Plan street designations within the Study Area are shown in Figure 6.

### **Existing Pedestrian Facilities**

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile. These attributes are quantified by Walk Score and assigned a score out of 100 points. With the various commercial businesses and cultural facilities adjacent to residential neighborhoods, the walkability of the area is approximately 95 points.<sup>2</sup>

Along the Project frontage, sidewalks on both sides of S. Berendo Street provide complete pedestrian connections. All of the study intersections provide pedestrian crossings with marked crosswalks, Americans with Disabilities Act (ADA) accessible curb ramps, and pedestrian phasing on all four legs.

The pedestrian facilities provided at the study intersections are further detailed in Figure 5. Pedestrian destinations, including various commercial uses located along Wilshire Boulevard, within 0.25 miles of the Project Site are illustrated in Figure 6.

### **Existing Bicycle System**

Based on *2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element* (LADCP, adopted March 1, 2011) (2010 Bicycle Plan), the existing bicycle system consists of a limited network of bicycle lanes (Class II) and bicycle routes (Class III). Class II bicycle lanes are a component of street design with dedicated striping, separating vehicular traffic from bicycle

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<sup>2</sup> Walk Score ([www.walkscore.com](http://www.walkscore.com)) rates the Project Site with a score of 95 of 100 possible points (scores accessed on August 17, 2021, for 638 S. Berendo Street). Walk Score calculates the walkability of specific addresses by considering the ease of living in the neighborhood with a reduced reliance on automobile travel.

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traffic. Class III bicycle routes and bicycle-friendly streets are those where motorists and cyclists share the roadway and there is no separated striping for bicycle travel. Bicycle routes and bicycle-friendly streets are preferably placed on Collector and lower volume Arterial Streets. Bicycle routes with shared lane markings, or “sharrows”, remind bicyclists to ride farther from parked cars to prevent collisions, increase awareness of motorists that bicycles may be in the travel lane, and shows bicyclists the correct direction of travel. There are currently Class II bicycle lanes along 7<sup>th</sup> Street within the Study Area. There are currently Class III bicycle routes along Vermont Avenue between Wilshire Boulevard and 5<sup>th</sup> Street in the northbound direction and along New Hampshire Avenue north of 6<sup>th</sup> Street within the Study Area. There are also sharrows on 4<sup>th</sup> Street north of the Study Area.

The components of the 2010 Bicycle Plan have been incorporated into the bicycle network of the Mobility Plan. The Mobility Plan consists of a Low-Stress Bikeway System and a Bicycle Lane Network. The Low-Stress Bikeway System is comprised of the Bicycle Enhanced Network, the Neighborhood Enhanced Network, and Bicycle Paths. The Bicycle Enhanced Network includes protected bicycle lanes (Class IV), which provide bicycle infrastructure including cycle tracks, bicycle traffic signals, and demarcated areas to facilitate turns at intersections and along neighborhood streets. These Class IV networks typically provide mini-roundabouts, cross-street stop signs, crossing islands at major intersection crossings, improved street lighting, bicycle boxes, and bicycle-only left-turn pockets. The Neighborhood Enhanced Network and Bicycle Paths are relatively unchanged from the 2010 Bicycle Plan.

### **Existing Transit System**

The Project Study Area is served by bus lines operated by Metro and LADOT. Figure 7 illustrates the existing transit service and transit stops within the Study Area. Table 2 summarizes the transit lines operating in the Study Area for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local), and the frequency of service, as described above.

Tables 3A and 3B summarize the total available capacity of the Metro and Downtown Area Short Hop (DASH) transit systems during the morning and afternoon peak hours, respectively, based on ridership data from prior to the COVID-19 pandemic. The calculations are based on the frequency of service of each line at the time the data was collected, the standing capacity of each

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bus, and the average peak hour load in each direction. In total, the public transit system within 0.25 miles walking distance of the Project Site had available capacity for approximately 13,462 additional riders during the morning peak hour and 12,061 additional riders during the afternoon peak hour. The transit lines with bus stops or stations located more than 0.25 miles from the Project Site were not included in the calculation. While transit schedules for various routes have been adjusted recently, there remains substantial additional transit capacity during the peak hours.

### **Vision Zero / Safe Routes to School (SRTS)**

As described in *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (City of Los Angeles, August 2015), Vision Zero is a traffic safety policy that promotes strategies to eliminate transportation-related collisions that result in severe injury or death. Vision Zero has identified the High Injury Network (HIN), a network of streets included based on collision data from the last five years, where strategic investments will have the biggest impact in reducing death and severe injury. The following corridors within the Study Area have been identified as part of the HIN:

- 6<sup>th</sup> Street
- Wilshire Boulevard
- 7<sup>th</sup> Street east of Vermont Avenue
- 8<sup>th</sup> Street
- Vermont Avenue

Young Oak Kim Academy is located on 6<sup>th</sup> Street between Vermont Avenue and Shatto Place, two blocks east of the Project Site. Kennedy Community of Schools is located on Wilshire Boulevard, approximately one block west of the Project Site. The SRTS<sup>3</sup> Map for both of these schools is shown in Figure 8 and includes crosswalks at all study intersections, as well as a crossing guard placed at Catalina Street & Wilshire Boulevard (Intersection #4) during school start and dismiss times.

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<sup>3</sup> The SRTS Map for Kennedy Community of Schools and Young Oak Kim Academy was prepared by LADOT in September 2016.



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## **Existing Traffic Volumes**

Traffic count data collection is generally conducted during times with typical travel demand patterns (i.e., when local schools are in session, businesses are in full operation, weeks without holidays, etc.) Due to the ongoing Safer at Home / Safer LA: Emergency Orders<sup>4</sup> in response to the COVID-19 pandemic, typical traffic patterns are disrupted and LADOT is allowing the use of historical traffic count data with application of an adjustment factor.

Historical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak hour traffic count data ranging from Year 2011 to 2018 were utilized for purposes of this analysis. All traffic counts were then increased at a rate of 1% per year to estimate Existing Year 2021 traffic volumes.

The existing peak hour traffic volumes, representing Existing Conditions in Year 2021, are illustrated in Figure 9. The traffic count details are provided in Appendix B.

## **FUTURE CUMULATIVE TRANSPORTATION CONDITIONS**

The forecast of Future without Project Conditions was prepared in accordance with procedures outlined in the TAG. Specifically, two requirements are provided for developing the cumulative traffic volume forecast:

“The Transportation Assessment must estimate ambient traffic conditions for the study horizon year selected during the scoping phase and recorded in the executed MOU. The study must clearly identify the horizon year and annual ambient growth rate used for the study. The horizon year should align with the development project’s expected completion year. For development projects constructed in phases over several years, the Transportation Assessment should analyze intermediary milestones before the buildout and completion of the project. The annual ambient growth rate shall be determined by LADOT staff during the scoping process and can be based on an adopted TSP, the most recent SCAG regional transportation model, the citywide transportation model, or other empirical information approved by LADOT.

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<sup>4</sup> The standing public health orders issued by the City and/or County of Los Angeles beginning March 2020 and remaining in effect until further notice.

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“The Transportation Assessment must consider related projects. For related development projects, this should include the associated trip generation for known development projects within one-half mile (2,640 foot) radius of the project site and one-quarter mile (1,320 foot) radius of the farthest outlying study intersections. Consultation with the Department of City Planning and LADOT may be required to compile the related projects list. The City’s ZIMAS database can be used to assist in identifying development projects that have submitted applications to the City of Los Angeles. Project access and circulation constraints would be determined by adding project-generated trips to future base traffic volumes including ambient growth and related projects and conducting the operational analysis.”

As described in detail below, this analysis includes increases to traffic from future projects and from regional growth projections. The ambient growth factor discussed below likely includes some traffic increases resulting from the Related Projects. Therefore, through some inherent double-counting of vehicles, the traffic analysis provides a highly conservative estimate of Future without Project traffic volumes.

The Future without Project traffic volumes, therefore, include ambient growth, which reflects increases in traffic due to regional growth and development outside the Study Area, as well as traffic generated by ongoing or entitled projects near or within the Study Area.

### **Ambient Traffic Growth**

Existing traffic is expected to increase as a result of regional growth and development outside the Study Area. Based on discussions with LADOT during the MOU process, an ambient growth factor of 1% per year compounded annually was applied to be conservative by adjusting the existing traffic volumes to reflect the effects of the regional growth and development by Year 2026. The total adjustment applied over the five-year period between Year 2021 and the anticipated buildout year of the Project was 5.10%. This growth factor accounts for increases in traffic due to potential projects plus projects not yet proposed and projects located outside the Study Area. It should be noted that this rate exceeds regional traffic growth forecasts of *2010 Congestion Management Program* (Metro, 2010), which projects 0.99% overall between 2020 and 2025 (0.20% per year) for the West/Central Los Angeles area and, therefore, is conservative.

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## **Related Projects**

In accordance with the CEQA Guidelines, this study also considered the effects of the Project on other developments either proposed, approved, or under construction (collectively, the Related Projects). Including this analysis step, the potential impact of the Project was evaluated within the context of past, present, and probable future developments capable of producing cumulative impacts. In accordance with the procedures outlined in the TAG, Related Projects within 0.50 miles of the Project Site were considered for analysis. The list of Related Projects is based on information provided by LADCP and LADOT in August 2021, as well as recent studies of development projects in the area. The Related Projects are detailed in Table 4 and their approximate locations shown in Figure 10.

Though the buildout years of many of these Related Projects are uncertain and may be well beyond the buildout year of the Project, and notwithstanding that some may never be approved or developed, they were all considered as part of this study and conservatively assumed to be completed by the Project buildout Year 2026. Therefore, the traffic growth due to the development of Related Projects considered in this analysis is highly conservative and, by itself, overestimates the actual traffic volume growth in the area that would likely occur in the years prior to Project buildout. With the addition of the 5.10% ambient growth factor, which as previously discussed likely overstates traffic growth by itself, the Future without Project Condition is even more conservative. Further, it exceeds CEQA requirements to include ambient growth or Related Project traffic, but not both, in the forecasting of future conditions.

The development of estimated traffic volumes added to the study intersections as a result of Related Projects involves the use of a three-step process: trip generation, trip distribution, and trip assignment.

**Trip Generation.** Trip generation estimates for the Related Projects were provided by LADOT or were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation Manual, 10<sup>th</sup> Edition* (Institute of Transportation Engineers [ITE], 2017). The Related Projects trip generation estimates summarized in Table 4 are conservative in that they do not in every case account for either the trips generated by the existing uses to be removed or the likely use of other travel modes (e.g., transit, bus, bicycling, walking, carpool, etc.) Further, in many cases, they do not account for the internal capture trips within a multi-use



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development or for the interaction of trips between multiple Related Projects, in which one Related Project serves as the origin for a trip destined for another Related Project.

**Trip Distribution.** The geographic distribution of the traffic generated by the Related Projects is dependent on several factors. These include the type and density of the proposed land uses, the geographic distribution of the population from which the residents of the proposed developments are drawn, and the location of these projects in relation to the surrounding street system. These factors are considered along with logical travel routes through the street system to develop a reasonable pattern of trip distribution.

**Traffic Assignment.** The trip generation estimates for the Related Projects were assigned to the local street system using the trip distribution pattern described above. Figure 11 shows the peak hour traffic volumes associated with these Related Projects at the study intersections.

### **Future without Project Traffic Volumes**

The Future without Project Conditions peak hour traffic volumes are the combination of Existing Conditions traffic volumes, ambient growth, and Related Project traffic. These volumes at the study intersections are shown in Figure 12.

### **Future Roadway Improvements**

The analysis of Future Conditions considered roadway improvements that were funded and reasonably expected to be implemented prior to the buildout of the Project. Any roadway improvement that would result in changes to the physical configuration at the study intersections would be incorporated into the analysis. Other proposed traffic / trip reduction strategies such as transportation demand management (TDM) programs for individual buildings and developments were omitted from the Future Conditions analyses. The following plans were evaluated for their potential effects on the future roadway configurations.

**Mobility Plan.** In the Mobility Plan, the City identifies key corridors as components of various “mobility-enhanced networks.” Each network is intended to focus on improving a particular aspect

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of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The specific improvements that may be implemented in those networks have not yet been identified and there is no schedule for implementation; therefore, no changes to intersection lane configurations were made because of the Mobility Plan. However, the following mobility-enhanced networks include corridors within the Study Area, as depicted in Figure 13:

- **Transit Enhanced Network:** The Transit Enhanced Network aims to improve existing and future bus services through reliable and frequent transit service in order to increase transit ridership, reduce single-occupancy vehicle trips, and integrate transit infrastructure investments within the surrounding street system. Wilshire Boulevard and Vermont Avenue are designated as part of the Transit Enhanced Network.
- **Neighborhood Enhanced Network:** The Neighborhood Enhanced Network reflects the synthesis of the bicycle and pedestrian networks and serves as a system of Local Streets that are slow moving and safe enough to connect neighborhoods through active transportation. 7<sup>th</sup> Street between Catalina Street and New Hampshire Avenue, Catalina Street south of 7<sup>th</sup> Street, and New Hampshire Avenue within the Study Area is designated as part of the Neighborhood Enhanced Network.
- **Bicycle Enhanced Network / Bicycle Lane Network:** Within the Study Area, 7<sup>th</sup> Street east of New Hampshire Avenue has been identified as part of the Bicycle Enhanced Network. 7<sup>th</sup> Street west of New Hampshire Avenue, Wilshire Boulevard, and Vermont Avenue have been designated as part of the Bicycle Lane Network.
- **Pedestrian Enhanced District:** The Mobility Plan aims to promote walking to reduce the reliance on automobile travel by providing more attractive and pedestrian-friendly sidewalks, as well as adding pedestrian signalizations, street trees, and pedestrian-oriented design features. Several streets within the Study Area, including 6<sup>th</sup> Street, Wilshire Boulevard, 7<sup>th</sup> Street, and Vermont Avenue, are designated Pedestrian Enhanced Districts, where pedestrian improvements could be prioritized to provide better connectivity to and from major destinations within communities.

**SRTS.** The SRTS program seeks to enhance pedestrian safety and comfort on routes to and from school. The program invests in “school zone projects, neighborhood street projects and traffic safety education” and includes improvements such as continental and scramble crosswalks, curb extensions and ramps, rectangular rapid flashing beacons, traffic signals, and bicycle facilities. The nearest schools to the Project Site include Young Oak Kim Academy, located two blocks east of the Project Site on 6<sup>th</sup> Street between Vermont Avenue and Shatto Place, and Kennedy Community of Schools, located approximately one block west of the Project Site on Wilshire Boulevard.

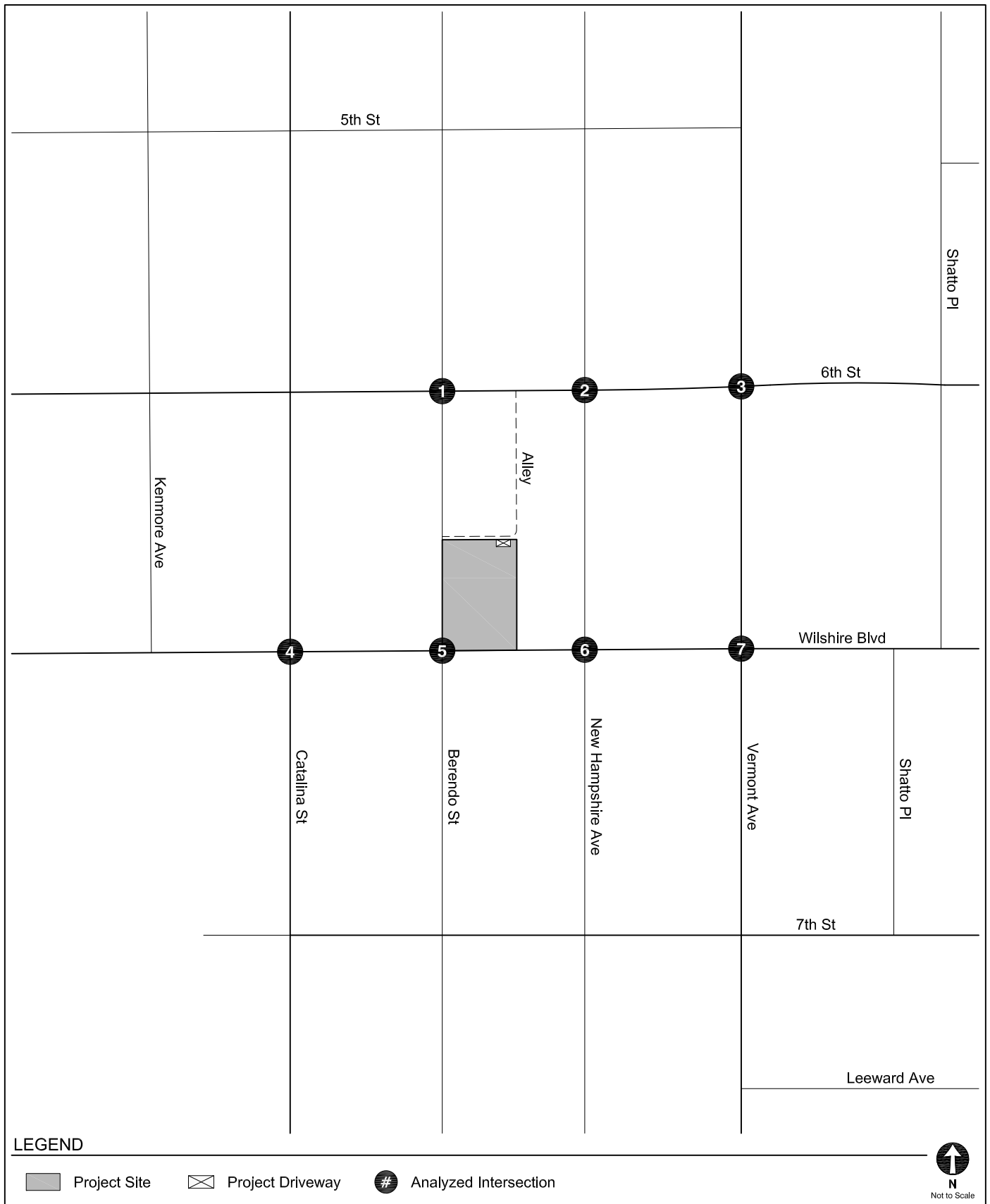
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LADOT plans to install basic safety improvements along 5<sup>th</sup> Street, 6<sup>th</sup> Street, and Wilshire Boulevard between Catalina Street and Westmoreland Avenue as part of the Young Oak Kim Academy SRTS Plan. Safety improvements planned at Project study intersections that are part of the Young Oak Kim Academy SRTS Plan include:

- Accessible Pedestrian Signals (Intersections #1, #2, #3, #5, and #6)
- Continental Crosswalk Striping (Intersection #1)
- Curb Extensions (Intersections #1, #2, and #3)
- Leading Pedestrian Intervals (Intersections #3 and #6)

Currently, there is no schedule for implementation for the safety improvements; thus, no changes to the future intersection configurations were considered due to this program.





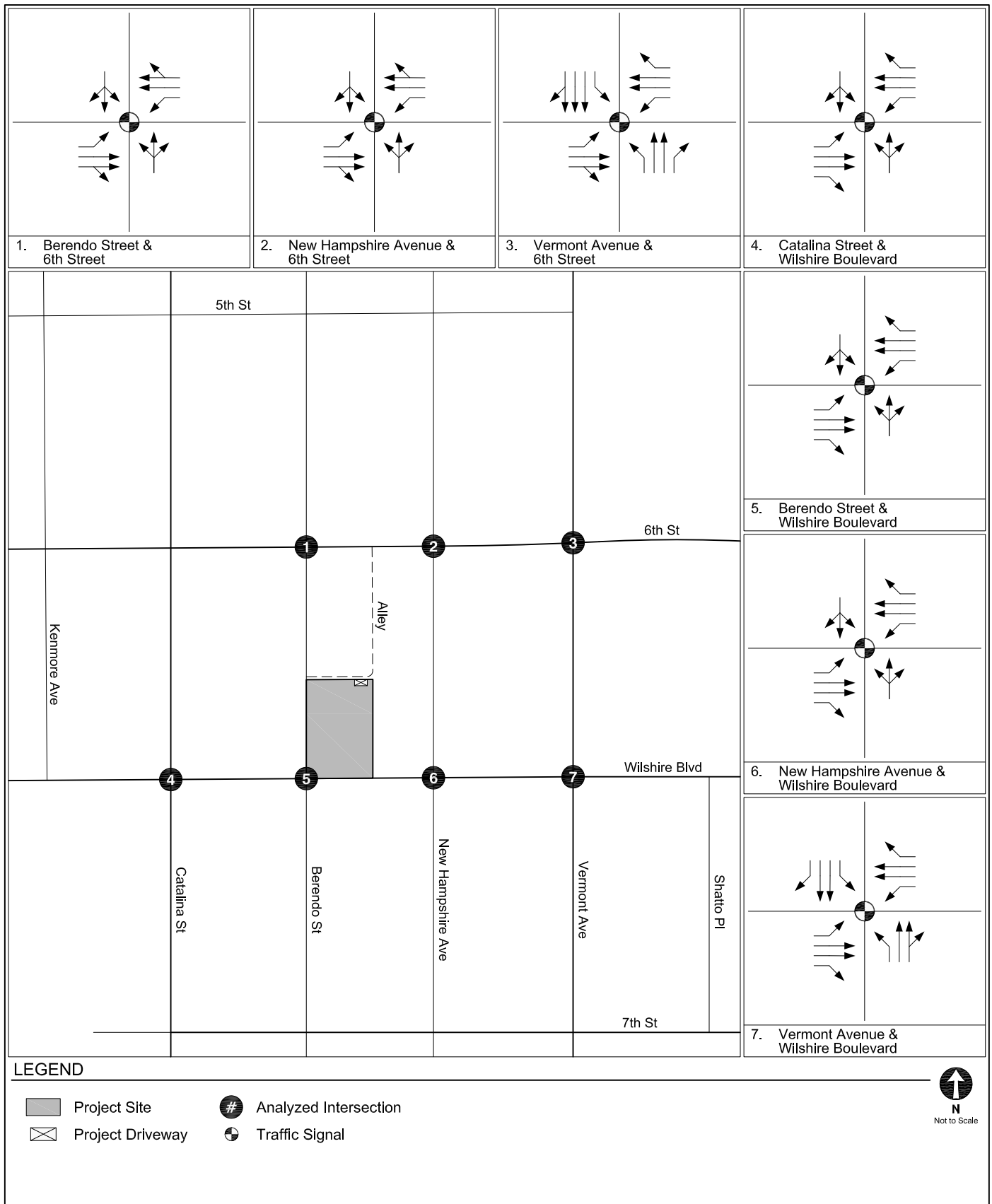
LEGEND

Project Site
  Project Driveway
 # Analyzed Intersection



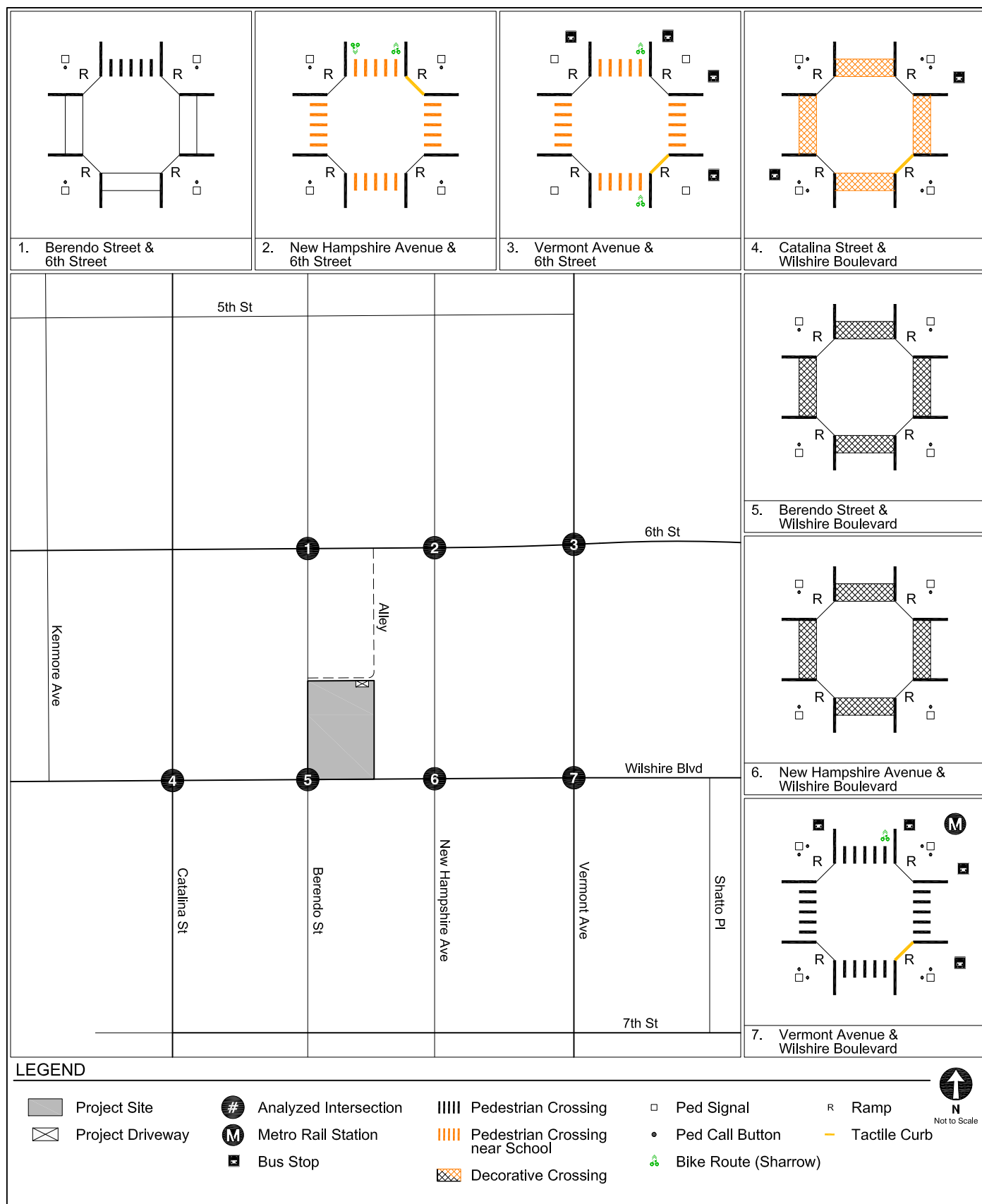
STUDY AREA & ANALYZED INTERSECTIONS

FIGURE  
3



INTERSECTION LANE CONFIGURATIONS

FIGURE  
4



EXISTING INTERSECTION MOBILITY FACILITIES

FIGURE  
5





EXISTING TRANSPORTATION DESIGNATIONS AND PEDESTRIAN DESTINATIONS

FIGURE  
6

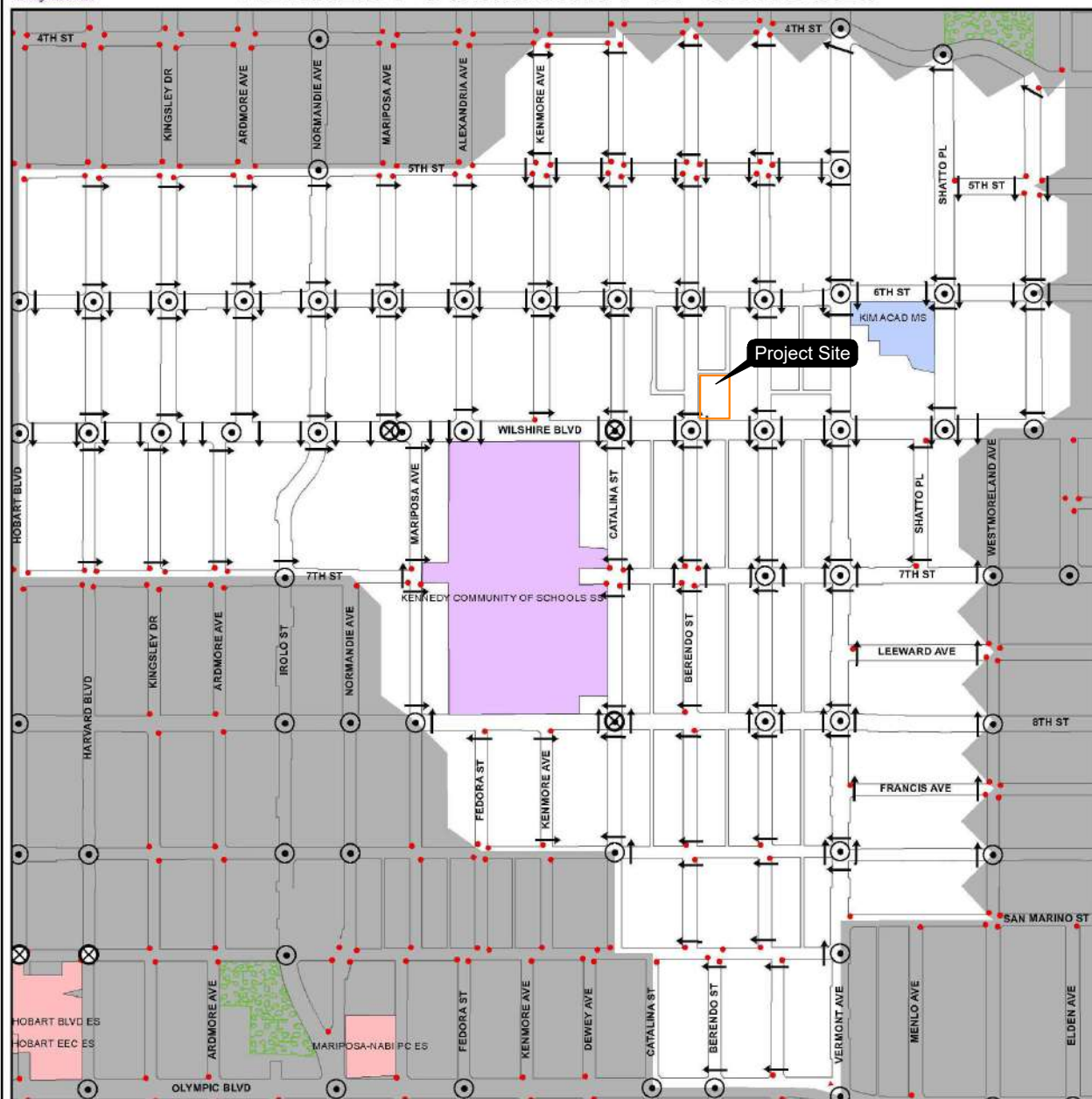


EXISTING TRANSIT SERVICE

FIGURE  
7



## PEDESTRIAN ROUTES FOR KENNEDY COMMUNITY OF SCHOOLS



### Legend

- Recommended Crossing
- Stop Sign
- ⦿ Traffic Signal
- ⊗ Crossing Guard
- ⚡ Flashing Warning Light
- XXXX Stairs or Walkway
- ⌒ Pedestrian Bridge
- ⌒ Pedestrian Tunnel
- 🌳 Parks



0 300 600  
Feet

### Parents:

This map shows the recommended crossings to be used from each block in your school attendance area. Following the arrows, select the best route from your home to the school and mark it with a colored pencil or crayon. This is the route your child should take. Instruct your child to use this route and to cross streets only at locations shown. You and your child should become familiar with the route by walking it together. Obey marked crosswalks, stop signs, traffic signals and other traffic controls. Crossing points have been located at these controls wherever possible, even though a longer walk may be necessary. Instruct your child to always look both ways before crossing the street. If no sidewalk exists, your child should walk facing traffic.

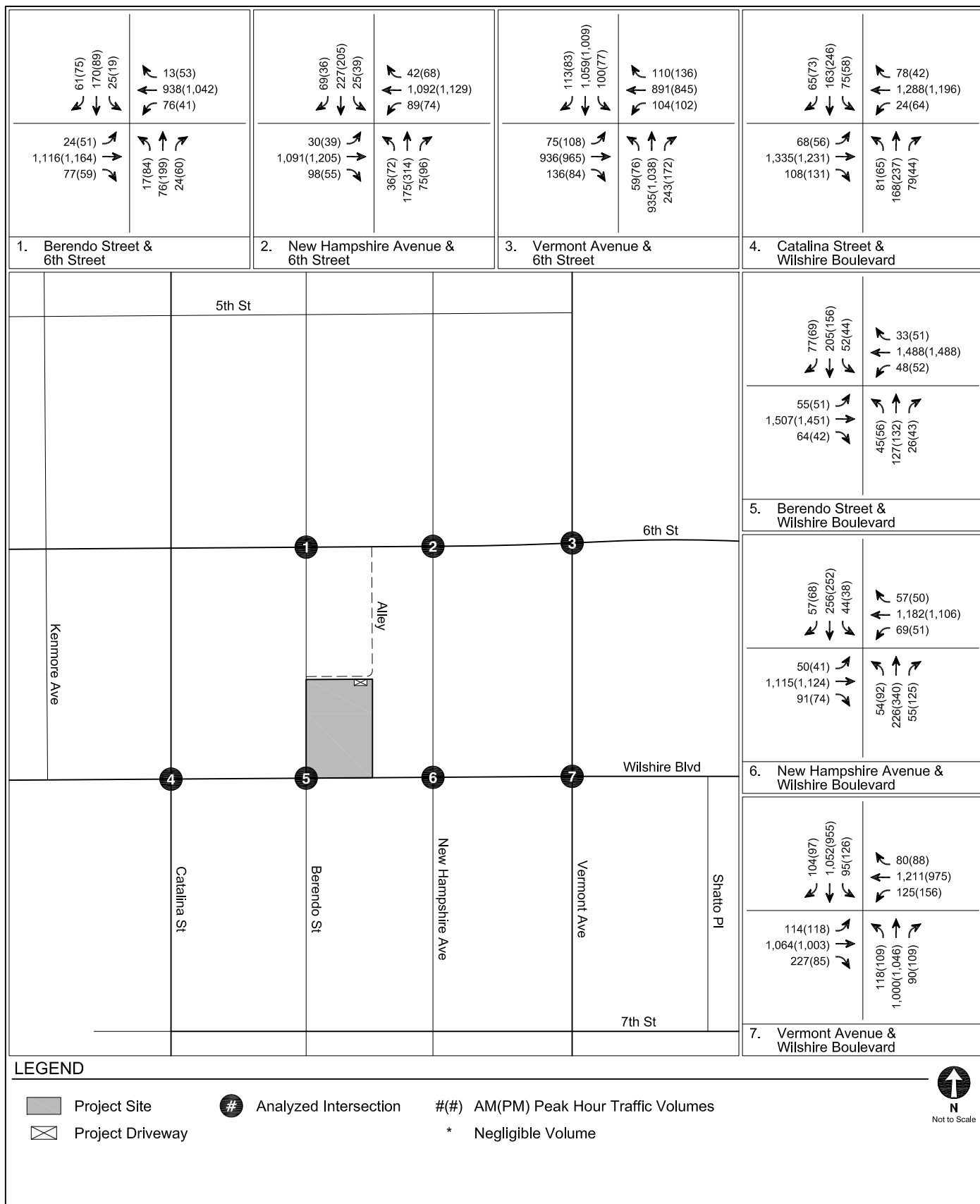
### Estimados Padres:

Este mapa muestra los cruzados recomendados para los peatones de cada cuadra en la zona de su escuela. Siguiendo las flechas en el mapa, seleccione la ruta mas segura de su casa a la Escuela y marquelos con un lapiz o tiza de color. Esta es la ruta que su hijo (a) debe de usar. Digale a su hijo (a) que use esta ruta y que cruce las calles solamente en los lugares indicados. Usted y su hijo (a) deberian de familiarizarse con esta ruta. Obedezcan los rotulos de peatones, de altos, semaforos y todos los señales de trafico. Puntos para cruzar estan localizados en areas controladas, aunque sea necesario de alargar el tiempo para cruzar. Instruye a su hijo (a) que siempre se fije de los dos lados antes de cruzar la calle. El estudiante debe de siempre caminar en la direccion opuesta del trafico si no existe una banqueta.

SAFE ROUTES TO SCHOOL MAP  
KENNEDY COMMUNITY OF SCHOOLS AND YOUNG OAK KIM ACADEMY

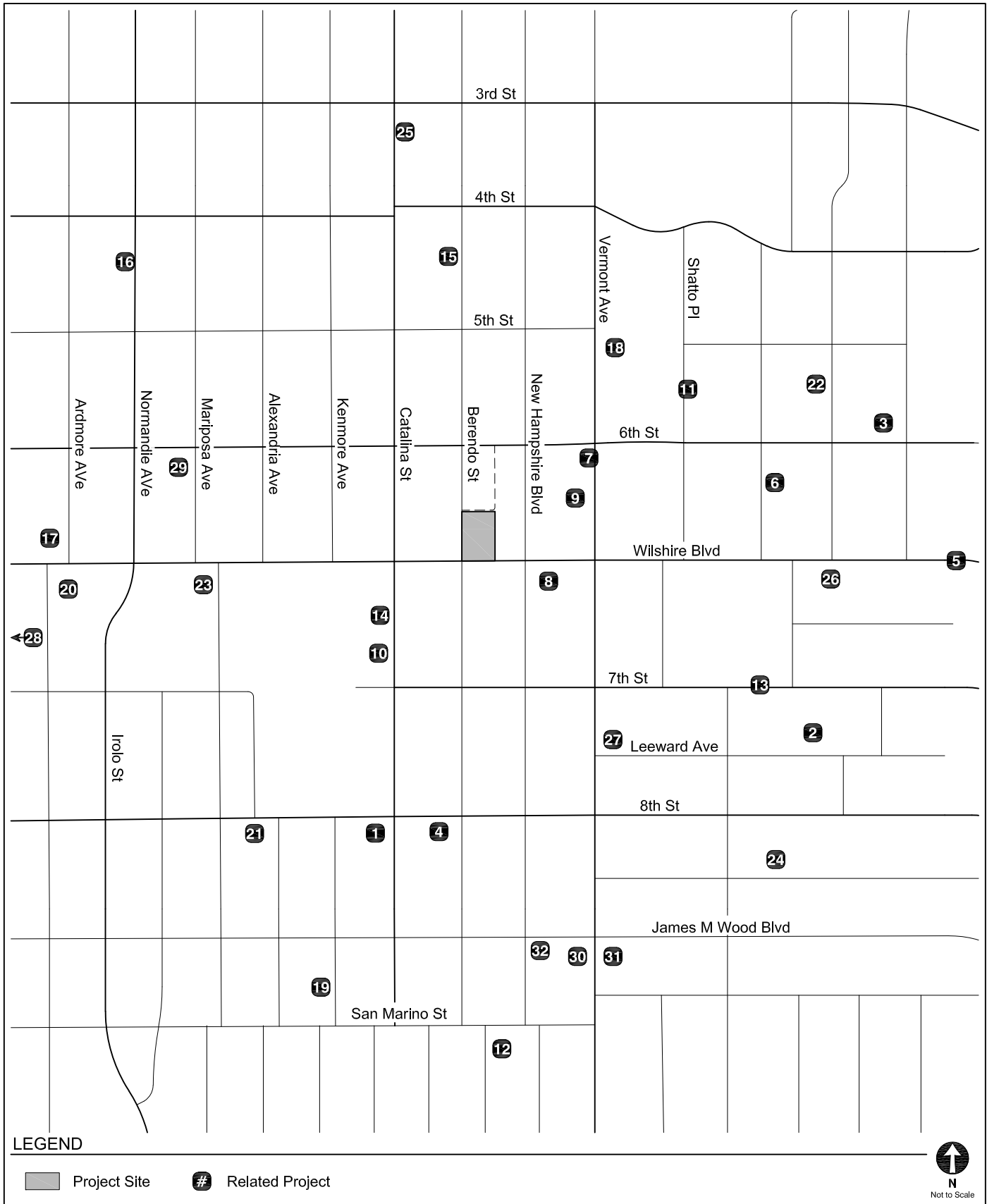
FIGURE  
8





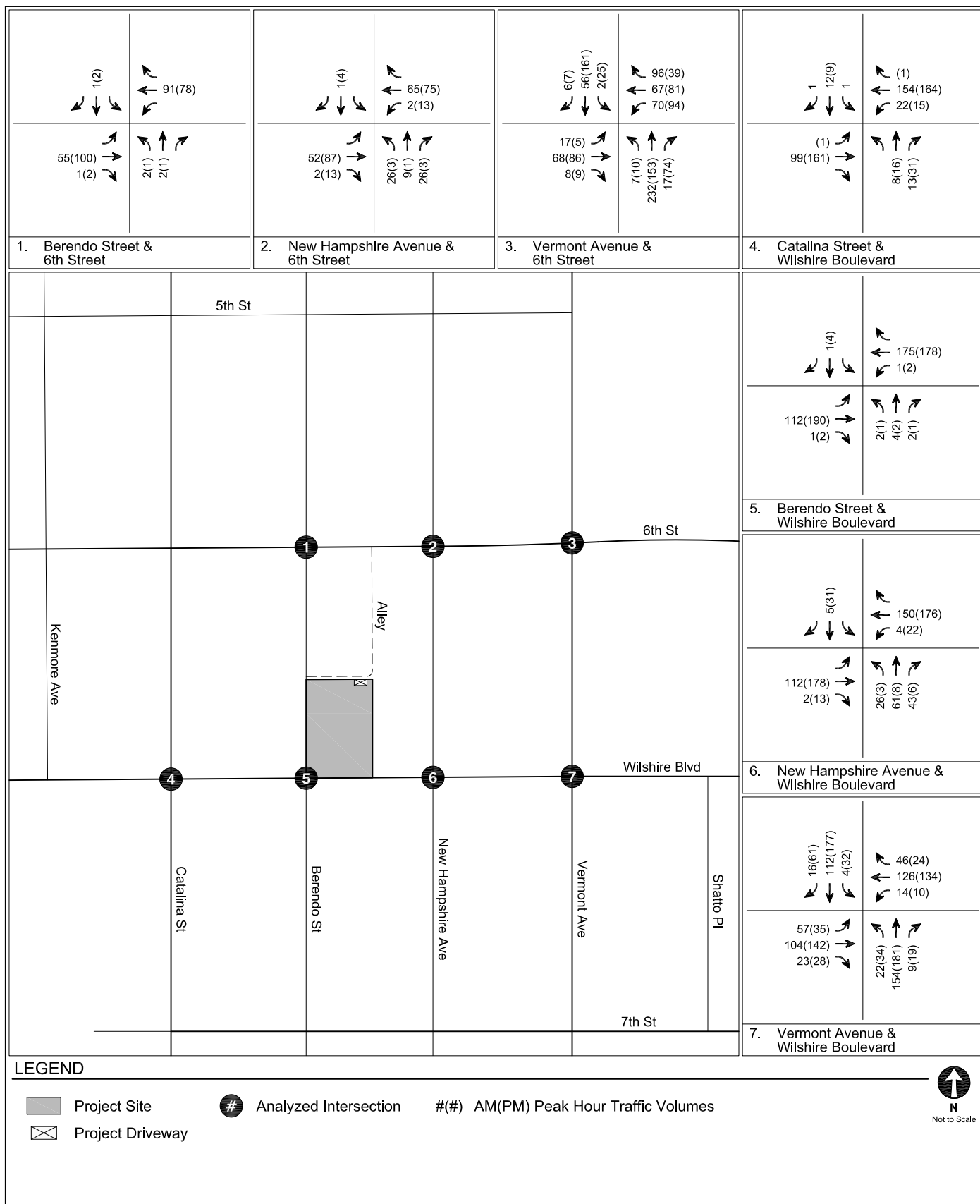
EXISTING CONDITIONS (YEAR 2021)  
PEAK HOUR TRAFFIC VOLUMES

FIGURE  
9



LOCATIONS OF RELATED POJECTS

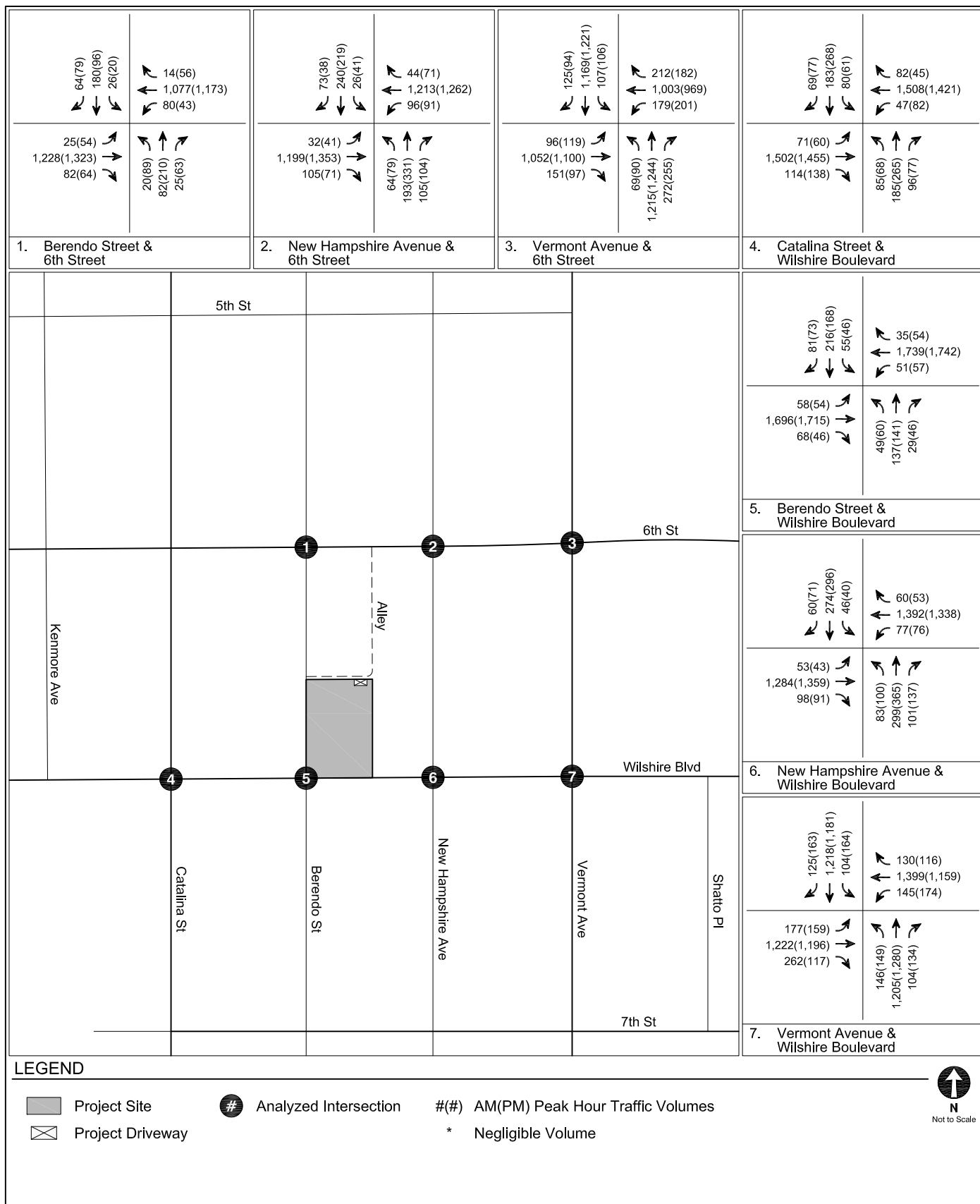
FIGURE  
10



RELATED PROJECT-ONLY  
PEAK HOUR TRAFFIC VOLUMES

FIGURE  
11





FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2026)  
PEAK HOUR TRAFFIC VOLUMES

FIGURE  
12



ROADWAY MODAL PRIORITIES

FIGURE  
13

**TABLE 1**  
**LIST OF ANALYZED INTERSECTIONS**

<b>No.</b>	<b>North/South Street</b>	<b>East/West Street</b>
1.	Berendo Street	6th Street
2.	New Hampshire Avenue	6th Street
3.	Vermont Avenue	6th Street
4.	Catalina Street	Wilshire Boulevard
5.	Berendo Street	Wilshire Boulevard
6.	New Hampshire Avenue	Wilshire Boulevard
7.	Vermont Avenue	Wilshire Boulevard



**TABLE 2  
EXISTING TRANSIT SERVICE IN STUDY AREA**

Provider, Route, and Service Area		Service Type	Hours of Operation	Average Headway (minutes) [a]			
				Morning Peak Period		Afternoon Peak Period	
<b>Metro Bus Service</b>				<b>NB/EB</b>	<b>SB/WB</b>	<b>NB/EB</b>	<b>SB/WB</b>
18	Koreatown to Montebello via 6th Street	Local	4:30 A.M. - 1:00 A.M.	6	6	6	6
20	Downtown Los Angeles to Santa Monica via Wilshire Boulevard	Local	24 Hour	13	11	11	13
51	Koreatown to Cal State University Dominguez Hills via San Pedro Street & Avalon Bl	Local	4:30 A.M. - 12:00 A.M.	6	6	6	6
66	Downtown Los Angeles/Montebello to Wilshire Center via 8th Street & Olympic Boulevard	Local	4:00 A.M. - 1:30 A.M.	8	11	10	8
204	Hollywood to Athens via Vermont Avenue	Local	24 Hrs	12	12	12	10
720	Downtown Los Angeles to Santa Monica via Wilshire Boulevard	Rapid	5:30 A.M - 2:30 A.M.	5	5	5	5
754	Hollywood to Athens via Vermont Avenue	Rapid	5:30 A.M. - 9:00 P.M.	12	12	12	13
<b>LADOT DASH Bus Service</b>				<b>CW</b>	<b>CCW</b>	<b>CW</b>	<b>CCW</b>
WCK	Wilshire Center/Koreatown	Local	7:00 A.M. - 7:15 P.M.	20	20	20	20
<b>Metro Rail Service</b>				<b>NB/EB</b>	<b>SB/WB</b>	<b>NB/EB</b>	<b>SB/WB</b>
B	Downtown Los Angeles to North Hollywood	Rail	4:30 A.M. - 1:30 A.M.	10	10	10	10
D	Downtown Los Angeles to Western & Wilshire	Rail	4:30 A.M. - 1:30 A.M.	10	10	10	10

Notes

CW: Clockwise

CCW: Counter-Clockwise

Metro: Los Angeles County Metropolitan Transportation Authority; LADOT DASH: Los Angeles Department of Transportation Downtown Area Short Hop.

Morning Peak Period from 6:00 AM to 10:00 AM; Afternoon Peak Period from 3:00 PM to 7:00 PM.

[a] Average headways are based on the total number of trips during the peak period as indicated in Metro and LADOT data from June, 2021.

**TABLE 3A  
TRANSIT SYSTEM CAPACITY IN STUDY AREA - MORNING PEAK HOUR**

Provider, Route, and Service Area		Capacity per Trip [a]	Peak Hour Ridership [b]				Average Remaining Capacity per Trip		Remaining Peak Hour Capacity	
			Peak Load		Average Load		NB/EB	SB/WB	NB/EB	SB/WB
			NB/EB	SB/WB	NB/EB	SB/WB				
Metro Bus Service										
18	Koreatown to Montebello via 6th Street	50	23	11	10	9	40	41	380	379
20	Downtown Los Angeles to Santa Monica via Wilshire Boulevard	50	34	35	22	26	28	24	126	132
51	Koreatown to Cal State University Dominguez Hills via San Pedro Street & Avalon Bl	50	8	11	6	6	44	44	462	418
66	Downtown Los Angeles/Montebello to Wilshire Center via 8th Street & Olympic Boulevard	50	33	19	18	14	32	36	232	189
204	Hollywood to Athens via Vermont Avenue	50	43	18	24	16	26	34	130	170
720	Downtown Los Angeles to Santa Monica via Wilshire Boulevard	75	28	64	22	36	53	39	583	439
754	Hollywood to Athens via Vermont Avenue	75	50	41	34	29	41	46	205	230
LADOT DASH Bus Service [c]										
WCK	Wilshire Center/Koreatown	30	11	25	6	13	24	17	72	51
Metro Rail Service										
B	Downtown Los Angeles to North Hollywood	750	n/a	n/a	420	336	330	414	1,980	2,484
D	Downtown Los Angeles to Western & Wilshire	500	n/a	n/a	102	98	398	402	2,388	2,412
Total Rail Service Remaining Capacity									9,264	
Total Bus Service Remaining Capacity									4,198	
Total Transit System Capacity									13,462	

**Notes**

Metro: Los Angeles County Metropolitan Transportation Authority.

[a] Capacity assumptions:

Metro Bus - 40 seated / 50 standing.

Metro Articulated Bus - 66 seated / 75 seated and standing.

Metro Red Line - 55 seats / car, 6 cars / run during peak periods. Metro assumes a maximum capacity of 230% of seated capacity, or approximately 125 / car

Metro Purple Line - 55 seats / car, 4 cars / run during peak periods. Metro assumes a maximum capacity of 230% of seated capacity, or approximately 125 / car

LADOT DASH - 25 seated / 30 seated and standing.

[b] Ridership information based on data from Metro for April 2019.

[c] Ridership information based on data from LADOT for April 2017.

**TABLE 3B**  
**TRANSIT SYSTEM CAPACITY IN STUDY AREA - AFTERNOON PEAK HOUR**

Provider, Route, and Service Area		Capacity per Trip [a]	Peak Hour Ridership [b]				Average Remaining Capacity per Trip		Remaining Peak Hour Capacity	
			Peak Load		Average Load		NB/EB	SB/WB	NB/EB	SB/WB
			NB/EB	SB/WB	NB/EB	SB/WB				
Metro Bus Service										
18	Koreatown to Montebello via 6th Street	50	22	25	14	13	36	37	342	352
20	Downtown Los Angeles to Santa Monica via Wilshire Boulevard	50	37	34	22	26	28	24	147	114
51	Koreatown to Cal State University Dominguez Hills via San Pedro Street & Avalon Bl	50	6	16	5	9	45	41	484	400
66	Downtown Los Angeles/Montebello to Wilshire Center via 8th Street & Olympic Boulevard	50	29	31	24	22	26	28	150	203
204	Hollywood to Athens via Vermont Avenue	50	40	41	27	33	23	17	115	98
720	Downtown Los Angeles to Santa Monica via Wilshire Boulevard	75	39	54	25	36	50	39	600	458
754	Hollywood to Athens via Vermont Avenue	75	43	59	32	47	43	28	215	126
LADOT DASH Bus Service [c]										
WCK	Wilshire Center/Koreatown	30	22	12	11	5	19	25	95	75
Metro Rail Service										
B	Downtown Los Angeles to North Hollywood	750	n/a	n/a	391	507	359	243	2,154	1,458
D	Downtown Los Angeles to Western & Wilshire	500	n/a	n/a	136	118	364	382	2,184	2,292
Total Rail Service Remaining Capacity									8,088	
Total Bus Service Remaining Capacity									3,973	
Total Transit System Capacity									12,061	

**Notes**

Metro: Los Angeles County Metropolitan Transportation Authority.

[a] Capacity assumptions:

Metro Bus - 40 seated / 50 standing.

Metro Articulated Bus - 66 seated / 75 seated and standing.

Metro Red Line - 55 seats / car, 6 cars / run during peak periods. Metro assumes a maximum capacity of 230% of seated capacity, or approximately 125 / car

Metro Purple Line - 55 seats / car, 4 cars / run during peak periods. Metro assumes a maximum capacity of 230% of seated capacity, or approximately 125 / car

LADOT DASH - 25 seated / 30 seated and standing.

[b] Ridership information based on data from Metro for April 2019.

[c] Ridership information based on data from LADOT for April 2017.



**TABLE 4  
RELATED PROJECTS**

No	Project Name and Address	Description	Trip Generation [a]						
			Daily	Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
1.	Mixed-Use 805 S Catalina St	300 condominium units and 5,000 sf retail	1,935	24	119	137	110	57	167
2.	Leeward Plaza - Residential 2929 W Leeward Ave	80 condominium units	476	7	33	40	44	21	65
3.	Hotel & Restaurant 2965 W 6th St	99 hotel rooms and 545 sf restaurant	688	26	18	44	25	25	50
4.	Mixed-Use 3100 W 8th St	100 apartment units and 9,496 sf existing restaurant to remain	100	10	41	51	21	41	62
5.	2900 Wilshire Project Mixed-Use 2900 W Wilshire Blvd	644 high-rise apartment units, 5,500 sf fast-food restaurant, and 10,000 sf retail	3,482	81	135	216	137	81	218
6.	616 S Westmoreland Mixed-Use 616 S Westmoreland Ave	77 apartment units, 2,360 sf restaurant, and 745 sf retail	446	1	30	31	31	5	36
7.	Mixed-Use 605 S Vermont Ave	103 apartment units and 30,937 sf museum	755	17	39	56	42	37	79
8.	Mixed-Use 3240 W Wilshire Blvd	162 hotel rooms, 545 apartment units, and 5,222 sf retail	1,353	15	173	188	89	23	112
9.	Wilshire Gate Project (Mixed-Use) 631 S Vermont Ave	200 hotel rooms, 250 condominium units, 49,227 sf office, and 21,230 sf retail	2,599	95	95	190	115	120	235
10.	Residential 689 S Catalina St	61 apartment units	365	5	23	28	22	12	34
11.	Soul Mixed-Use 550 S Shatto Pl	367 apartment units, including 42 affordable units, and 19,972 sf restaurant	2,788	10	136	146	170	70	240
12.	Apartments 950 S Berendo St	67 apartment units and eight affordable housing units	346	7	18	25	18	10	28
13.	Mixed-Use 2972 W 7th St	228 apartment units, 4,105 sf retail, and 3,738 sf high-turnover restaurant	1,631	32	61	93	77	53	130
14.	Apartments 3350 W Wilshire Blvd	120 apartment units	728	11	43	54	47	25	72
15.	Apartments 427 S Berendo St	85 apartment units	288	5	17	22	17	10	27

**Notes:**

Data provided by LADOT or accessed from <http://planning.lacity.org> based on cases filed since in past three years. List includes all development projects within a 0.5-mile radius of the Project Site.

[a] Trip generation provided by LADOT except where noted.

[b] Trip generation estimated using rates from *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

**TABLE 4 (CONT.)  
RELATED PROJECTS**

No	Project Name and Address	Description	Trip Generation [a]						
			Daily	Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
16.	Apartments 411 S Normandie Ave	224 apartment units	1,407	22	86	108	87	47	134
17.	Mixed-Use (Revised) 3545 W Wilshire Blvd	433 apartment units and 49,849 sf retail	917	(42)	83	41	84	10	94
18.	Vermont Corridor Mixed-Use 510 S Vermont Ave	72 senior housing units, 2,166-employee office, 13,200 sf community center, 246 apartment units	3,215	216	104	320	121	293	414
19.	Apartments 923 S Kenmore Ave	68 apartment units	432	7	26	33	26	15	40
20. [b]	3540 Wilshire 3540 W Wilshire Blvd	123 apartment units	900	13	44	57	38	22	60
21.	3216 W 8th St Mixed-Use 3216 W 8th St	Eight condominium units, 80 hotel rooms, 4,808 sf retail, and 2,465 sf karaoke lounge	3,215	216	104	320	121	293	414
22.	525 S Virgil Mixed-Use 525 S Virgil Ave	113 live-work units, 19 affordable family units, and 34,600 sf office	604	(5)	37	32	34	6	40
23.	3440 Wilshire Mixed-Use (Revised) 3440 W Wilshire Blvd	640 apartment units, 5,538 sf retail, 4,600 sf high- turnover sit-down restaurant, and 2,000 fast casual restaurant	2,348	30	123	153	137	65	202
24.	2859 Francis Residential Project 2859 W Francis Ave	110 apartment units including 11 affordable housing units	508	10	30	40	29	19	48
25. [b]	Apartments 316 S Catalina St	30 apartment units including three extremely low- income units	220	3	11	14	11	6	17
26. [b]	Mixed-Use 3016 W Wilshire Blvd	262 apartment units and 9,998 sf ground-floor retail	1,383	23	56	79	67	52	119
27. [b]	Mixed-Use 730 S Vermont Ave	80 apartment units and 1,437 sf ground-floor retail	640	10	28	38	30	20	50
28.	Mixed-Use 3600 W Wilshire Blvd	760 condominium units and 6,359 sf retail	2,768	47	202	249	202	107	309
29. [b]	Apartments 603 S Mariposa Ave	81 apartment units and 11 extremely low-income units	155	10	28	38	30	20	50
30. [b,c]	Mixed-Use 905-909 S Vermont Ave	67 apartment units and ground-floor retail	490	7	24	31	21	12	33

**Notes:**

Data provided by LADOT or accessed from <http://planning.lacity.org> based on cases filed in past three years. List includes all development projects within a 0.5-mile radius of the Project Site.

[a] Trip generation provided by LADOT except where noted.

[b] Trip generation estimated using rates from *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[c] No ground-floor retail square footage information was available; therefore, the project trip generation information is based on 67 apartment units only.

**TABLE 4 (CONT.)  
RELATED PROJECTS**

No	Project Name and Address	Description	Trip Generation [a]						
			Daily	Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
31. [b]	Mixed-Use 900 S Vermont Ave	193 apartment units and 24,200 sf ground-floor retail	1,642	24	65	89	79	55	134
32. [c]	Newshire SE Corner of James M. Wood Blvd & New Hampshire Ave	56 condominium units	410	6	20	26	17	10	27

Notes:

Data provided by LADOT or accessed from <http://planning.lacity.org> based on cases filed in past three years. List includes all development projects within a 0.5-mile radius of the Project Site.

[a] Trip generation provided by LADOT except where noted.

[b] The project description and trip generation information is based on *Transportation Study Assessment for the 900 S. Vermont Avenue Mixed-Use Project* (Gibson Transportation Consulting, Inc., March 2018), which was reviewed and approved by LADOT in March 2018.

[c] Trip generation estimated using rates from *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.



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## **Chapter 3**

### **Project Traffic**

Trip generation estimates, trip distribution patterns, and trip assignments were prepared for the Project. These components form the basis of the Project's traffic analysis.

#### **PROJECT TRIP GENERATION**

The number of peak hour vehicle trips expected to be generated by the Project was estimated using morning and afternoon peak hour rates for high-rise multifamily housing published in *Trip Generation Manual, 10<sup>th</sup> Edition*. These rates are based on surveys of similar land uses at sites around the country and are generated for daily rates and morning and afternoon peak hour rates. In consultation with LADOT, they are assumed to inherently account for levels of public transit usage typical of an urban environment with a variety of public transportation options. The rates calculate the number of vehicle trips traveling to and from the Project Site based on the density of each land use component. It should be noted that LADOT has found that affordable housing units tend to generate fewer trips than market-rate housing. Although the Project includes 38 affordable housing units, this trip generation estimate conservatively treats all residential units as market-rate.

Additionally, as the Project does not provide on-site parking, it is anticipated that approximately 25% of Project trips would be made using rideshare services such as Uber and Lyft. Use of these services necessarily generates two trips – one inbound and one outbound – for every one-way trip using a resident-owned vehicle that it replaces.

Table 5A summarizes Project trip generation estimates, including the additional trips associated with rideshare use. As shown, the Project is estimated to generate 133 new morning peak hour trips (46 inbound, 87 outbound) and 154 afternoon peak hour trips (87 inbound, 67 outbound).

---

## **Parking Relocation**

The Project would replace an existing surface parking lot serving the Roseberry building. This parking must be replaced within 750 feet of the Project Site to comply with LAMC requirements. While a location for the replacement parking has not been definitively identified, the Applicant identified the property at 3200 Wilshire Boulevard (two blocks east of the Project Site, at the southwest corner of Vermont Avenue and Wilshire Boulevard) as a potential location for the purpose of conducting this analysis. Therefore, as a secondary effect of the Project, trips to and from the Roseberry building were assumed to be relocated to 3200 Wilshire Boulevard.

The Roseberry building is a 33,057 sf general commercial building. Current tenants include a yoga studio, a hair salon, two small restaurants, and office space, and over 15,000 sf are currently vacant. As with the Project's proposed residential uses, rates from *Trip Generation Manual, 10<sup>th</sup> Edition* were used to estimate trips for the Roseberry building, with appropriate trip reductions to account for transit usage and pass-by trips (i.e., trips that stop by the Roseberry building while already passing by for a different primary trip purpose), as well as calculating the vacant square footage as office space to represent a fully occupied building. As shown in Table 5B, The Roseberry building is estimated to generate 21 trips during the morning peak hour and 83 trips during the afternoon peak hour. This estimate would not change with construction of the Project, as the Project does not modify the use of the Roseberry building.

## **PROJECT TRIP DISTRIBUTION**

The geographic distribution of trips generated by the Project is primarily dependent on the location of office and commercial uses from which residents of the Project would be drawn, characteristics of the street system serving the Project Site, existing intersection traffic volumes, and the location of the proposed driveways. The intersection-level trip distribution for the Project is shown in Figure 14. Generally, the regional pattern is as follows:

- 18% to/from the north on Vermont Avenue, S. Berendo Street, and New Hampshire Street
- 40% to/from the east on Wilshire Boulevard and 6<sup>th</sup> Street
- 22% to/from the south on Vermont Avenue, S. Berendo Street, and Catalina Street
- 20% to/from the west on Wilshire Boulevard and 6<sup>th</sup> Street

---

Because the Project does not provide on-site parking, trips generated by Project residents would not necessarily travel directly to and from the Project Site. There are various third-party off-site parking areas on the same block of S. Berendo Street as the Project Site which are available for nearby residents to rent either on a full-time basis or for nights and weekends (such as the United Teachers of Los Angeles (UTLA) Plaza parking structure directly across the street from the Project Site). The use of these off-site parking areas would not affect regional or local traffic distribution patterns as far as would be reflected at the analyzed intersections. Therefore, for the purposes of distributing resident vehicle trips, the Project Site was considered to be the Project's parking destination.

Additionally, the Roseberry building trips are assumed to be relocated to 3200 Wilshire Boulevard accessed from Vermont Avenue. Those trips were assumed to have the same regional distribution pattern as Project traffic summarized above. Therefore, relocation of those trips would only affect the local distribution at the study intersections and the assumed relocation site.

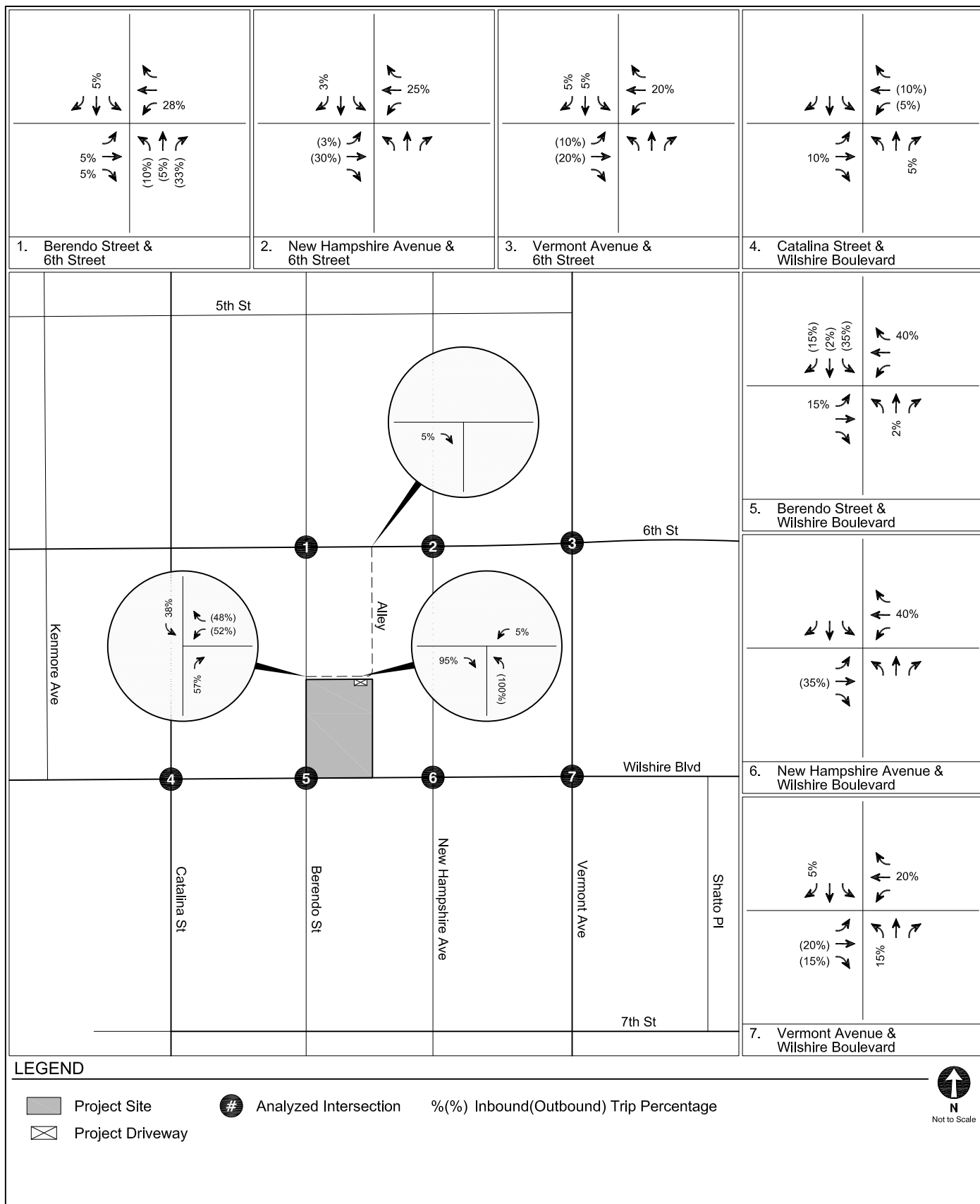
## **PROJECT TRIP ASSIGNMENT**

The Project trip generation estimates summarized in Table 5A and the trip distribution pattern shown in Figure 14 were used to assign the Project-generated traffic through the study intersections. Figure 15 illustrates the new Project-only traffic volumes at the study intersections during typical weekday morning and afternoon peak hours.

The relocation of trips to and from the Roseberry building, estimated in Table 5B, required a pair of trip assignments. First, the trips were unassigned from their current location at the Project Site based on the Project trip distribution pattern from Figure 14. Second, the trips were reassigned to 3200 Wilshire Boulevard, located two blocks east of the Project Site, at the southwest corner of Vermont Avenue and Wilshire Boulevard, using the same regional distribution pattern with only local adjustments reflecting the new location. The combined result at the seven study intersections is shown in Figure 16.

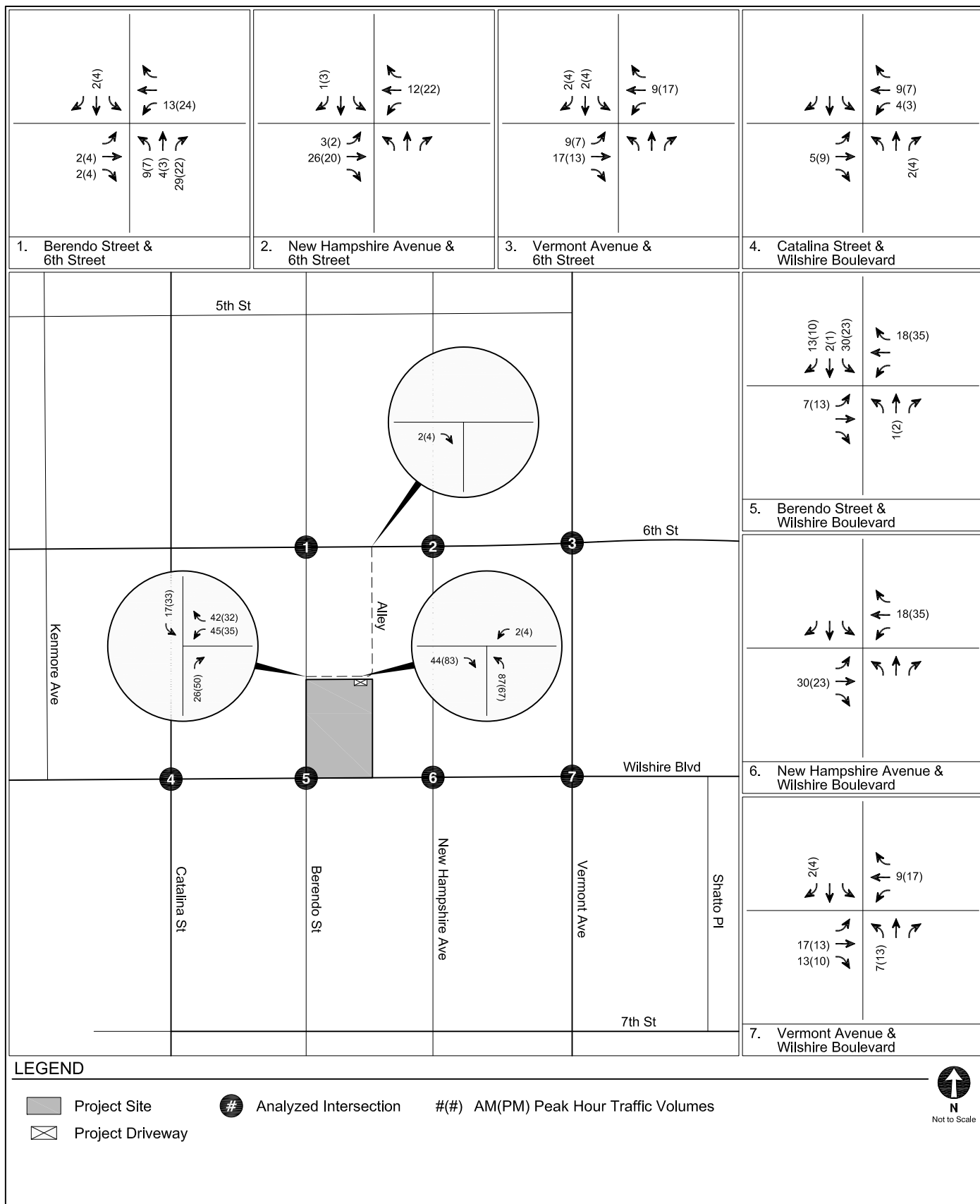
For the purposes of this analysis, the effects of the Project include both the new Project-only traffic from Figure 15 as well as the redistribution of Roseberry building trips from Figure 16. The total Project traffic effects at the study intersections are shown in Figure 17.





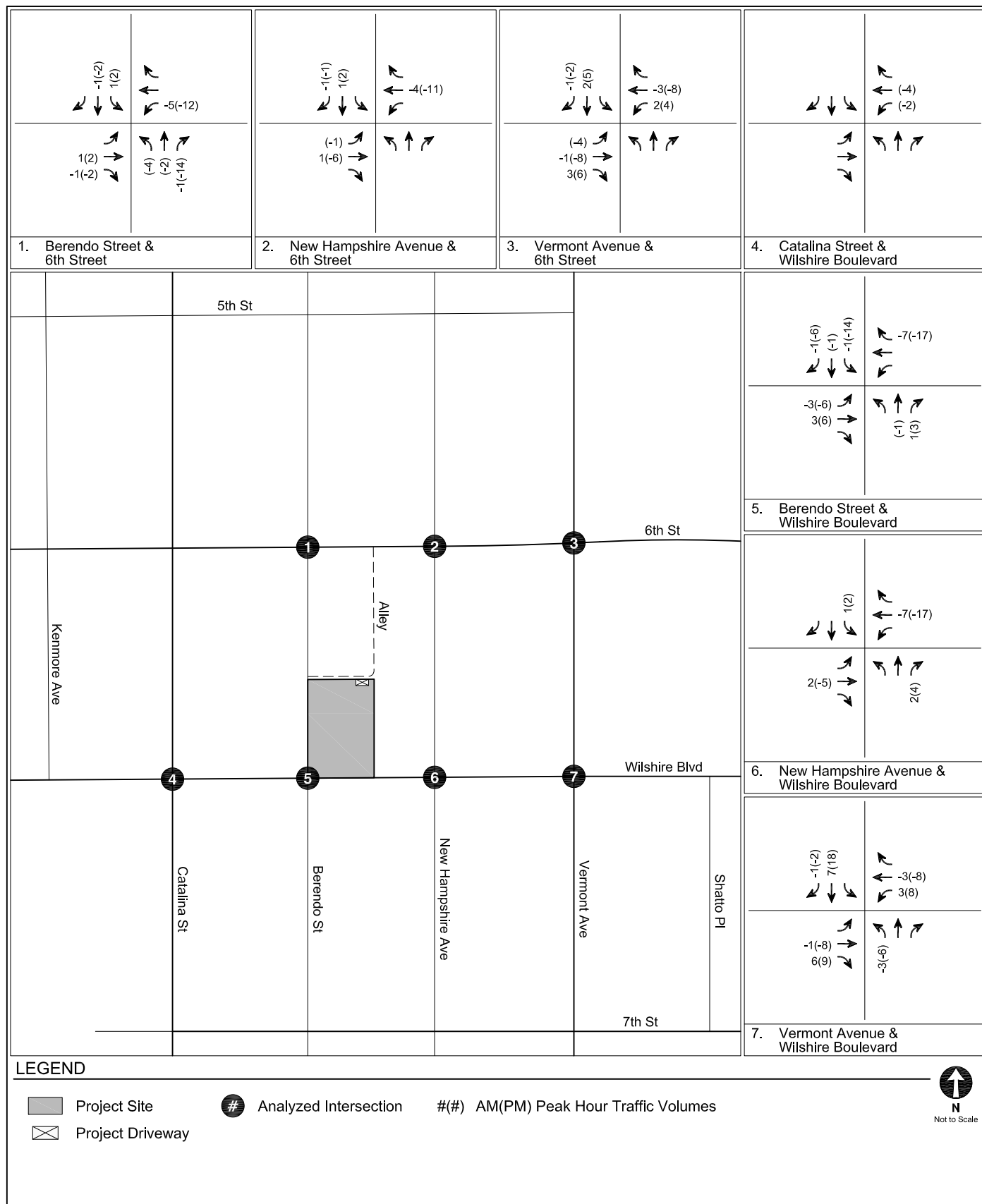
PROJECT TRIP DISTRIBUTION

FIGURE  
14



RESIDENTIAL BUILDING  
PEAK HOUR TRAFFIC VOLUMES

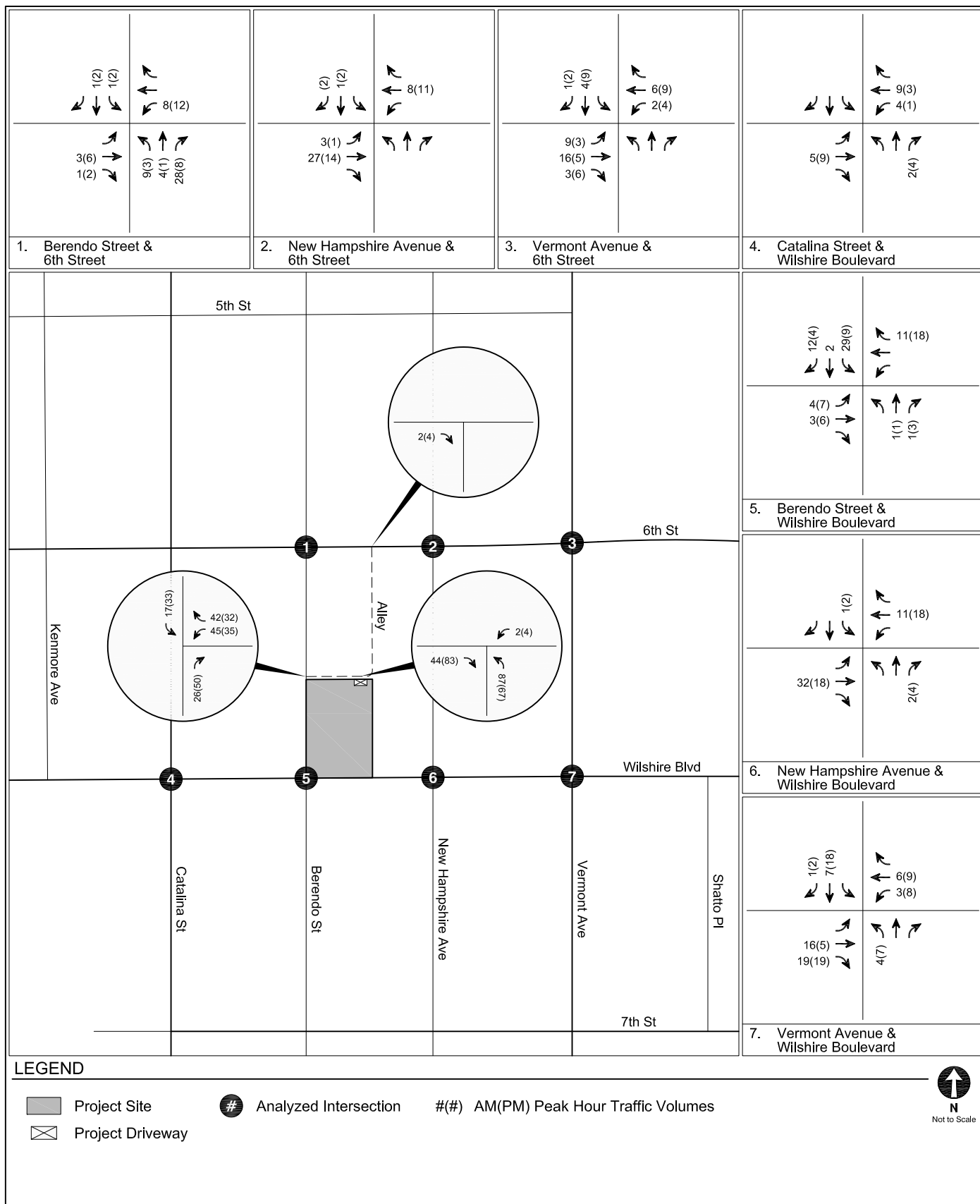
FIGURE  
15



ROSEBERRY BUILDING PARKING RELOCATION  
PEAK HOUR TRAFFIC VOLUMES

FIGURE  
16





**TABLE 5A  
PROJECT TRIP GENERATION ESTIMATES**

Land Use	ITE Code	Size	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
<b><u>Trip Generation Rates</u></b> [a]								
Multi-family Housing (High-Rise)	222	per du	24%	76%	0.31	61%	39%	0.36
<b><u>Proposed Project, Before Rideshare</u></b>								
Multi-Family Housing (High-Rise)	222	343 du	25	81	106	75	48	123
[b] Rideshare Opposite-Way Trips - 25%			21	6	27	12	19	31
<b>TOTAL PROPOSED PROJECT TRIPS, WITH RIDESHARE</b>			<b>46</b>	<b>87</b>	<b>133</b>	<b>87</b>	<b>67</b>	<b>154</b>

Notes:

du: dwelling unit

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

[b] Because the Project would not provide any on-site parking spaces, a portion of Project trips are explicitly assumed to be rideshare trips (i.e., Uber or Lyft). These operations involve both an inbound and outbound trip (by the same vehicle) whether picking up or dropping off passengers. Therefore, the estimate includes opposite way trips to represent the rideshare vehicle arriving empty prior to picking up passengers or departing empty after dropping them off.

**TABLE 5B  
TRIP GENERATION ESTIMATES FOR EXISTING ROSEBERRY BUILDING**

Land Use	ITE Code	Size	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
<b><u>Trip Generation Rates</u></b> [a]								
Health/Fitness Club	492	per sf	51%	49%	1.31	57%	43%	3.45
General Office Building	710	per sf	86%	14%	1.16	16%	84%	1.15
Hair Salon	918	per sf	N/A	N/A	1.21	17%	83%	1.45
High-Turnover (Sit-Down) Restaurant	932	per sf	55%	45%	9.94	62%	38%	9.77
<b><u>Proposed Project</u></b> [b]								
Health/Fitness Club	492	3,367 sf	2	2	4	7	5	12
Transit/Walk-In Adjustment - 15% [b]			0	0	0	(1)	(1)	(2)
Pass-By Trip Adjustment - 20% [c]			0	(1)	(1)	(1)	(1)	(2)
General Office Building [d]	710	18,355 sf	18	3	21	3	18	21
Transit/Walk-In Adjustment - 15% [b]			(3)	0	(3)	0	(3)	(3)
Hair Salon [d]	918	3,366 sf	n/a	n/a	n/a	1	4	5
Transit/Walk-In Adjustment - 15% [b]			n/a	n/a	n/a	0	(1)	(1)
High-Turnover (Sit-Down) Restaurant [e]	932	7,969 sf	n/a	n/a	n/a	48	30	78
Transit/Walk-In Adjustment - 15% [b]			n/a	n/a	n/a	(7)	(5)	(12)
Pass-By Trip Adjustment - 20% [c]			n/a	n/a	n/a	(8)	(5)	(13)
TOTAL EXISTING TRIPS			17	4	21	42	41	83

**Notes:**

sf: square feet.

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

[b] The Project Site is located less than 1/4 mile from the Wilshire / Vermont Station of the Metro B (Red) and D (Purple) Lines. Therefore, per LADOT's *Transportation Assessment Guidelines*, a 15% adjustment was applied to account for transit usage and pedestrian connections to/from the surrounding neighborhoods and adjacent developments.

[c] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

[d] Includes 15,636 sf of currently vacant space.

[e] These businesses do not operate during the morning peak hour; therefore, trips during the morning peak hour were not included in the trip generation estimate.



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## **Chapter 4**

### **CEQA Analysis of Transportation Impacts**

This chapter presents the results of an analysis of CEQA-related transportation impacts. The analysis identifies any potential conflicts the Project may have with adopted City plans and policies and any improvements associated with the potential conflicts, as well as the results of a Project VMT analysis that satisfies State requirements under *State of California Senate Bill 743* (Steinberg, 2013) (SB 743) and an identification of any hazards that would be created due to geometric design features.

#### **METHODOLOGY**

SB 743, made effective in January 2014, required the Governor's Office of Planning and Research to change the CEQA guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis shifts from vehicular delay (level of service [LOS]) to VMT, in order to reduce greenhouse gas emissions (GHG), create multimodal networks, and promote mixed-use developments.

The TAG defines the methodology of analyzing a project's transportation impacts in accordance with SB 743. Per the TAG, the CEQA transportation analysis contains the following thresholds for identifying significant impacts:

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial VMT
- Threshold T-2.2: Substantially Inducing Additional Automobile Travel
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

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The thresholds were reviewed and analyzed, as detailed in the following Sections 4A through 4D. In addition, a CEQA safety analysis of California Department of Transportation (Caltrans) freeway facilities for the Project is provided in Section 4E.

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## **Section 4A: Threshold T-1**

### **Consistency with Plans, Programs, Ordinances, or Policies Analysis**

Threshold T-1 assesses whether a project would conflict with an adopted program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

#### **PLANS, PROGRAMS, ORDINANCES, AND POLICIES**

Table 2.1-1 of the TAG identifies the City plans, policies, programs, ordinances, and standards relevant in determining project consistency. Attachment D of the TAG, *Plans, Policies, and Programs Consistency Worksheet*, provides a structured approach to evaluate whether a project conflicts with the City's plans, programs, ordinances, or policies and to streamline the review by highlighting the most relevant plans, policies, and programs when assessing potential impacts to the City's transportation system. The *Plans, Policies, and Programs Consistency Worksheet* for the Project is provided in Appendix C.

As stated in Section 2.1.4 of the TAG, a project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent. As detailed in Appendix C, the Project is generally consistent with the City documents listed in Table 2.1-1 of the TAG; therefore, the Project would not result in a significant impact under Threshold T-1. A detailed discussion of the plans, programs, ordinances, or policies related to the Project is provided below.

#### **Mobility Plan**

The Mobility Plan combines "complete street" principles with the following five goals that define the City's mobility priorities:



- 
- Safety First: Design and operate streets in a way that enables safe access for all users, regardless of age, ability, or transportation mode of choice.
  - World Class Infrastructure: A well-maintained and connected network of streets, paths, bikeways, trails, and more provides Angelenos with the optimum variety of mode choices.
  - Access for All Angelenos: A fair and equitable system must be accessible to all and must pay particularly close attention to the most vulnerable users.
  - Collaboration, Communication, and Informed Choices: The impact of new technologies on our day-to-day mobility demands will continue to become increasingly important to the future. The amount of information made available by new technologies must be managed responsibly in the future.
  - Clean Environments and Healthy Communities: Active transportation modes such as bicycling and walking can significantly improve personal fitness and create new opportunities for social interaction, while lessening impacts on the environment.

A detailed analysis of the Project's consistency with the specific policies of the Mobility Plan is provided in Table 6 and Appendix C. As detailed in Chapter 2, the Mobility Plan identifies key corridors within the Study Area as components of various "mobility-enhanced networks". Though no specific improvements have been identified and there is no schedule for implementation, the mobility-enhanced networks represent a focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The Project would be designed with the mobility-enhanced networks as a top priority.

In summary, the Project would be consistent with Mobility Plan policies by locating vehicular access to the Project Site (limited to use by commercial / service vehicles servicing the building only) off an alleyway north of the Project Site. While the Project Site stretches to Wilshire Boulevard, all Project construction would occur in the northern portion of the Project Site, beginning approximately 130 feet north of Wilshire Boulevard. Therefore, the Project would have minimal operational and construction effects on students and nearby schools. Nonetheless, the Project would provide detour routes, if necessary, during Project construction as part of a Construction Management Plan, as discussed in Section 5D.

The Project would be located near numerous local and rapid bus options at the intersection of Vermont Avenue & Wilshire Boulevard. The Project does not propose narrowing or shifting existing sidewalk placement or paving, narrowing, shifting, or removing an existing parkway, other than temporarily during construction. Instead, the existing pedestrian sidewalks on S. Berendo Street would be retained in accordance with City street standards, and the Project would provide

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a 10-foot setback in front of the residential building to accommodate short-term bicycle parking and street trees and to provide pedestrian access to the Project Site. The Project would provide both short-term and long-term bicycle parking for residents and visitors and does not propose modifying, removing, or otherwise negatively affect existing public bicycle infrastructure. It would not provide any on-site vehicular parking for residents. These measures would promote active transportation modes such as biking and walking, thereby reducing the Project VMT per capita for residents compared to the average for the area, as demonstrated in Section 4B.

Thus, the Project would be consistent with the goals of the Mobility Plan.

### **Plan for a Healthy Los Angeles**

*Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan* (LADCP, March 2015) introduces guidelines for the City to follow to enhance the City's position as a regional leader in health and equity, encourage healthy design and equitable access, and increase awareness of equity and environmental issues.

A detailed analysis of the Project's consistency with Plan for a Healthy Los Angeles is provided in Table 7. The Project prioritizes safety and access for all individuals utilizing the site by complying with all ADA requirements and providing connections to pedestrian amenities. Further, the Project supports healthy lifestyles by locating housing near commercial corridors served by transit, providing pedestrian-friendly landscaped spaces to serve residents, and providing bicycle parking. The Project would not displace any existing housing. It would not provide any on-site vehicular parking for residents but would provide bicycle parking to reduce VMT per capita, thereby reducing GHG per capita.

Thus, the Project would be consistent with the goals of Plan for a Healthy Los Angeles.

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### **Land Use Element of the General Plan**

The City General Plan's Land Use Element contains 35 Community Plans that establish specific goals and strategies for the various neighborhoods across Los Angeles. The Project is located within the *Wilshire Community Plan* (LADCP, September 2001) area.

A detailed analysis of the Project's consistency with *Wilshire Community Plan* is addressed in Table 8. The Project would be providing housing near Wilshire Boulevard and Vermont Avenue, two commercial corridors that are served by several Metro bus and rail lines. The Project would promote alternative modes of travel by providing both short-term and long-term bicycle parking and providing no on-site vehicular parking. Thus, the Project would be consistent with the objectives of *Wilshire Community Plan*.

### **LAMC Section 12.21.A.16 (Bicycle Parking)**

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. As further detailed in Section 5E, the proposed bicycle parking short-term and long-term supply for the residential uses would satisfy LAMC requirements.

### **LAMC Section 12.26J (TDM Ordinance)**

LAMC Section 12.26J, the TDM Ordinance (1993), establishes trip reduction requirements for non-residential projects in excess of 25,000 sf. The Project does not propose non-residential uses in excess of 25,000 sf. Therefore, LAMC Section 12.26J is not applicable.

### **Vision Zero Action Plan / Vision Zero Corridor Plans**

Vision Zero implements projects that are designed to increase safety on the most vulnerable City streets. The City has identified a number of streets as part of the HIN where improvement projects should be targeted, including Vermont Avenue, 6<sup>th</sup> Street, Wilshire Boulevard, 8<sup>th</sup> Street, and 7<sup>th</sup> Street east of Vermont Avenue. The Project Site is located along Wilshire Boulevard, which is



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part of the HIN. LADOT plans to install basic safety improvements along 5<sup>th</sup> Street, 6<sup>th</sup> Street, and Wilshire Boulevard between Catalina Street and Westmoreland Avenue, including adjacent to the Roseberry building, as part of the Young Oak Kim Academy SRTS Plan. Safety improvements planned at Project study intersections that are part of the Young Oak Kim Academy SRTS Plan include:

- Accessible Pedestrian Signals (Intersections #1, #2, #3, #5, and #6)
- Continental Crosswalk Striping (Intersection #1)
- Curb Extensions (Intersections #1, #2, and #3)
- Leading Pedestrian Intervals (Intersections #3 and #6)

The Project would not interfere with implementation of these improvements, nor would it preclude future Vision Zero safety projects by the City. Thus, the Project does not conflict with Vision Zero.

### **Streetscape Plans**

The Project is not located within the boundaries of any streetscape plan and, therefore, streetscape plans do not apply to the Project.

### **Citywide Design Guidelines**

The Pedestrian-First Design approach of *Citywide Design Guidelines* (Los Angeles City Planning Urban Design Studio, October 2019) identifies design strategies that “create human scale spaces in response to how people actually engage with their surroundings, by prioritizing active street frontages, clear paths of travel, legible wayfinding, and enhanced connectivity. Pedestrian-First Design promoted healthy living, increases economic activity at the street level, enables social interaction, creates equitable and accessible public spaces, and improves public safety.”

The Pedestrian-First Design guidelines are as follows:

- Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all.

- 
- Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.
  - Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.

A detailed analysis of the Project's consistency with the guidelines of the Pedestrian-First Design approach is provided in Table 9.

The Project would locate vehicular access on the alley rather than on the public street, and this access would be limited to commercial / service vehicles only. The Project would eliminate two existing vehicular driveways located on S. Berendo Street accessing the existing surface parking lot. The Project would maintain the existing sidewalk on S. Berendo Street as well as provide a 10-foot setback in front of the residential building. The Project would be designed with pedestrian access facing S. Berendo Street, which provides access to two major commercial corridors, 6<sup>th</sup> Street and Wilshire Boulevard. Thus, the Project design provides for the safety, comfort, and accessibility of pedestrians, aligning with the Pedestrian-First Design approach.

## **CUMULATIVE ANALYSIS**

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In accordance with the TAG, the cumulative analysis must include consideration of any Related Projects within 0.50 miles of the Project Site and any transportation system improvements in the vicinity. Related Projects located within 0.50 miles of the Project Site are identified in Table 4.

Similar to the Project, the Related Projects would be individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. Thus, the Project, together with the Related Projects, would not result in cumulative impacts with respect to consistency with each of the plans, ordinances, or policies reviewed. The Project and the Related Projects would not interfere with any of the general policy recommendations and/or pilot proposals and, therefore, there would be no significant Project impact or cumulative impact.

**TABLE 6**  
**PROJECT CONSISTENCY WITH MOBILITY PLAN 2035**

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<b>Chapter 1 – Safety First</b>	
<p><b><u>Policy 1.1, Roadway User Vulnerability</u></b></p> <p>Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.</p>	<p><b>Consistent.</b> The Project would not provide vehicular parking, thus minimizing the number of vehicle trips generated by residents. It would provide a dedicated loading area along Berendo Street. Commercial vehicular access to the Project Site (for service vehicles) would be provided via the alley north of the Project Site with access to S. Berendo Street and 6<sup>th</sup> Street, which are designated Local Street and Avenue II, respectively. Pedestrian and bicycle access would be provided on S. Berendo Street and would not conflict with Project vehicles. Additionally, relocated parking for the Roseberry building would be provided within 750 feet of the Project Site. While a location has not been definitively identified, it would either be an existing parking lot or would be a new lot designed in accordance with City access and safety standards, and therefore would similarly not result in a conflict.</p>
<p><b><u>Policy 1.3 Safe Routes to Schools</u></b></p> <p>Prioritize the safety of school children on all streets regardless of highway classifications.</p>	<p><b>Consistent.</b> The nearest schools to the Project Site are Young Oak Kim Academy located two blocks to the east and the Kennedy Community of Schools located approximately one block to the west. A review of the Safe Routes to School map for the Kennedy Community of Schools, which includes Young Oak Kim Academy indicates that it recommends students walk on Wilshire Boulevard and 6<sup>th</sup> Street. The Project would not provide vehicular parking, thus minimizing the number of vehicle trips generated by residents. Project construction activities would be focused on S. Berendo Street north of Wilshire Boulevard and thus is not expected to encroach on the sidewalk on Wilshire Boulevard. Nonetheless, the Project would provide detour routes, if necessary, during Project construction as part of a Construction Management Plan discussed in Section 5D.</p>
<p><b><u>Policy 1.6 Multi-Modal Detour Facilities</u></b></p> <p>Design detour facilities to provide safe passage for all modes of travel.</p>	<p><b>Consistent.</b> The Project would prepare a Construction Management Plan that would include, to the extent necessary, detour routes for all applicable travel modes, including pedestrian and transit users.</p>
<b>Chapter 2 – World Class Infrastructure</b>	
<p><b><u>Policy 2.2 Complete Streets Design Guide</u></b></p> <p>Establish the Complete Streets Design Guide as the City’s document to guide the operations and design of streets and other public rights-of-way.</p>	<p><b>Consistent.</b> The Project would conform to all design element requirements which may affect public rights-of-way, including proper driveway alignment, adequate sidewalk widths, and landscaping design which does not hinder sight distance, mobility, or accessibility.</p>



**TABLE 6 (CONTINUED)**  
**PROJECT CONSISTENCY WITH MOBILITY PLAN 2035**

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<p><b><u>Policy 2.3 Pedestrian Infrastructure</u></b></p> <p>Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.</p>	<p><b>Consistent.</b> In addition to maintaining the existing 14-foot sidewalk on S. Berendo Street, the Project proposes to provide an additional 10-foot setback along the S. Berendo Street frontage to provide short-term bicycle parking and street trees to provide shade and enhance the pedestrian environment. The Project would also eliminate two existing vehicular driveways on S. Berendo Street.</p>
<p><b><u>Policy 2.4 Neighborhood Enhanced Network</u></b></p> <p>Provide a slow speed network of locally serving streets.</p>	<p><b>Consistent.</b> New Hampshire Avenue, 7<sup>th</sup> Street and 8<sup>th</sup> Street west of New Hampshire Avenue, and Catalina Street south of 7<sup>th</sup> Street are part of the neighborhood-enhanced network. The Project is estimated to add some traffic to each of those streets but would not affect travel speed or safety on these streets.</p>
<p><b><u>Policy 2.5 Transit Network</u></b></p> <p>Improve the performance and reliability of existing and future bus service.</p>	<p><b>Consistent.</b> Wilshire Boulevard and Vermont Avenue are designated as part of the transit enhanced network. The Project would add some additional transit ridership but would not affect performance or reliability of transit service in the area. As discussed in Chapter 2, there is sufficient capacity within the existing and future transit system to accommodate the additional ridership generated by the Project</p>
<p><b><u>Policy 2.6 Bicycle Networks</u></b></p> <p>Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. (includes scooters, skateboards, rollerblades, etc.)</p>	<p><b>Consistent.</b> Vermont Avenue, Wilshire Boulevard, and 7<sup>th</sup> Street are designated as part of the Bicycle Network in the Mobility Plan. The Project would not affect existing bicycle facilities nor preclude installation of new bicycle facilities on those streets. The Project would provide short-term and long-term bicycle parking for residents and visitors in accordance with LAMC requirements.</p>
<p><b><i>Chapter 3 – Access for All Angelenos</i></b></p>	
<p><b><u>Policy 3.1 Access for All</u></b></p> <p>Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City’s transportation system.</p>	<p><b>Consistent.</b> The Project encourages multi-modal transportation alternatives through proximity to high-quality transit, provision of pedestrian and bicycle facilities, and by not providing on-site vehicular parking. The existing two driveway curb cuts on S. Berendo Street along the Project frontage would be removed with the development of the Project, thereby eliminating potential vehicular and pedestrian conflicts along the Project Site frontage. It encourages transit usage by developing a high-density residential project located in close proximity to high-quality transit.</p>
<p><b><u>Policy 3.2 People with Disabilities</u></b></p> <p>Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.</p>	<p><b>Consistent.</b> The Project would be designed in accordance with requirements of the Americans with Disabilities Act.</p>

**TABLE 6 (CONTINUED)**  
**PROJECT CONSISTENCY WITH MOBILITY PLAN 2035**

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<p><b><u>Policy 3.3 Land Use Access and Mix</u></b></p> <p>Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.</p>	<p><b>Consistent.</b> The Project's high-density residential uses located near a high-traffic commercial corridor with high-quality transit options, along with the lack of on-site parking for residents, would help to minimize vehicle trips and enhance proximity and convenience of residences to jobs and services.</p>
<p><b><u>Policy 3.4 Transit Services</u></b></p> <p>Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.</p>	<p><b>Consistent.</b> The Project is located two blocks from Metro's Wilshire / Vermont station serving the Metro B (Red) and D (Purple) subway lines. Additionally, multiple local and rapid buses stop at the intersection of Vermont Avenue &amp; Wilshire Boulevard.</p>
<p><b><u>Policy 3.5 Multi-Modal Features</u></b></p> <p>Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.</p>	<p><b>Consistent.</b> The Project would support "first-mile, last-mile" solutions by developing a high-density residential project in a high-traffic commercial corridor with high-quality transit. It also provides secure bicycle parking for residents and short-term bicycle parking for visitors.</p>
<p><b><u>Policy 3.6 Regional Transportation &amp; Union Station</u></b></p> <p>Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service.</p>	<p><b>Consistent.</b> The Project is located two blocks from Metro's Wilshire / Vermont station serving the Metro B (Red) and D (Purple) subway lines, both of which provide direct service to Union Station in downtown Los Angeles.</p>
<p><b><u>Policy 3.8 Bicycle Parking</u></b></p> <p>Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.</p>	<p><b>Consistent.</b> The Project would provide secure long-term and bicycle parking for residents and short-term parking for visitors in accordance with LAMC requirements.</p>
<p><b><i>Chapter 4 – Collaboration, Communication, &amp; Informed Choices</i></b></p>	
<p><b><u>Policy 4.8 Transportation Demand Management Strategies</u></b></p> <p>Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.</p>	<p><b>Consistent.</b> The Project is located in close proximity to high-quality transit. It would provide bicycle parking but would not provide any on-site vehicular parking for residents, which together help to promote non-auto travel to reduce transportation-related impacts to the environment. Additionally, it would comply with the requirements of the City's revised TDM Ordinance.</p>
<p><b><u>Policy 4.13 Parking and Land Use Management</u></b></p>	<p><b>Consistent.</b> As discussed in Section 5E, the Project's residential development has no minimum parking requirement due to its qualification as a Transit Oriented Communities (TOC) Tier 4 Housing Development. No on-site vehicular parking would be provided, though residents may enter into agreements with third-</p>

**TABLE 6 (CONTINUED)**  
**PROJECT CONSISTENCY WITH MOBILITY PLAN 2035**

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
Balance on-street and off-street parking supply with other transportation and land use objectives.	party parking providers in the vicinity. A portion of the curb in front of the Project Site would be designated for passenger loading. The Project will also include relocation of the required parking for the Roseberry building to a new location within 750 feet in accordance with LAMC requirements.
<b>Chapter 5 – Clean Environments &amp; Healthy Communities</b>	
<b><u>Policy 5.1 Sustainable Transportation</u></b> Encourage the development of a sustainable transportation system that promotes environmental and public health.	<b>Consistent.</b> The Project would provide secure long-term bicycle parking for residents and short-term bicycle parking for visitors, which would promote active transportation modes such as biking and walking. Additionally, the Project is located adjacent to high-quality transit on Wilshire Boulevard.
<b><u>Policy 5.2 Vehicle Miles Traveled (VMT)</u></b> Support ways to reduce vehicle miles traveled (VMT) per capita.	<b>Consistent.</b> The Project is estimated to generate lower residential VMT per capita than the average for the area, as demonstrated in Section 4B of this transportation assessment. Additionally, it would implement several project design features, including provision of bicycle parking and lack of on-site parking, that have been shown to reduce VMT.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).



**TABLE 7**  
**PROJECT CONSISTENCY WITH PLAN FOR A HEALTHY LOS ANGELES**

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<b><i>Chapter 1 – Los Angeles, a Leader in Health and Equity</i></b>	
<p><b><u>Policy 1.5 Plan for Health</u></b></p> <p>Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.</p>	<p><b>Consistent.</b> The Project supports healthy lifestyles by locating housing near transit, providing bicycle parking, and orienting pedestrian access toward S. Berendo Street.</p>
<p><b><u>Policy 1.7 Displacement and Health</u></b></p> <p>Reduce the harmful health impacts of displacement on individuals, families and communities by pursuing strategies to create opportunities for existing residents to benefit from local revitalization efforts by: creating local employment and economic opportunities for low-income residents and local small businesses; expanding and preserving existing housing opportunities available to low-income residents; preserving cultural and social resources; and creating and implementing tools to evaluate and mitigate the potential displacement caused by large-scale investment and development.</p>	<p><b>Consistent.</b> The Project proposes to provide 38 affordable housing units (approximately 11% of the 343 total units). The Project does not displace any existing housing as it would be built over an existing surface parking lot.</p>
<b><i>Chapter 5 – An Environment Where Life Thrives</i></b>	
<p><b><u>Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction</u></b></p> <p>Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.</p>	<p><b>Consistent.</b> The Project is estimated to generate VMT per capita for residents at least 15% lower than the average for the area, as demonstrated in Section 4B of this transportation assessment. Further, it would provide bicycle parking and would not provide any vehicular parking supply to further reduce VMT per capita. VMT directly contributes to GHG emissions, so a reduced VMT per capita also reduces GHG per capita.</p>

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan* (Los Angeles Department of City Planning, March 2015).

**TABLE 8**  
**PROJECT CONSISTENCY WITH WILSHIRE COMMUNITY PLAN**

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<b><i>Plan Objectives and Policies</i></b>	
<p><b><u>Objective 1-1:</u></b></p> <p>Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010.</p> <p>Policy 1-1.3: Provide for adequate Multiple Family residential development.</p> <p>Policy 1-1.4: Provide for housing along mixed-use boulevards where appropriate.</p>	<p><b>Consistent.</b> The Project constructs multi-family housing in an area zoned for general commercial and high-medium density housing less than 200 feet north of Wilshire Boulevard, a mixed-use commercial corridor.</p>
<p><b><u>Objective 1-2:</u></b></p> <p>Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations, and existing bus route stops.</p> <p>Policy 1-2.1: Encourage higher density residential uses near major public transportation centers.</p>	<p><b>Consistent.</b> The Project constructs higher density residential in close proximity to Wilshire Boulevard, Vermont Avenue, the Wilshire / Vermont subway station serving the Metro B and D lines, and several local and rapid bus routes.</p>
<p><b><u>Objective 1-4:</u></b></p> <p>Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped, and senior citizens.</p> <p>Policy 1-4.1: Provide greater individual choice in type, quality, price, and location of housing.</p> <p>Policy 1-4.2: Ensure that new housing opportunities minimize displacement of residents.</p> <p>Policy 1-4.3: Encourage multiple family residential and mixed-use development in commercial zones.</p>	<p><b>Consistent.</b> The Project would provide high-density residential development with 38 affordable units. No existing residential units would be displaced by the Project. The Project is located adjacent to Wilshire Boulevard, a major commercial corridor.</p>

**TABLE 8 (CONTINUED)**  
**PROJECT CONSISTENCY WITH WILSHIRE COMMUNITY PLAN**

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<b><i>Design Policies for Individual Projects</i></b>	
<p><b>A.1 – Site Planning:</b> Structures shall be oriented toward the main commercial street where a parcel is located and avoid pedestrian/vehicular conflicts by:</p> <ul style="list-style-type: none"> <li>b. Minimize the number of driveways/curb cuts which provide access from arterials.</li> <li>c. Maximize pedestrian oriented retail and commercial service uses along street grade level frontages along commercial boulevards.</li> </ul>	<p><b>Consistent.</b> The Project provides a pedestrian entrance on S. Berendo Street, a Local Street. S. Berendo Street connects to two major commercial corridors, 6<sup>th</sup> Street to the north and Wilshire Boulevard to the south. The only vehicular access to the Project Site, which is for commercial / service vehicles only, is provided via the alley north of the Project Site and thus does not conflict with pedestrian traffic. The existing two driveway curb cuts on S. Berendo Street along the Project frontage would be removed with the development of the Project, thereby reducing potential vehicular and pedestrian conflicts.</p>

Notes:

- [a] Objectives, Policies, Programs, or Plans based on information provided in the Wilshire Community Plan (Los Angeles Department of City Planning, 2001).



**TABLE 9**  
**PROJECT CONSISTENCY WITH CITYWIDE DESIGN GUIDELINES**

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<b><i>Pedestrian-First Design</i></b>	
<p><b><u>Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all</u></b></p> <p>Design projects to be safe and accessible and contribute to a better public right-of-way for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities.</p> <p><b><u>Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience</u></b></p> <p>Design to avoid pedestrian and vehicular conflicts and to create an inviting and comfortable public right-of-way. A pleasant and welcoming public realm reinforces walkability and improves the quality of life for users.</p> <p><b><u>Guideline 3: Design projects to actively engage with streets and public space and maintain human scale</u></b></p> <p>New projects should be designed to contribute to a vibrant and attractive public realm that promotes a sense of civic pride. Better connections within the built environment contribute to a livable and accessible city and a healthier public realm.</p>	<p><b>Consistent.</b> The Project provides for the safety, comfort, and accessibility of pedestrians by separating pedestrian access from vehicular access (which would be limited to commercial vehicles only) and maintaining the existing sidewalks on S. Berendo Street. The Project also enhances S. Berendo Street by providing a 10-foot setback to provide short-term bicycle parking spaces and new street trees along the residential building frontage, providing a relaxed park-like atmosphere at the street level.</p> <p>Commercial / service vehicular access to the Project Site would be provided via the alleyway to the north with access to and from 6<sup>th</sup> Street and S. Berendo Street and would be low volume. All pedestrian access would be on S. Berendo Street. Therefore, there would be no conflict between pedestrians and vehicles. The existing two driveway curb cuts on S. Berendo Street along the Project frontage would be removed with the development of the Project, thereby reducing potential vehicular and pedestrian conflicts.</p>

**Notes:**

[a] Objectives, Policies, Programs, or Plans based on information provided in the *Citywide Design Guidelines* (Los Angeles Department of City Planning, 2019).

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## Section 4B: Threshold T-2.1 Causing Substantial VMT Analysis

Threshold T-2.1 states that a residential project would result in a significant VMT impact if it would generate household VMT per capita less than 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which a project is located. Similarly, a commercial project would result in a significant VMT impact if it would generate work VMT per employee less than 15% below the existing average work VMT per employee for the APC area in which the project is located.

The VMT analysis presented below was conducted in accordance with the TAG, which satisfies State requirements under SB 743.

### VMT METHODOLOGY

The following describes the methodology by which vehicle trips and VMT are calculated in *City of Los Angeles VMT Calculator Version 1.3* (LADOT, July 2020) (VMT Calculator), as detailed in *City of Los Angeles VMT Calculator Documentation* (LADOT and LADCP, May 2020). LADOT developed the VMT Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits, which are based on the following types of one-way trips:

- Home-Based Work Production: trips to a workplace destination originating from a residential use at the Project
- Home-Based Other Production: trips to a non-workplace destination (e.g., retail, restaurant, etc.) originating from a residential use at the Project
- Home-Based Work Attraction: trips to a workplace destination at the Project originating from a residential use

As detailed in *City of Los Angeles VMT Calculator Documentation*, the household VMT per capita threshold applies to Home-Based Work Production and Home-Based Other Production trips, and the work VMT per employee threshold applies to Home-Based Work Attraction trips, as the location and characteristics of residences and workplaces are often the main drivers of VMT, as detailed in Appendix 1 of *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Governor's Office of Planning and Research, December 2018).

Other types of trips generated in the VMT Calculator include Non-Home-Based Other Production (trips to a non-residential destination originating from a non-residential use at the Project), Home-Based Other Attraction (trips to a non-workplace destination at the Project originating from a residential use), and Non-Home-Based Other Attraction (trips to a non-residential destination at the Project originating from a non-residential use). These trip types are not factored into the VMT per capita and VMT per employee thresholds, as those trips are typically localized and are assumed to have a negligible effect on the VMT impact assessment. However, those trips are factored into the calculation of total project VMT for screening purposes when determining if VMT analysis would be required.

Table 2.2-1 of the TAG details the following daily household VMT per capita and daily work VMT per employee impact criteria for the APC areas:

<b>APC</b>	<b>Daily Household VMT per Capita</b>	<b>Daily Work VMT per Employee</b>
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

Source: TAG

The Project is located within the Central APC and, therefore, has a daily household VMT per capita impact threshold of 6.0 and a daily work VMT per employee impact threshold of 7.6.



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## **Travel Behavior Zones (TBZ)**

The City developed TBZ categories to determine the magnitude of VMT and vehicle trip reductions that could be achieved through TDM strategies. As detailed in *City of Los Angeles VMT Calculator Documentation*, the development of the TBZs considered the population density, land use density, intersection density, and proximity to transit of each Census tract in the City and are categorized as follows:

1. Suburban (Zone 1): Very low-density primarily centered around single-family homes and minimally connected street network
2. Suburban Center (Zone 2): Low-density developments with a mix of residential and commercial uses with larger blocks and lower intersection density
3. Compact Infill (Zone 3): Higher density neighborhoods that include multi-story buildings and well-connected streets
4. Urban (Zone 4): High-density neighborhoods characterized by multi-story buildings with a dense road network

The VMT Calculator determines a project's TBZ based on the latitude and longitude of a project address. The Project located within an Urban (Zone 4) TBZ.

## **Mixed-Use Development Methodology**

As detailed in *City of Los Angeles VMT Calculator Documentation*, the VMT Calculator accounts for the interaction of land uses within a mixed-use development and considers the following sociodemographic, land use, and built environment factors for a project area:

- The project's jobs/housing balance
- Land use density of the project
- Transportation network connectivity
- Availability of and proximity to transit
- Proximity to retail and other destinations
- Vehicle ownership rates
- Household size

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## **Trip Lengths**

The VMT Calculator determines a project's VMT based on trip length information from the City's Travel Demand Forecasting Model, which considers the traffic analysis zones within 0.125 miles of a project to determine the average trip length and trip type, which factor into the calculation of a project's VMT.

## **Population and Employment Assumptions**

As previously stated, the VMT thresholds identified in the TAG are based on household VMT per capita and work VMT per employee. Thus, the VMT Calculator contains population assumptions developed based on Census data for the City and employment assumptions derived from multiple data sources, including *2012 Developer Fee Justification Study* (Los Angeles Unified School District, 2012), *Trip Generation Manual, 9<sup>th</sup> Edition* (ITE, 2012), the San Diego Association of Governments Activity Based Model, the United States Department of Energy, and other modeling resources. A summary of population and employment assumptions for various land uses is provided in Table 1 of *City of Los Angeles VMT Calculator Documentation*.

## **TDM Measures**

Additionally, the VMT Calculator measures the reduction in VMT resulting from a project's incorporation of TDM strategies as project design features or mitigation measures. The following seven categories of TDM strategies are included in the VMT Calculator:

1. Parking
2. Transit
3. Education and Encouragement
4. Commute Trip Reductions
5. Shared Mobility
6. Bicycle Infrastructure
7. Neighborhood Enhancement

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TDM strategies within each of these categories have been empirically demonstrated to reduce trip-making or mode choice in such a way as to reduce VMT, as documented in *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

## **PROJECT VMT ANALYSIS**

The VMT Calculator was used to evaluate Project VMT for comparison to the VMT impact criteria. Based on guidance from the City, the VMT Calculator was modeled for the Project's land uses and their respective sizes as the primary input. Additionally, the Project incorporates a reduced parking supply and the provision of bicycle parking according to LAMC requirements as design features that can reduce the number of single occupancy vehicle trips to the Project Site. This measure was accounted for in the VMT evaluation.

The VMT analysis results based on the VMT Calculator are summarized in Table 10. The VMT Calculator estimates that the Project would generate a total daily VMT of 6,792 and a total home-based production VMT of 2,777. Based on the VMT Calculator's estimated resident population of 773, this would result in a household VMT per capita of 3.6. The average household VMT per capita would not exceed the Central APC significant household VMT impact threshold of 6.0 and, therefore, the overall Project would not result in a significant household VMT impact and no mitigation measures would be required.

The detailed output from the VMT Calculator is provided in Appendix D.

## **CUMULATIVE ANALYSIS**

Cumulative effects of development projects are determined based on the consistency with the air quality and GHG reduction goals of *Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy of the Southern California Association of Governments* (Southern California Association of Governments [SCAG], Adopted September 2020) (RTP/SCS) in terms of development location, density, and intensity. The RTP/SCS presents a long-term



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vision for the region's transportation system through Year 2045 and balances the region's future mobility and housing needs with economic, environmental, and public health goals.

As detailed in the TAG, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., household VMT per capita or work VMT per employee) in the project impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and GHG goals of the RTP/SCS.

As described above, the Project would not result in a significant VMT impact. Further, the Project would be designed to further reduce single occupancy trips to the Project Site through TDM strategies that would be incorporated as part of the Project design such as the provision of LAMC-required bicycle parking. Therefore, the Project would result in a less-than-significant cumulative impact under Threshold T-2.1, and no further evaluation or mitigation measures would be required.

Furthermore, the Project Site is well-served by various local and rapid bus and rail lines and would contribute to the productivity and use of the regional transportation system by providing housing near transit and encourage active transportation by providing new bicycle parking infrastructure and active street frontages, in line with RTP/SCS goals. Thus, the Project would encourage a variety of transportation options and would be consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region.

**TABLE 10**  
**VMT ANALYSIS SUMMARY**

<b>Project Information</b>	
<b>Address</b>	638 S. Berendo Street
<b>Project Land Uses</b>	<b>Size</b>
Multi-Family Housing	343 units
<b>Project Location Characteristics [a]</b>	
Area Planning Commission	Central
Travel Behavior Zone [b]	Urban
Maximum VMT Reduction [c]	75%
<b>Project VMT Analysis [d]</b>	
Daily Vehicle Trips	1,007
Daily VMT	6,792
Total Household VMT	2,777
Household VMT per Capita [e]	3.6
Impact Threshold	6.0
<b>Significant Impact</b>	<b>NO</b>
Total Work VMT	0
Work VMT per Employee [f]	--
Impact Threshold	N/A
<b>Significant Impact</b>	<b>NO</b>

Notes:

[a] Project Analysis is from VMT Calculator output reports provided in Appendix D.

[b] "Urban" TBZs are characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) as high-density neighborhoods characterized by multi-story buildings with a dense road network.

[c] The maximum allowable VMT reduction is based on the Project's designated TBZ.

[d] The Project TDM Measures (incorporated in the VMT Calculator as Project Design Features) include a reduced parking supply and the provision of bicycle parking per LAMC requirements.

[e] Household VMT per Capita is based on the "home-based work production" trip types.

[f] Work VMT per Employee is based on the "home-based work attraction" trip types.

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## **Section 4C: Threshold T-2.2**

### **Substantially Inducing Additional Automobile Travel Analysis**

The intent of Threshold T-2.2 is to assess whether a transportation project would induce substantial VMT by increasing vehicular capacity on the roadway network, such as the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges.

The Project is not a transportation project that would induce automobile travel. Therefore, further evaluation is not required, and the Project would not result in a significant impact under Threshold T-2.2.



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## **Section 4D: Threshold T-3**

### **Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use Analysis**

Evaluation is required for projects that propose new access points or modifications along the public ROW (i.e., street dedications) under Threshold T-3. Project access plans were reviewed to determine if the Project would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

#### **ACCESS OVERVIEW**

As described in Chapter 1, vehicular access to the Project Site would be limited to commercial / service vehicles only, as there would be no on-site parking provided for residents. Commercial access would be provided via one full-access driveway from the existing alley north of the Project Site, which provides access to S. Berendo Street, a designated Local Street and 6<sup>th</sup> Street, a designated Avenue II. The two existing driveways on S. Berendo Street to the Project Site would be removed with the development of the Project, thereby reducing potential vehicular and pedestrian conflicts and allowing the curb space to be allocated to metered public parking and loading space. The 14-foot publicly accessible sidewalk and parkway on S. Berendo Street would be retained and the Project would provide a 10-foot setback in front of the residential building to accommodate short-term bicycle parking and street trees. The Project would not modify roadway widths or otherwise affect the geometric design of roads surrounding the Project Site, nor would it implement any features that would obstruct sight distance or paths of vehicular, pedestrian, or bicycle travel. Pedestrian and bicycle access would be provided separate from the vehicular access.

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## **PROJECT HAZARDS ANALYSIS**

### **Potential Geometric Design Hazards**

The vehicular driveway would provide adequate sight distance, as the alley north of the Project Site is straight and at a flat grade. The design does not locate impediments that would affect visibility of approaching vehicles, pedestrians, or bicycles. Additionally, the vehicular driveway would intersect the alley at a right angle to maximize sight distance. The Project driveway would comply with City design requirements for commercial vehicles, minimizing any potential hazard involved with vehicles entering and exiting the Project.

### **Consistency with Modal Priority Networks**

As summarized in Chapter 2, S. Berendo Street is not part of any enhanced network identified in the Mobility Plan. There are no bicycle or transit facilities on S. Berendo Street nor any plans to add them in the future. Wilshire Boulevard is part of the Transit Enhanced Network, the Bicycle Enhanced Network, and the Pedestrian Enhanced Districts, and 6<sup>th</sup> Street is part of the Pedestrian Enhanced Districts; however, there are no current plans for bicycle, pedestrian, or transit facility improvements on those streets. Nonetheless, the Project driveway accessing the alley would not preclude or interfere with the implementation of future roadway improvements benefiting transit, pedestrians, or bicycles.

### **Pedestrian and Bicycle Activity**

The Project would intensify pedestrian and bicycle activity on S. Berendo Street and 6<sup>th</sup> Street, though not in sufficient quantities to result in a significant conflict with commercial vehicles using the alley to access the Project driveway. Further, pedestrian access would be located closer to Wilshire Boulevard than the vehicular access, thereby minimizing the potential for pedestrians to be crossing the alley leading to the Project driveway. During Project construction, the sidewalk adjacent to the residential building on S. Berendo Street would be temporarily closed, but appropriate pedestrian detour routes would be maintained, as described in the Construction Management Plan in Section 5D.

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## **Summary**

Based on this review, the Project would not result in any hazards from the design or operation and would not result in a significant impact.

## **CUMULATIVE ANALYSIS**

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with Related Projects with access points along the same block as the Project to determine if there may be a cumulatively significant impact. None of the Related Projects in Table 4 and Figure 10 are located along the same block as the Project. Therefore, the Project would not result in cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.



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## Section 4E

### Freeway Safety Analysis

LADOT issued *Interim Guidance for Freeway Safety Analysis* (May 1, 2020) (City Freeway Guidance) identifying City requirements for a CEQA safety analysis of Caltrans facilities as part of a transportation assessment.

#### ANALYSIS METHODOLOGY

The City Freeway Guidance relates to the identification of potential safety impacts at freeway off-ramps as a result of increased traffic from development projects. It provides a methodology and significance criteria for assessing whether additional vehicle queueing at off-ramps could result in a safety impact due to speed differentials between the mainline freeway lanes and the queued vehicles at the off-ramp.

Based on the City Freeway Guidance, a transportation assessment for a development project must include analysis of any freeway off-ramp where the project adds 25 or more peak hour trips. A project would result in a significant impact at such a ramp if each of the following three criteria were met:

1. Under a scenario analyzing future conditions upon project buildout, with project traffic included, the off-ramp queue would extend to the mainline freeway lanes<sup>5</sup>.
2. A project would contribute at least two vehicle lengths (50 feet, assuming 25 feet per vehicle) to the queue.
3. The average speed of mainline freeway traffic adjacent to the off-ramp during the analyzed peak hour(s) is greater than 30 mph.

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<sup>5</sup> If an auxiliary lane is provided on the freeway, then half the length of the auxiliary lane is added to the ramp storage length.

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Should a significant impact be identified, mitigation measures to be considered include TDM measures to reduce a project's trip generation, investments in active transportation or transit system infrastructure to reduce a project's trip generation, changes to the traffic signal timing or lane assignments at the ramp intersection, or physical changes to the off-ramp. Any physical change to the ramp would have to improve safety, not induce greater VMT, and not result in secondary environmental impacts.

## **PROJECT SAFETY ANALYSIS**

As detailed in the freeway off-ramp screening process shown in Table 5 of the MOU provided in Appendix A, based on the Project's trip generation estimates and traffic distribution pattern, the Project would not add 25 or more peak hour trips to any freeway off-ramp. Therefore, no freeway off-ramp analysis is required. Furthermore, the addition of Project trips is not anticipated to cause any freeway off-ramp queues to extend beyond the available storage capacity resulting in queuing impacts. Therefore, no corrective measures would be required.

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## **Chapter 5**

### ***Non-CEQA Transportation Analysis***

This chapter summarizes the non-CEQA transportation analysis of the Project. It includes an evaluation of Project traffic, proposed access provisions, safety, and circulation operations of the Project, and pedestrian, bicycle, and transit facilities in the vicinity of the Project. This chapter also summarizes the evaluation of the Project's operational conditions, parking supply and requirements, and effects due to Project construction.

Per Section 3.1 of the TAG, any deficiencies identified based on the non-CEQA transportation analysis is “not intended to be interpreted as thresholds of significance, or significance criteria for purposes of CEQA review unless otherwise specifically identified in Section 2.” Section 3 of the TAG identifies the following four non-CEQA transportation analyses for reviewing potential transportation deficiencies that may result from a development project:

- Pedestrian, Bicycle, and Transit Access Assessment
- Project Access, Safety, and Circulation Evaluation
- Residential Street Cut-Through Analysis
- Project Construction

The four non-CEQA transportation analyses are reviewed in detail in Sections 5A through 5D. In addition, a review of the proposed parking and the City's parking requirement for the Project is provided in Section 5E.



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## **Section 5A**

### **Pedestrian, Bicycle, and Transit Assessment**

This section assesses the Project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project Site. Factors to consider when assessing a project's potential effect on pedestrian, bicycle, and transit facilities, include the following:

- Would the project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities?
- Would a project intensify use of existing pedestrian, bicycle, or transit facilities?

#### **EXISTING FACILITIES**

##### **Pedestrians and Bicycles**

Existing pedestrian facilities adjacent to the Project Site include a 14-foot wide sidewalk along S. Berendo Street and an approximately 20-foot wide sidewalk on Wilshire Boulevard. There are no existing bicycle lanes on the streets adjacent to the Project Site. Vehicular access to the Project would be via the existing alley and would be limited to low-volume commercial / service vehicles. Therefore, it would not introduce any modifications or disruptions to existing pedestrian and bicycle facilities. Rather, the two existing driveways on S. Berendo Street to the Project Site would be removed with the development of the Project, reducing the number of vehicular access points and eliminating potential vehicular and pedestrian conflicts along the Project Site frontage. This would also allow the curb space to be allocated to metered public parking and loading space. As such, the Project would not directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian or bicycle facilities. Although the Project may intensify use of existing pedestrian and bicycle facilities, as well as vehicular traffic volumes using the alley to S. Berendo Street and 6<sup>th</sup> Street, none of the volumes of any of those travel modes are anticipated to reach a level where any degradation, capacity constraint, or significant conflict would arise.

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Pedestrians may cross S. Berendo Street at the signalized intersections of S. Berendo Street & Wilshire Boulevard and S. Berendo Street & 6<sup>th</sup> Street, less than 200 feet and 400 feet, respectively, from the Project Site. Figure 6 shows a map of commercial, institutional, and parking facilities within walking distance of the Project Site that could attract pedestrian activity.

### **Transit**

As detailed in Chapter 2 and illustrated in Figure 7, there are transit stops on Wilshire Boulevard, 6<sup>th</sup> Street, and Vermont Avenue serving bus and rail lines operated by Metro. The nearest stops to the Project Site are located at Catalina Street & Wilshire Boulevard serving Metro Route 20, at Catalina Street & 6<sup>th</sup> Street serving Metro Route 18, and at Vermont Avenue & Wilshire Boulevard serving LADOT DASH Wilshire Center/Koreatown, Metro Routes 18, 20, 720, and 754, and the Metro B and D Lines. The westbound and eastbound stops at Catalina Street & Wilshire Boulevard and the southbound stop at Vermont Avenue & Wilshire Boulevard provide bus shelters and benches. The westbound and eastbound stops at Catalina Street & 6<sup>th</sup> Street and the northbound stop at Vermont Avenue & Wilshire Boulevard do not provide bus shelters or benches. The eastbound and westbound stops at Vermont Avenue & Wilshire Boulevard provide bus shelters but no benches.

### **INTENSIFICATION OF USE**

The Project would not directly or indirectly result in a permanent removal of infrastructure or degrade pedestrian or bicycle facilities. Although the Project may intensify use of existing pedestrian and bicycle facilities, there is adequate capacity in existing facilities to accommodate all foreseeable future demand for those facilities. The sidewalk adjacent to the Project Site along S. Berendo Street would be retained and the Project would provide a 10-foot setback in front of the residential building to accommodate short-term bicycle parking and street trees. Overall, the Project would not result in the deterioration of any existing facilities serving pedestrians or bicyclists.

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## **Transit Ridership**

The Project is estimated to add additional ridership to transit in the surrounding area. If 25% of all Project trips were assumed to be transit trips conservatively, it would generate approximately 52 and 60 new transit riders during the morning and afternoon peak hours, respectively. This was calculated based on the trip generation estimates in Table 5A, along with application of an average vehicle occupancy factor of 1.55 for trips in Los Angeles County as identified in *SCAG Regional Travel Demand Model and 2012 Model Validation* (SCAG, March 2016). This Project transit trip estimate is a small fraction (less than one-half of 1%) of the residual peak hour transit capacity estimated in Tables 3A and 3B and, therefore, the Project would not place a significant strain on capacity. As such, the Project would not lead to the degradation of transit facilities or significantly intensify use of transit facilities.

## **CUMULATIVE ANALYSIS**

The Related Projects would result in some additional intensification of pedestrian, bicycle, and transit activity in the Study Area. However, as with the Project, the incremental increase in activity from the Related Projects would not strain the capacity of the sidewalks and bicycle lanes within the Study Area, as those Related Projects are geographically dispersed. Similarly, if 25% of all estimated Related Project trips from Table 4 were to use transit using an average vehicle occupancy of 1.55 as in the Project analysis above, the Related Projects would only add approximately 9% of morning peak hour transit capacity and 12% of afternoon peak hour transit capacity based on the residual capacity calculations from Tables 3A and 3B. Therefore, there is sufficient transit capacity to absorb the cumulative demand from the Project and all Related Projects.



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## **Section 5B**

### **Project Access, Safety, and Circulation Assessment**

This section summarizes access, safety, and circulation at and around the Project Site. It includes a quantitative evaluation of the Project's access and circulation operations, including the anticipated LOS at the study intersections and anticipated traffic queues.

#### **PROJECT ACCESS**

Vehicular access to the Project Site, which would be limited only to low-volume commercial / service vehicles, would be provided via one full-access driveway located at the alley on the north side of the Project Site with access to and from S. Berendo Street and 6<sup>th</sup> Street. Pedestrian and bicycle access to the Project Site would be provided to and from the sidewalk along S. Berendo Street. Short-term bicycle parking spaces are provided off-site on the sidewalks along the western boundary of the Project Site and long-term bicycle parking spaces are provided internally within the Project on the second level, with access via the lobby. Project access for all modes would be designed in accordance with all applicable City requirements and best practices to maximize safety.

#### **LOADING EVALUATION**

The Project would eliminate two existing driveways on S. Berendo Street to the existing surface parking lot, freeing up curb space in front of the residential building. The Project proposes to reallocate the curb space with metered parking spaces and a dedicated loading area that could primarily serve rideshare loading (e.g., Uber or Lyft) in front of the residential building. A loading space approximately 40 feet in length would serve a variety of uses, including the anticipated Project demand for passenger loading. Commercial / service loading, including resident move-in and move-out, would primarily be accommodated via the driveway on the alley. Trash pick-up for both the residential building and the Roseberry building would occur in the alley.

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## OPERATIONAL EVALUATION

Intersection operation conditions were evaluated for typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods. A total of seven signalized study intersections, were selected for detailed transportation analysis in consultation with LADOT.

The following traffic conditions were developed and analyzed as part of this study:

- Existing Conditions (Year 2021) – The analysis of existing traffic conditions provides a basis for the assessment of future traffic conditions.
- Existing with Project Conditions (Year 2021) – This analysis condition analyzes the potential intersection operating conditions that could be expected if the Project were built under existing conditions. In this analysis, the Project-generated traffic is added to the Existing Conditions.
- Future without Project Conditions (Year 2026) – This analysis projects the future traffic growth and intersection operating conditions that could be expected as a result of regional growth and related project traffic in the Study Area by Year 2026. The Future without Project Conditions are projected by adding ambient traffic growth and traffic from related projects to Existing Conditions. This analysis provides the future base condition against which the Project traffic increases will be evaluated.
- Future with Project Conditions (Year 2026) – This analysis condition analyzes the potential intersection operating conditions that could be expected if the Project is fully occupied in the projected buildout year. In this analysis, the Project-generated traffic is added to Future without Project Conditions (Year 2026).

### Methodology

In accordance with the TAG, the intersection delay and queue analyses for the operational evaluation were conducted using the *Highway Capacity Manual, 6<sup>th</sup> Edition* (Transportation Research Board, 2016) (HCM) methodology, which was implemented using Synchro software and signal timing worksheets from the City to analyze intersection operating conditions. The HCM signalized methodology calculates the average delay, in seconds, for each vehicle passing through the intersections. Table 11 presents a description of the LOS categories, which range from excellent, nearly free-flow traffic at LOS A, to stop-and-go conditions at LOS F, for signalized intersections.

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The queue lengths were estimated using Synchro, which reports the 95<sup>th</sup> percentile queue lengths at signalized intersections in vehicles per lane, which can be converted into linear distance by multiplying the vehicle queue by an average of 25 feet per vehicle. The reported queues are calculated using the HCM signalized intersection methodology.

LOS and queuing worksheets for each scenario are provided in Appendix E.

### **Existing with Project Conditions**

**Traffic Volumes.** The Project-only morning and afternoon peak hour traffic volumes described in Chapter 3 and shown in Figure 17 were added to the Existing morning and afternoon peak hour traffic volumes shown in Figure 9. The resulting volumes are illustrated in Figure 18 and represent Existing with Project Conditions, assuming Project operation under existing conditions.

**Intersection LOS.** Table 12 summarizes the intersection LOS under Existing and Existing with Project Conditions during the weekday morning and afternoon peak hours for the study intersections. As shown, six of the seven study intersections would operate at LOS C or better during both the morning and afternoon peak hours under both Existing and Existing with Project Conditions. Intersection #7, Vermont Avenue & Wilshire Boulevard, operates at LOS F during both the morning and afternoon peak hours under both Existing and Existing with Project Conditions. The Project would contribute imperceptibly to average delay at each location.

### **Future with Project Conditions**

**Traffic Volumes.** The Project-only morning and afternoon peak hour traffic volumes described in Chapter 3 and shown in Figure 17 were added to the Future without Project (Year 2026) morning and afternoon peak hour traffic volumes shown in Figure 12. The resulting volumes are illustrated in Figure 19 and represent Future with Project Conditions after development of the Project in Year 2026.

**Intersection LOS.** Table 13 summarizes the results of the Future without Project and Future with Project Conditions during the weekday morning and afternoon peak hours for the seven study



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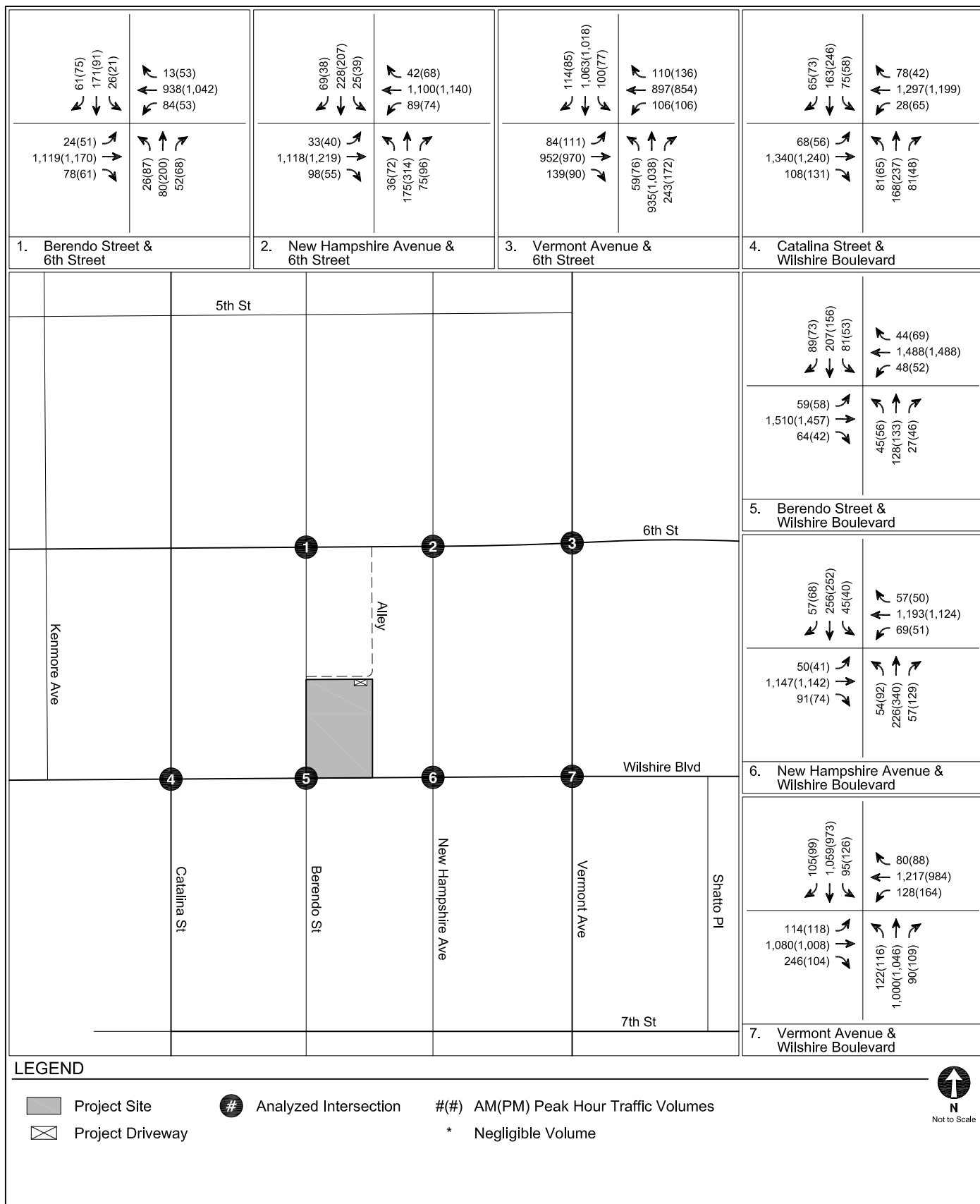
intersections. As shown, under both Future without Project and Future with Project Conditions, five intersections would operate at LOS C or better during both the morning and afternoon peak hours. The following two intersections would operate at LOS E or F during one or both peak hours:

- Intersection #4, Catalina Street & Wilshire Boulevard
- Intersection #7, Vermont Avenue & Wilshire Boulevard

Intersection #4, Catalina Street & Wilshire Boulevard, would operate at LOS D during both peak hours without the addition of Project traffic, and at LOS D and LOS E with the addition of Project traffic during the morning and afternoon peak hours, respectively. Although the LOS at Intersection #4 is anticipated to change from LOS D to LOS E, this is primarily because the intersection is projected to operate just below the LOS E threshold under Future without Project Conditions (the Project would add less than two seconds of average delay to the intersection). Intersection #7, Vermont Avenue & Wilshire Boulevard, would operate at LOS F during both peak hours, with and without the addition of Project traffic. Overall, the Project would contribute imperceptibly to average delay at each location, including the two locations operating at LOS E or F.

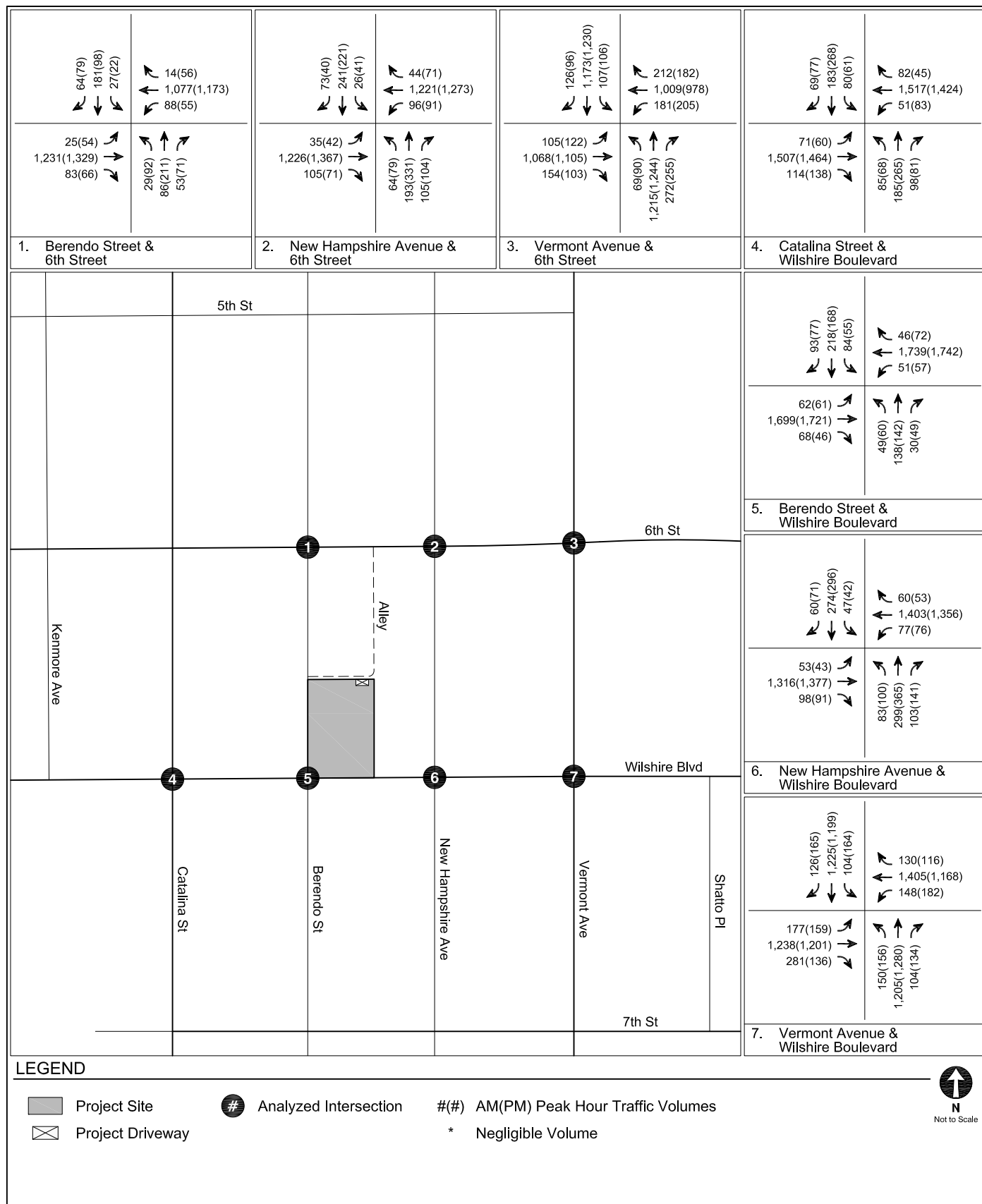
## **INTERSECTION QUEUING ANALYSIS**

The seven study intersections were analyzed to determine whether the lengths of intersection turning lanes were adequate to accommodate vehicle queue lengths using the HCM analysis results from Appendix E. Although intersections in the vicinity, including Intersection #4, Catalina Street & Wilshire Boulevard, and Intersection #7, Vermont Avenue & Wilshire Boulevard, may currently experience long queues during peak hours, the Project doesn't add many vehicle trips and minimally adds to queues (less than one vehicle of queue length) to those affected turn movements.



EXISTING WITH PROJECT CONDITIONS (YEAR 2021)  
PEAK HOUR TRAFFIC VOLUMES

FIGURE  
18



FUTURE WITH PROJECT CONDITIONS (YEAR 2026)  
PEAK HOUR TRAFFIC VOLUMES

FIGURE  
19



**TABLE 11**  
**INTERSECTION LEVEL OF SERVICE DEFINITIONS**

Level of Service	Description	Delay [a]
		Signalized Intersections
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.	$\leq 10$
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	$> 10$ and $\leq 20$
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	$> 20$ and $\leq 35$
D	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.	$> 35$ and $\leq 55$
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	$> 55$ and $\leq 80$
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	$> 80$

Notes:

Source: *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016).

[a] Measured in seconds.

**TABLE 12**  
**EXISTING CONDITIONS (YEAR 2021)**  
**INTERSECTION LEVELS OF SERVICE**

No	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions	
			Delay [a]	LOS	Delay [a]	LOS
1.	Berendo Street & 6th Street	AM	16.1	B	16.3	B
		PM	17.2	B	17.5	B
2.	New Hampshire Avenue & 6th Street	AM	13.1	B	13.3	B
		PM	17.9	B	18.1	B
3.	Vermont Avenue & 6th Street	AM	18.5	B	18.8	B
		PM	17.8	B	18.1	B
4.	Catalina Street & Wilshire Boulevard	AM	24.1	C	24.5	C
		PM	26.5	C	26.9	C
5.	Berendo Street & Wilshire Boulevard	AM	18.2	B	18.4	B
		PM	20.3	C	20.4	C
6.	New Hampshire Avenue & Wilshire Boulevard	AM	5.9	A	5.9	A
		PM	14.1	B	14.5	B
7.	Vermont Avenue & Wilshire Boulevard	AM	105.1	F	106.9	F
		PM	83.1	F	85.2	F

Notes:

Delay is measured in seconds per vehicle. LOS = Level of Service.

[a] Intersection analysis based on HCM 6th Edition Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

**TABLE 13**  
**FUTURE CONDITIONS (YEAR 2026)**  
**INTERSECTION LEVELS OF SERVICE**

No	Intersection	Peak Hour	Future Conditions		Future with Project Conditions	
			Delay [a]	LOS	Delay [a]	LOS
1.	Berendo Street & 6th Street	AM	23.3	C	23.5	C
		PM	24.6	C	25.1	C
2.	New Hampshire Avenue & 6th Street	AM	15.3	B	15.8	B
		PM	24.5	C	25.1	C
3.	Vermont Avenue & 6th Street	AM	27.7	C	28.8	C
		PM	30.5	C	31.8	C
4.	Catalina Street & Wilshire Boulevard	AM	43.2	D	45.0	D
		PM	54.1	D	55.8	E
5.	Berendo Street & Wilshire Boulevard	AM	26.4	C	26.6	C
		PM	26.7	C	27.0	C
6.	New Hampshire Avenue & Wilshire Boulevard	AM	8.7	A	8.8	A
		PM	20.9	C	21.8	C
7.	Vermont Avenue & Wilshire Boulevard	AM	175.4	F	177.4	F
		PM	162.0	F	164.7	F

Notes:

Delay is measured in seconds per vehicle. LOS = Level of Service.

[a] Intersection analysis based on HCM 6th Edition Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

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## **Section 5C**

### **Residential Street Cut-Through Analysis**

This chapter summarizes the residential street cut-through analysis for the Project. The objective of the residential street cut-through analysis is to determine potential increases in average daily traffic volumes on designated Local Streets, as classified in the City's General Plan, that can be identified as cut-through trips generated by the Project and that can adversely affect the character and function of those streets. Per Section 3.5.2 of the TAG, cut-through trips are defined as those that feature travel along a Local Street with residential land-use frontage, as an alternative to a higher classification street segment, to access a destination that is not within the neighborhood within which the Local Street is located.

The Project is a residential development located on a Local Street developed with a mix of residential and commercial uses. The majority of Project traffic will likely travel on S. Berendo Street to get to and from the rideshare loading area or to potential third-party parking areas, several of which are located on S. Berendo Street. Nonetheless, this does not qualify as cut-through traffic because there is no alternative route that avoids traveling on S. Berendo Street. Thus, the Project is not required to conduct a Local Residential Street Cut-Through Analysis.



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## **Section 5D**

### **Construction Analysis**

This section summarizes the construction schedule and construction analysis for the Project. The construction analysis relates to the temporary effects of Project construction activities and was conducted in accordance with Section 3.4, Project Construction, of the TAG.

#### **CONSTRUCTION EVALUATION CRITERIA**

Section 3.4.3 of the TAG identifies three types of in-street construction effects on pedestrian, bicycle, transit, or vehicle circulation that require review. The three types of effects and related populations are:

1. Temporary transportation constraints – potential effects on the transportation system
2. Temporary loss of access – potential effects on visitors entering and leaving sites
3. Temporary loss of bus stops or rerouting of bus lines – potential effects on transit service

The factors used to determine the magnitude of a project's effects involve the likelihood and extent to which the effect might occur, the potential inconvenience caused to users of the transportation system, and consideration for public safety. Construction activities could potentially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas. As detailed in Section 3.4.4 of the TAG, the proposed construction plans should be reviewed to determine whether construction activities would require any of the following actions:

- Street, sidewalk, or lane closures
- Block existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street
- Modification of access to transit stations, stops, or facilities during revenue hours

- 
- Closure or movement of an existing bus stop or rerouting of an existing bus line
  - Creation of transportation hazards

## **PROJECT CONSTRUCTION DETAILS**

### **Schedule**

The Project is anticipated to be constructed over a period of approximately 26 months. Typical construction activity would occur between the hours of 7:00 AM and 5:30 PM on weekdays, in conformance with the City's construction hour restrictions, though the majority of work is anticipated to be conducted between the hours of 7:00 AM and 3:00 PM. Construction would not occur on weekends or federal holidays, though construction-related street or sidewalk closures may remain in place even on days construction does not occur.

### **Effects on Access, Transit, and Parking**

Most construction activities would be primarily contained within the Project Site boundaries. However, construction fences would encroach into the public ROW (e.g., sidewalks and roadways) adjacent to the Project Site on S. Berendo Street and along the north alley for the duration of Project construction in order to accommodate deliveries, haul trucks, cement trucks, and other equipment. This would require the temporary removal of on-street parking on the east side of S. Berendo Street adjacent to the Project Site. Project construction may also intermittently require the partial or full closure of S. Berendo Street on delivery days. In the event of such a closure, extra traffic control and signage would be provided. Sidewalks would be temporarily closed during the excavation, concrete, and framing phases of construction along Project frontage on S. Berendo Street, but sidewalks on Wilshire Boulevard are not anticipated to be affected. Sidewalks adjacent to the residential building would be reopened and protected with scaffolding after the structure is built.

No transit stops or routes are on S. Berendo Street; therefore, Project construction would not affect transit operations.

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### **Construction Traffic**

Project construction would result in truck traffic (haul trucks, delivery trucks, cement trucks) and worker traffic to and from the Project Site on a daily basis.

Construction delivery trucks would generally not enter the Project Site but would stop on S. Berendo Street adjacent to the Project Site. Haul trucks carrying dirt or debris would occur regularly throughout the workday but can be scheduled to travel to and from the Project Site during off-peak hours as necessary. Like haul trucks, trucks delivering materials and equipment can be scheduled to arrive at the Project Site during off-peak hours. On cement pour days, cement trucks typically arrive over the first half of the day and the second half of the day is spent smoothing the cement as it begins to set.

Construction workers typically arrive at the Project Site before 7:00 AM and depart by 3:00 PM, outside of the morning and afternoon peak hours. During construction, parking for construction workers will be provided at an off-site location until the completion of the parking garage.

### **EFFECTS OF PROJECT CONSTRUCTION**

The severity of the Project's effects on access, transit, and parking during construction, as well as the effects of construction traffic, was assessed. The measures to minimize the negative effects of Project construction proposed below would be incorporated into a Construction Management Plan, summarized at the end of this chapter.

### **On-street Parking**

Project construction would result in the temporary loss of two existing unmetered parking spaces adjacent to the Project Site on S. Berendo Street.

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### **Public Transit**

Project construction would not impede access to any existing public transit stops.

### **Road Closures**

Project construction would result in intermittent partial or full closure of S. Berendo Street. As part of the requirements of the Construction Management Plan, temporary traffic controls would be provided to direct traffic around any closures and to maintain emergency access. The Construction Management Plan would seek to minimize the amount of time that closures, especially full closures, would be required on S. Berendo Street.

### **Construction Traffic**

Project construction would result in varying levels of truck and worker traffic to and from the Project Site on a daily basis, including an estimated maximum of approximately 25 trucks and 75 workers based on information provided by the Applicant. However, nearly all of this traffic would occur outside of the peak hours, as described above. Additionally, the Construction Management Plan would include measures to limit the amount of construction-related traffic during the peak hours.

## **CONSTRUCTION MANAGEMENT PLAN**

A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, would be prepared and submitted to the City for review and approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community.



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The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

- Scheduling of workdays to begin and end prior to the morning and afternoon peak hours, respectively, so as to avoid worker trips during those peak hours.
- Scheduling of construction-related deliveries and haul trips to occur outside the commuter peak hours to reduce the effect on traffic flow on surrounding streets.
- Planning and scheduling of construction activities so as to minimize the duration of lane closures on S. Berendo Street.
- Provision of worker parking in designated off-site private parking areas and on-site after underground parking garage is completed.
- Temporary traffic control during all construction activities adjacent to the public ROW to improve traffic flow on public roadways.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as appropriate.

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## **Section 5E**

### **Parking**

This section provides a review of Project parking supply and requirements.

#### **PARKING SUPPLY**

The Project would provide 177 bicycle parking spaces<sup>6</sup>, including 161 long-term bicycle parking spaces provided on the second level of the Project and 16 short-term bicycle parking spaces located on the sidewalk in front of the Project Site. The Project would not provide any on-site vehicular parking for residents. There are various third-party off-site parking areas on the same block of S. Berendo Street as the Project Site which are available for nearby residents to rent either on a full-time basis or for nights and weekends (such as the UTLA Plaza parking structure directly across the street from the Project Site). Such agreements would be made directly between residents and such third-party parking providers.

The Project would be built over an existing surface parking lot serving the Roseberry building, which would remain on the southern portion of the Project Site. The existing lot's 64 parking spaces would be required by the LAMC to be replaced within 750 feet of the Roseberry building.

#### **VEHICLE PARKING CODE REQUIREMENTS**

The LAMC details City parking requirements for new developments. Table 14 summarizes the Project's standard LAMC parking requirement based on the Project's anticipated mix of residential unit types by applying rates from LAMC Section 12.21.A.4. As shown, a total of 401 standard code parking spaces would be required for the Project based on standard LAMC rates.

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<sup>6</sup> Or the number required to meet LAMC requirements if the number of residential units were to change from the 343 units analyzed in this report.

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However, the Project qualifies for a reduced parking supply based on its location and use. Per the TOC Guidelines, the Project qualifies as a TOC Tier 4 housing development, because it is located less than 750 feet from an intersection of rail lines (Metro B and D lines) and rapid bus lines (Metro Routes 720 and 754) at Vermont Avenue & Wilshire Boulevard. There is no required minimum parking for residential units in a TOC Tier 4 Housing Development. Therefore, the Project's proposal not to provide parking is allowable for this location and project type.

As noted above, the Project must also provide 64 parking spaces within 750 feet of the Roseberry building to replace the spaces displaced by construction of the residential building. As discussed previously, while no definitive location for the replacement parking has been identified, it may be provided at 3200 Wilshire Boulevard, one block east of the Project Site and accessed from Vermont Avenue.

## **BICYCLE PARKING CODE REQUIREMENTS**

LAMC Section 12.21.A.16 details the long-term and short-term bicycle parking requirements for new developments, which are summarized in Table 15. As shown, the Project would require a total of 161 long-term and 16 short-term bicycle parking spaces based on the number of residential units proposed. The Project would satisfy these requirements.

**TABLE 14  
VEHICLE PARKING REQUIREMENTS**

<b>STANDARD MUNICIPAL CODE PARKING REQUIREMENT [a]</b>			
<b>Land Use</b>	<b>Size</b>	<b>Parking Rate</b>	<b>Total Spaces</b>
Residential			
< 3 habitable rooms (studio)	228 du	1.00 sp / 1 du	228
= 3 habitable rooms (1 bedroom)	115 du	1.50 sp / 1 du	173
<b>Total Standard Municipal Code Parking Requirement</b>			<b>401</b>

<b>TOC TIER 4 PARKING REQUIREMENT</b>			
<b>Land Use</b>	<b>Size</b>	<b>Parking Rate</b>	<b>Total Spaces</b>
Residential [b]	<i>no minimum parking requirement</i>		
<b>TOC Tier 4 Parking Requirement</b>			<b>0</b>
<b>Total Parking Provided</b>			<b>45</b>

Notes:

[a] Parking rates per Section 12.21.A4(a-c) of the Los Angeles Municipal Code.

[b] Residential parking requirement per the Transit Oriented Communities (TOC) Affordable Housing Incentive Program for projects located in a TOC Tier 4 area.



**TABLE 15  
BICYCLE CODE PARKING REQUIREMENTS**

Land Use	Size	Short-Term		Long-Term	
		Rate [a]	Requirement	Rate [a]	Requirement
Residential (1-25 du)	25 du	1.0 sp / 10 du	2 sp	1.0 sp / 1 du	25 sp
Residential (26-100 du)	75 du	1.0 sp / 15 du	5 sp	1.0 sp / 1.5 du	50 sp
Residential (101-200 du)	100 du	1.0 sp / 20 du	5 sp	1.0 sp / 2.0 du	50 sp
Residential (201-343 du)	143 du	1.0 sp / 40 du	4 sp	1.0 sp / 4.0 du	36 sp
<b>Total Short-Term</b>			<b>16 sp</b>	<b>Total Long-Term</b>	<b>161 sp</b>
<b>Total Code Bicycle Parking Requirement</b>					<b>177 sp</b>

Notes:

[a] Bicycle requirements as calculated by Section 12.21.A.16 of *Los Angeles Municipal Code (LAMC)* and proposed amendments per Case No. CPC-2016-4216-CA and Council File No. 12-1297-S1.

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## **Chapter 6**

### **Summary and Conclusions**

This study was undertaken to analyze the potential transportation impacts of the Project on the transportation system. The following summarizes the results of this analysis:

- The Project is located at 638 S. Berendo Street.
- The Project proposes 343 market-rate apartment units, including 38 affordable apartment units, and is anticipated to be completed in Year 2026.
- The Project would provide a total of 161 long-term and 16 short-term bicycle parking spaces, which meets requirements.
- The Project would not provide on-site vehicular parking for residents pursuant to TOC Guidelines. Residents may enter into agreements with third-party parking providers in the vicinity to park personal vehicles.
- Vehicular access for commercial / service vehicles only would be provided via one full-access driveway from the alley along the northern border of the Project Site, providing access to S. Berendo Street and 6<sup>th</sup> Street.
- The Project is estimated to generate 133 new morning peak hour trips and 154 new afternoon peak hour trips, including opposite-direction trips by rideshare drivers when picking up or dropping off passengers.
- The Project would be consistent with the City's plans, programs, ordinances, and policies and would not result in any geometric design hazard impacts.
- The Project would not result in VMT impacts and would not require mitigation.
- The Project provides adequate internal circulation to accommodate vehicular, pedestrian, and bicycle traffic without impeding through traffic movements on City streets.
- The addition of Project trips would not adversely affect any residential Local Streets.
- Construction traffic would be generated outside of the commuter morning and afternoon peak hours to the extent feasible and would be substantially less than the traffic generated by operation of the Project during the peak hours. A Construction Management Plan would be prepared to ensure that construction impacts are minimized.

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## **References**

*2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element*, Los Angeles Department of City Planning, adopted March 1, 2011.

*2010 Congestion Management Program*, Los Angeles County Metropolitan Transportation Authority, 2010.

*2012 Developer Fee Justification Study*, Los Angeles Unified School District, 2012.

*City of Los Angeles VMT Calculator Documentation*, Los Angeles Department of Transportation and Los Angeles Department of City Planning, May 2020.

*City of Los Angeles VMT Calculator Version 1.3*, Los Angeles Department of Transportation, July 2020.

*Citywide Design Guidelines*, Los Angeles City Planning Urban Design Studio, October 2019.

*Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy*, Southern California Association of Governments, Adopted September 2020.

*Highway Capacity Manual, 6<sup>th</sup> Edition*, Transportation Research Board, 2016.

*Interim Guidance for Freeway Safety Analysis*, Los Angeles Department of Transportation, May 2020.

*Los Angeles Municipal Code*, City of Los Angeles.

*Mobility Plan 2035, An Element of the General Plan*, Los Angeles Department of City Planning, September 2016.

*Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan*, Los Angeles Department of City Planning, March 2015.

*Quantifying Greenhouse Gas Mitigation Measures*, California Air Pollution Control Officers Association, 2010.

*SCAG Regional Travel Demand Model and 2012 Model Validation*, Southern California Association of Governments, March 2016.

*State of California Senate Bill 743*, Steinberg, 2013.

*Technical Advisory on Evaluating Transportation Impacts in CEQA*, Governor's Office of Planning and Research, December 2018.

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## ***References, cont.***

*Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines)*, Los Angeles Department of City Planning, Revised February 26, 2018.

*Transportation Assessment Guidelines*, Los Angeles Department of Transportation, July 2020.

*Trip Generation Manual, 9<sup>th</sup> Edition*, Institute of Transportation Engineers, 2012.

*Trip Generation Manual, 10<sup>th</sup> Edition*, Institute of Transportation Engineers, 2017.

*Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025*, City of Los Angeles, August 2015.

*Wilshire Community Plan*, Los Angeles Department of City Planning, September 2001.



## ***Appendix A***

### ***Memorandum of Understanding***

## Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

### I. PROJECT INFORMATION

Project Name: 650 Berendo Street

Project Address: 650 S. Berendo Street, Los Angeles, CA 90005

Project Description: The Project would provide 343 residential units in a 22-level high-rise building over two levels of subterranean parking. The Project would replace an existing surface parking lot. Vehicular access would be provided via the alley adjacent to the north with access from Berendo Street and 6th Street.

LADOT Project Case Number: \_\_\_\_\_ Project Site Plan attached? (Required) ☒ Yes ☐ No

### II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature<sup>1</sup>, that are being considered for this project:

<input checked="" type="checkbox"/>	Reduced Parking Supply <sup>2</sup>	<input checked="" type="checkbox"/>	Bicycle Parking and Amenities	<input type="checkbox"/>	Parking Cash Out
-------------------------------------	-------------------------------------	-------------------------------------	-------------------------------	--------------------------	------------------

List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc.) below that are also being considered and would require LADOT staff's determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure's eligibility for this project.

- |         |         |
|---------|---------|
| 1 _____ | 4 _____ |
| 2 _____ | 5 _____ |
| 3 _____ | 6 _____ |

### III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other ITE 10th Edition

Trip Generation Adjustment (Exact amount of credit subject to approval by LADOT)	Yes	No
Transit Usage	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Existing Active or Previous Land Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Internal Trip	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Pass-By Trip	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transportation Demand Management (See above)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? (Required) ☒ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	<u>25</u>	<u>81</u>	<u>106</u>
PM Trips	<u>75</u>	<u>48</u>	<u>123</u>

<b>NET Daily Vehicle Trips (DVT)</b> _____ DVT (ITE __ ed.) <u>1,194</u> DVT (VMT Calculator ver. <u>1.3</u> )
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<sup>1</sup> At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or State law.

<sup>2</sup>Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or the City's Transit Oriented Community Guidelines.

#### IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2026 Ambient Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? (Required) ☒ Yes ☐ No

STUDY INTERSECTIONS and/or STREET SEGMENTS:

(May be subject to LADOT revision after access, safety, and circulation evaluation.)

- |                      |         |
|----------------------|---------|
| 1 <u>See Table 1</u> | 4 _____ |
| 2 _____              | 5 _____ |
| 3 _____              | 6 _____ |

Provide a separate list if more than six study intersections and/or street segments.

Is this Project located on a street within the High Injury Network? ☐ Yes ☒ No

If a study intersection is located within a ¼-mile of an adjacent municipality's jurisdiction, signature approval from said municipality is required prior to MOU approval.

#### V. ACCESS ASSESSMENT

- Does the project exceed 1,000 net DVT? ☒ Yes ☐ No
- Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No
- Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

#### VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., complete **Attachment C.1: Access Assessment Criteria**.

#### VII. SITE PLAN AND MAP OF STUDY AREA

Please note that the site plan should also be submitted to the Department of City Planning for cursory review.

Does the attached site plan and/or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*Project Vehicle Peak Hour trips at each study intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*Project Vehicle Peak Hour trips at each project access point	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*Project trip distribution percentages at each study intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian access points and any pedestrian paths	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian loading zones	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Delivery loading zone or area	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Bicycle parking onsite	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Bicycle parking offsite (in public right-of-way)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*For mixed-use projects, also show the project trips and project trip distribution by land use category.

### VIII. FREEWAY SAFETY ANALYSIS SCREENING

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? ☐ Yes ☒ No

Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

### IX. CONTACT INFORMATION

	<u>CONSULTANT</u>	<u>DEVELOPER</u>
Name:	Gibson Transportation Consulting, Inc.	Elevation Advisors, LLC
Address:	555 W. 5th St., Suite 3375, Los Angeles, CA 90013	3470 Wilshire Blvd, Suite 700
Phone Number:	(213) 683-0088	(213) 365-5000
E-Mail:	jye@gibsontrans.com	eladvisorsdev@gmail.com

Approved by: x <u>Janet Gye</u> <small>Consultant's Representative</small>	<u>7/20/2021</u> <small>Date</small>	x <u>[Signature]</u> <small>LADOT Representative</small>	<u>7/29/21</u> <small>**Date</small>
Adjacent Municipality: _____ Approved by: _____ <small>(if applicable) Representative Date</small>			

**\*\*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.**



## Attachment C.1: Access Assessment Criteria



### Access Assessment Criteria

This Criteria acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

#### I. PROJECT INFORMATION

Project Name: 650 Berendo Street

Project Address: 650 S. Berendo Street, Los Angeles, CA 90005

Project Description: The Project would provide 343 residential units in a 22-level high-rise building over two levels of subterranean parking. The Project would replace an existing surface parking lot. Vehicular access would be provided via the alley adjacent to the north with access from Berendo Street and 6th Street.

LADOT Project Case Number: \_\_\_\_\_

#### II. PEDESTRIAN/ PERSON TRIP GENERATION

Source of Pedestrian/Person Trip Generation Rate(s)? ☐ VMT Calculator ☐ ITE 10<sup>th</sup> Edition ☐ Other:

	Land Use	Size/Unit	Daily Person Trips
Proposed	To Be Provided		
	Total new trips:		

Pedestrian/Person trip generation table including a description of the proposed land uses, trip credits, person trip assumptions, comparison studies used for reference, etc. attached? ☒ Yes ☐ No

#### III. PEDESTRIAN ATTRACTORS INVENTORY

Attach Pedestrian Map for the area (1,320 foot radius from edge of the project site) depicting:

- site pedestrian entrance(s)
- Existing or proposed passenger loading zones
- pedestrian generation/distribution values
  - Geographic Distribution: N 20 % S 15 % E 40 % W 25 %
- transit boarding and alighting of transit stops (should include Metro rail stations; Metro, DASH, and

other municipal bus stops)

- Key pedestrian destinations with hours of operation:
  - schools (school times)
  - government offices with a public counter or meeting room
  - senior citizen centers
  - recreation centers or playgrounds
  - public libraries
  - medical centers or clinics
  - child care facilities
  - post offices
  - places of worship
  - grocery stores
  - other facilities that attract pedestrian trips
- pedestrian walking routes to key destinations from project site

**Note:** Pedestrian Count Summary, Bicycle Count Summary, Manual Traffic Count Summary will need to be attached to the Transportation Assessment

#### IV. FACILITIES INVENTORY

Is a High Injury Network street located within 1,320 foot radius from the edge of the project site? ☒ Yes ☐ No

If yes, list streets and include distance from the project:

<u>Wilshire Boulevard</u>	at <u>0</u> (feet)
<u>6th Street</u>	at <u>400</u> (feet)
<u>Vermont Ave</u>	at <u>620</u> (feet)
<u>7th Street (east of Vermont Ave)</u>	at <u>1200</u> (feet)

Attach Radius Map for the area (1,320 foot radius from edge of the project site) depicting the following existing and proposed facilities:

- transit stops
- bike facilities
- traffic control devices for controlled crossings
- uncontrolled crosswalks
- location of any missing, damaged or substandard sidewalks

For a reference of planned facilities, see the [Transportation Assessment Support Map](#)

### Crossing Distances

Does the project property have frontage along an arterial street (designated as either an Avenue or Boulevard?)

☐ Yes ☒ No

If yes, provide the distance between the crossing control devices (e.g. signalized crosswalk, or controlled mid-block crossing) along any arterial within 1,320 feet of the property.

_____ (feet) at <u>See Table 4</u>	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____

### V. Project Construction

Will the project require any construction activity within the city right-of-way? ☒ Yes ☐ No

If yes, will the project require temporary closure of any of the following city facilities?

- ✓ ● sidewalk
- bike lane
- ✓ ● parking lane
- ✓ ● travel lane
- bus stop
- bicycle parking (racks or corrals)
- bike share or other micro-mobility station
- car share station
- parklet
- other: \_\_\_\_\_

**TABLE 1**  
**LIST OF ANALYZED INTERSECTIONS**

<b>No.</b>	<b>North/South Street [a]</b>	<b>East/West Street</b>
1.	Berendo Street	6th Street
2.	New Hampshire Avenue	6th Street
3.	Vermont Avenue	6th Street
4.	Catalina Street	Wilshire Boulevard
5.	Berendo Street	Wilshire Boulevard
6.	New Hampshire Avenue	Wilshire Boulevard
7.	Vermont Avenue	Wilshire Boulevard



**TABLE 2**  
**TRIP GENERATION ESTIMATES**

Land Use	ITE Code	Size	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
<b><u>Trip Generation Rates</u></b> [a]								
Multi-family Housing (High-Rise)	222	per du	24%	76%	0.31	61%	39%	0.36
<b><u>Proposed Project</u></b>								
Multi-Family Housing (High-Rise)	222	343 du	25	81	106	75	48	123
<b>TOTAL PROPOSED PROJECT TRIPS</b>			<b>25</b>	<b>81</b>	<b>106</b>	<b>75</b>	<b>48</b>	<b>123</b>

Notes:

du: dwelling unit

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

**TABLE 3  
RELATED PROJECTS**

No	Project Name and Address	Description	Trip Generation [a]						
			Daily	Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
1.	Mixed-Use 805 S Catalina St	300 condominium units and 5,000 sf retail	1,935	24	119	137	110	57	167
2.	Leeward Plaza - Residential 2929 W Leeward Ave	80 condominium units	476	7	33	40	44	21	65
3.	Hotel & Restaurant 2965 W 6th St	99 hotel rooms and 545 sf restaurant	688	26	18	44	25	25	50
4.	Mixed-Use 3100 W 8th St	100 apartment units and 9,496 sf existing restaurant to remain	100	10	41	51	21	41	62
5.	2900 Wilshire Project Mixed-Use 2900 W Wilshire Blvd	644 high-rise apartment units, 5,500 sf fast-food restaurant, and 10,000 sf retail	3,482	81	135	216	137	81	218
6.	616 S Westmoreland Mixed-Use 616 S Westmoreland Ave	77 apartment units, 2,360 sf restaurant, and 745 sf retail	446	1	30	31	31	5	36
7.	Mixed-Use 605 S Vermont Ave	103 apartment units and 30,937 sf museum	755	17	39	56	42	37	79
8.	Mixed-Use 3240 W Wilshire Blvd	162 hotel rooms, 545 apartment units, and 5,222 sf retail	1,353	15	173	188	89	23	112
9.	Wilshire Gate Project (Mixed-Use) 631 S Vermont Ave	200 hotel rooms, 250 condominium units, 49,227 sf office, and 21,230 sf retail	2,599	95	95	190	115	120	235
10.	Residential 689 S Catalina St	61 apartment units	365	5	23	28	22	12	34
11.	Soul Mixed-Use 550 S Shatto Pl	227 apartment units, 29 affordable housing units, 2,507 sf office, 11,300 sf high-turnover restaurant, and 1,500 sf fast food restaurant	1,101	(21)	45	24	71	35	106
12.	Apartments 950 S Berendo St	67 apartment units and eight affordable housing units	346	7	18	25	18	10	28
13.	Mixed-Use 2972 W 7th St	228 apartment units, 4,105 sf retail, and 3,738 sf high-turnover restaurant	1,631	32	61	93	77	53	130
14.	Apartments 3350 W Wilshire Blvd	120 apartment units	728	11	43	54	47	25	72
15.	Apartments 427 S Berendo St	85 apartment units	288	5	17	22	17	10	27

**Notes:**

Data provided by LADOT or accessed from <http://planning.lacity.org> based on cases filed since August, 2018. List includes all development projects within a 0.5-mile radius of the Project Site.

[a] Trip generation provided by LADOT except where noted.

[b] Trip generation estimated using rates from *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

**TABLE 3 (CONT.)  
RELATED PROJECTS**

No	Project Name and Address	Description	Trip Generation [a]						
			Daily	Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
16.	Apartments 411 S Normandie Ave	224 apartment units	1,407	22	86	108	87	47	134
17.	Mixed-Use (Revised) 3545 W Wilshire Blvd	433 apartment units and 49,849 sf retail	917	(42)	83	41	84	10	94
18.	Vermont Corridor Mixed-Use 510 S Vermont Ave	72 senior housing units, 2,166-employee office, 13,200 sf community center, 246 apartment units	3,215	216	104	320	121	293	414
19.	Apartments 923 S Kenmore Ave	68 apartment units	432	7	26	33	26	15	40
20.	Mariposa & Fedora 840 S Mariposa Ave	173 apartment units	978	15	60	75	61	31	92
21.	3216 W 8th St Mixed-Use 3216 W 8th St	Eight condominium units, 80 hotel rooms, 4,808 sf retail, and 2,465 sf karaoke lounge	3,215	216	104	320	121	293	414
22.	525 S Virgil Mixed-Use 525 S Virgil Ave	113 live-work units, 19 affordable family units, and 34,600 sf office	604	(5)	37	32	34	6	40
23.	3440 Wilshire Mixed-Use (Revised) 3440 W Wilshire Blvd	640 apartment units, 5,538 sf retail, 4,600 sf high- turnover sit-down restaurant, and 2,000 fast casual restaurant	2,348	30	123	153	137	65	202
24.	2859 Francis Residential Project 2859 W Francis Ave	110 apartment units including 11 affordable housing units	508	10	30	40	29	19	48
25. [b]	Apartments 316 S Catalina St	30 apartment units including three extremely low- income units	220	3	11	14	11	6	17
26. [b]	Mixed-Use 3016 W Wilshire Blvd	262 apartment units and 9,998 sf ground-floor retail	1,383	23	56	79	67	52	119
27. [b]	Mixed-Use 730 S Vermont Ave	80 apartment units and 1,437 sf ground-floor retail	640	10	28	38	30	20	50

**Notes:**

Data provided by LADOT or accessed from <http://planning.lacity.org> based on cases filed since August, 2018. List includes all development projects within a 0.5-mile radius of the Project Site.

[a] Trip generation provided by LADOT except where noted.

[b] Trip generation estimated using rates from *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

**TABLE 4**  
**DISTANCE BETWEEN CROSSING CONTROL DEVICES**

<b>Distance (feet)</b>	<b>Street Name</b>	<b>Limits</b>
300	6th Street	between Kenmore Avenue and Catalina Street
300	6th Street	between Catalina Street and Berendo Street
290	6th Street	between Berendo Street and New Hampshire Avenue
300	6th Street	between New Hampshire Avenue and Vermont Avenue
420	6th Street	between Vermont Avenue and Shatto Place
300	Wilshire Boulevard	between Catalina Street and Berendo Street
300	Wilshire Boulevard	between Berendo Street and New Hampshire Avenue
290	Wilshire Boulevard	between New Hampshire Avenue and Vermont Avenue
420	Wilshire Boulevard	between Vermont Avenue and Shatto Place
680	7th Street	between Catalina Street and New Hampshire Avenue
290	7th Street	between New Hampshire Avenue and Vermont Avenue
570	Catalina Street	between 6th Street and Wilshire Boulevard
640	Catalina Street	between Wilshire Boulevard and 7th Street
560	Berendo Street	between 6th Street and Wilshire Boulevard
560	New Hampshire Avenue	between 6th Street and Wilshire Boulevard
640	New Hampshire Avenue	between Wilshire Boulevard and 7th Street
560	Vermont Avenue	between 5th Street and 6th Street
560	Vermont Avenue	between 6th Street and Wilshire Boulevard
640	Vermont Avenue	between Wilshire Boulevard and 7th Street



**TABLE 5**  
**FREEWAY OFF-RAMP SCREENING PROCESS**

Freeway Off-Ramp	Peak Hour	Project Traffic	Meets Screening Criteria? [a]
<b>US 101 Northbound [b]</b>			
Off-ramp to Vermont Avenue	AM	1	NO
	PM	4	NO
<b>US 101 Southbound [c]</b>			
Off-ramp to Vermont Avenue	AM	1	NO
	PM	4	NO
<b>I-110 Southbound [d]</b>			
Off-ramp to Wilshire Boulevard	AM	3	NO
	PM	8	NO

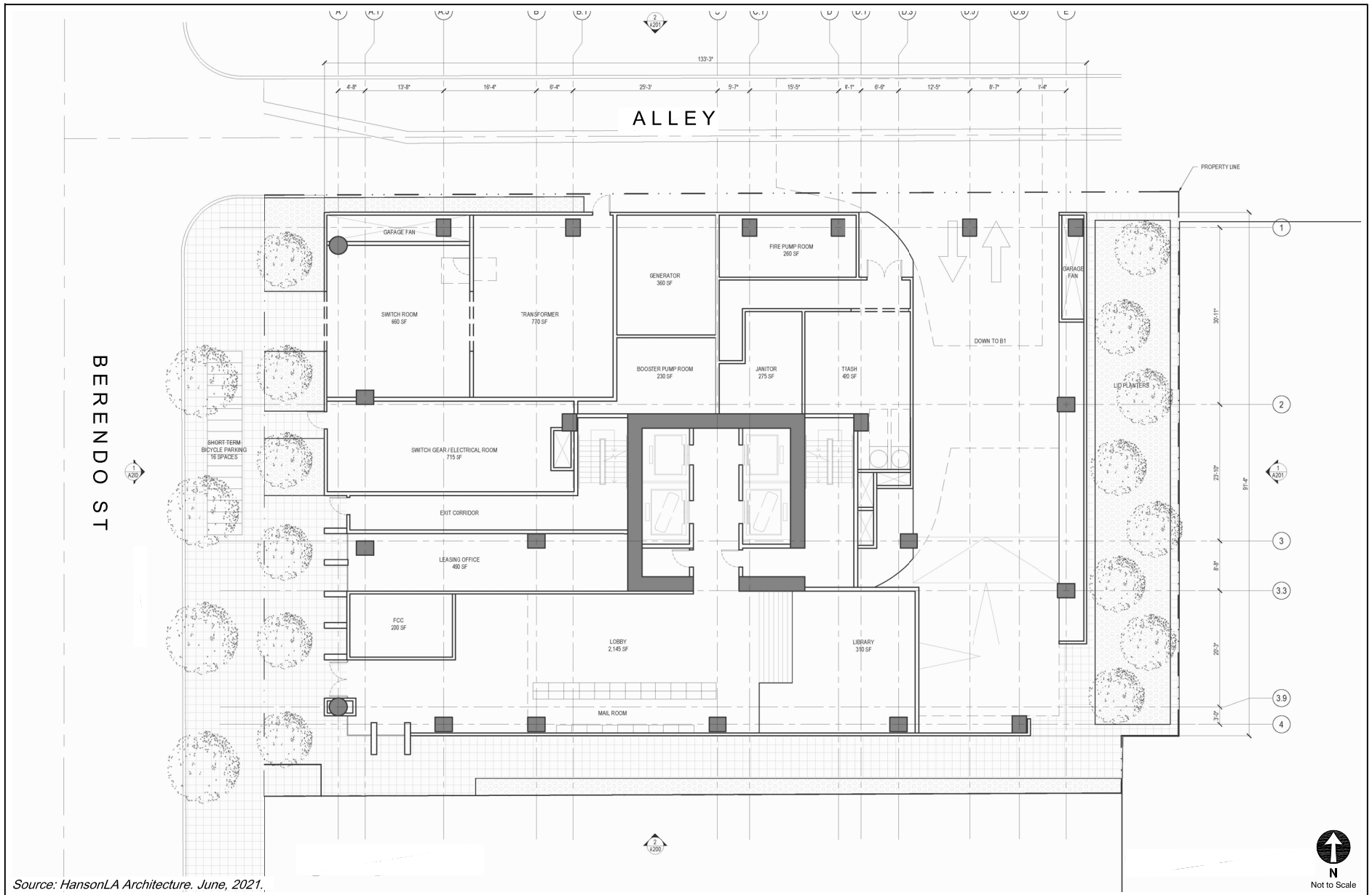
Notes:

[a] Based on *Interim Guidance for Freeway Safety Analysis* (LADOT, 2020), a transportation assessment for a development project must include analysis of any freeway off-ramp where a project adds 25 or more peak hour trips.

[b] 5% of incoming trips were assumed to travel northbound on the US 101 to the Project Site via the off-ramp to Vermont Avenue.

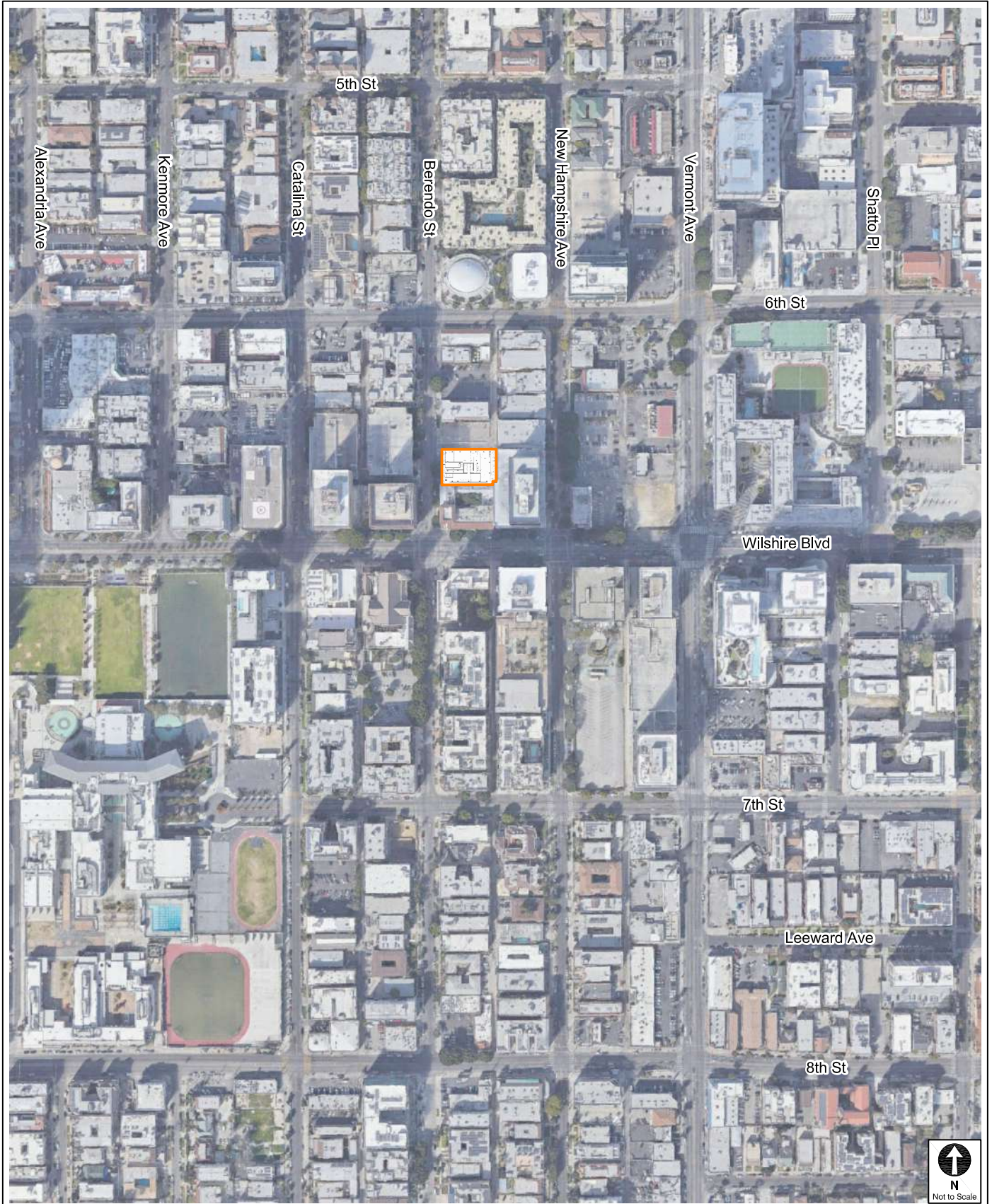
[c] 5% of incoming trips were assumed to travel southbound on the US 101 to the Project Site via the off-ramp to Vermont Avenue.

[d] 10% of incoming trips were assumed to travel southbound on the I-110 to the Project Site via the off-ramp to Wilshire Boulevard.



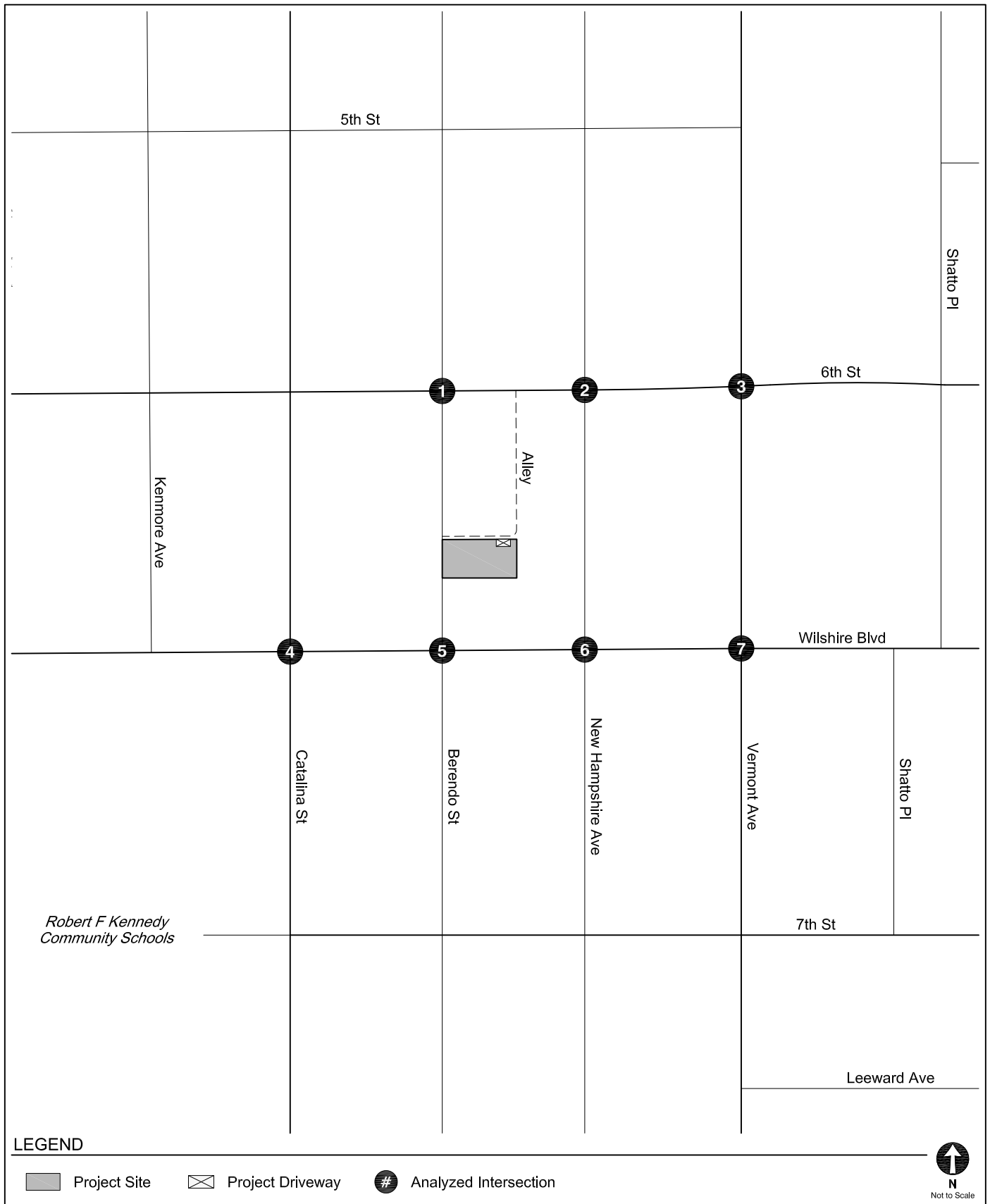
PROJECT SITE PLAN

FIGURE  
1



PROJECT SITE LOCATION

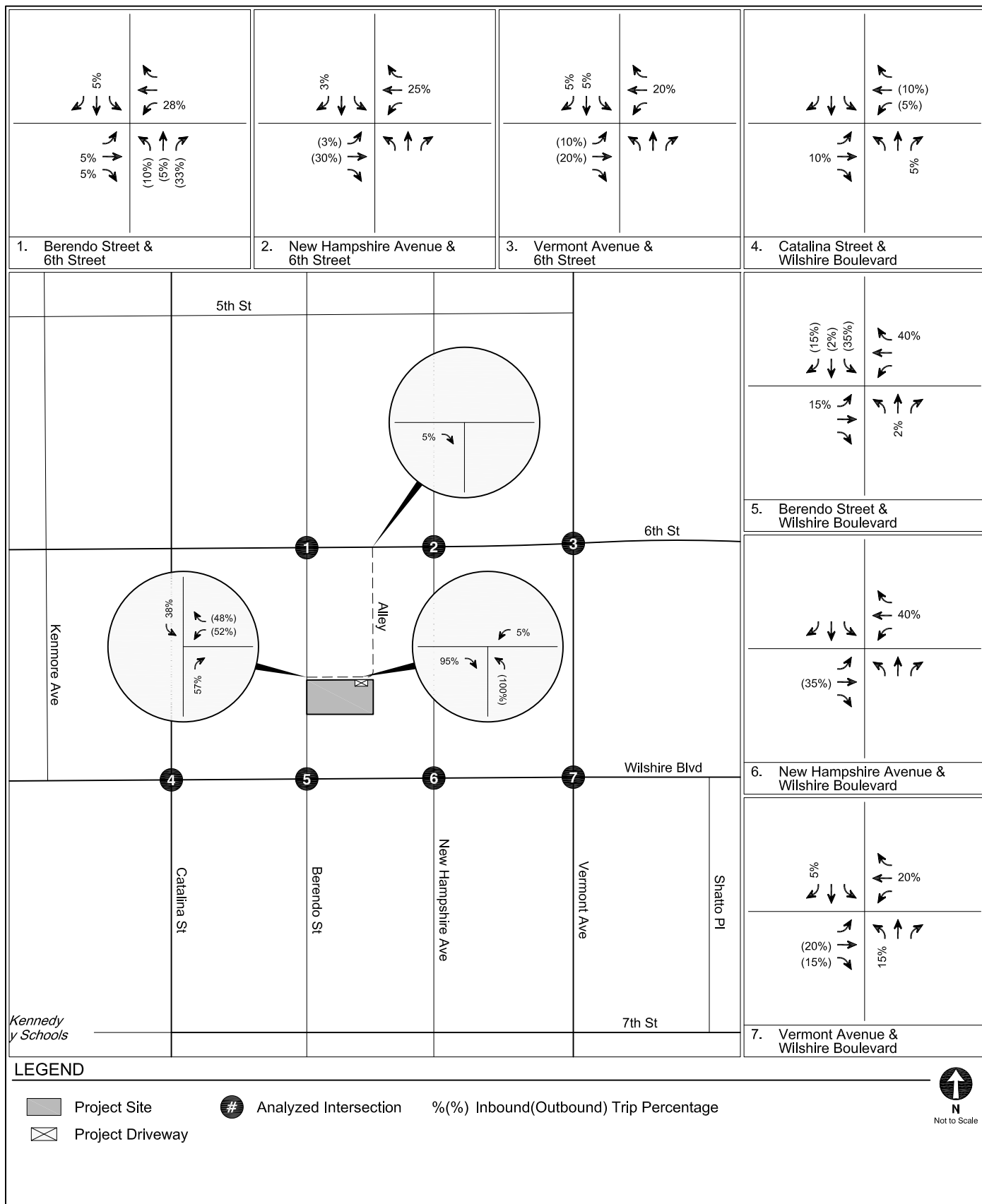
FIGURE  
2



STUDY AREA & ANALYZED INTERSECTIONS

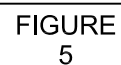
FIGURE  
3

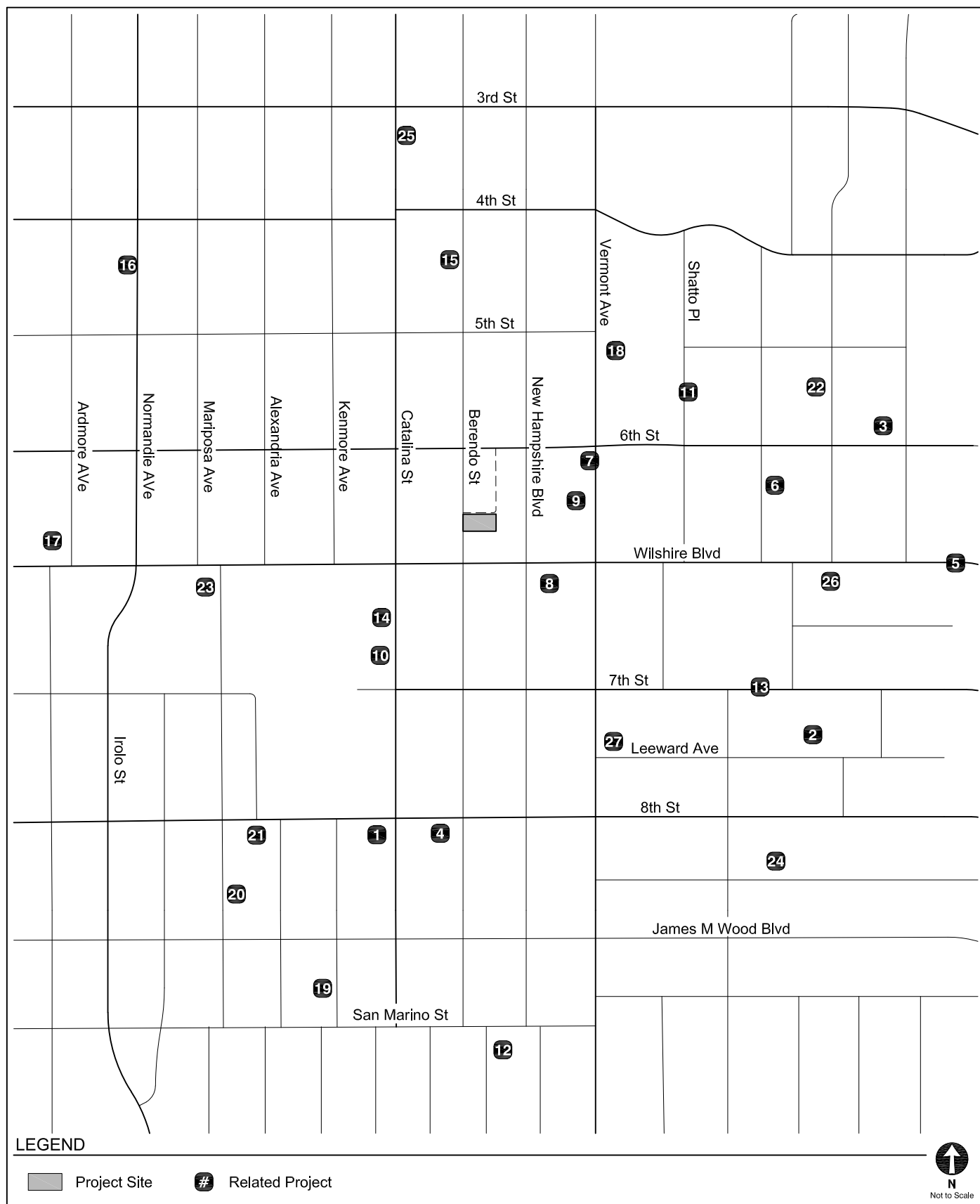




PROJECT TRIP DISTRIBUTION

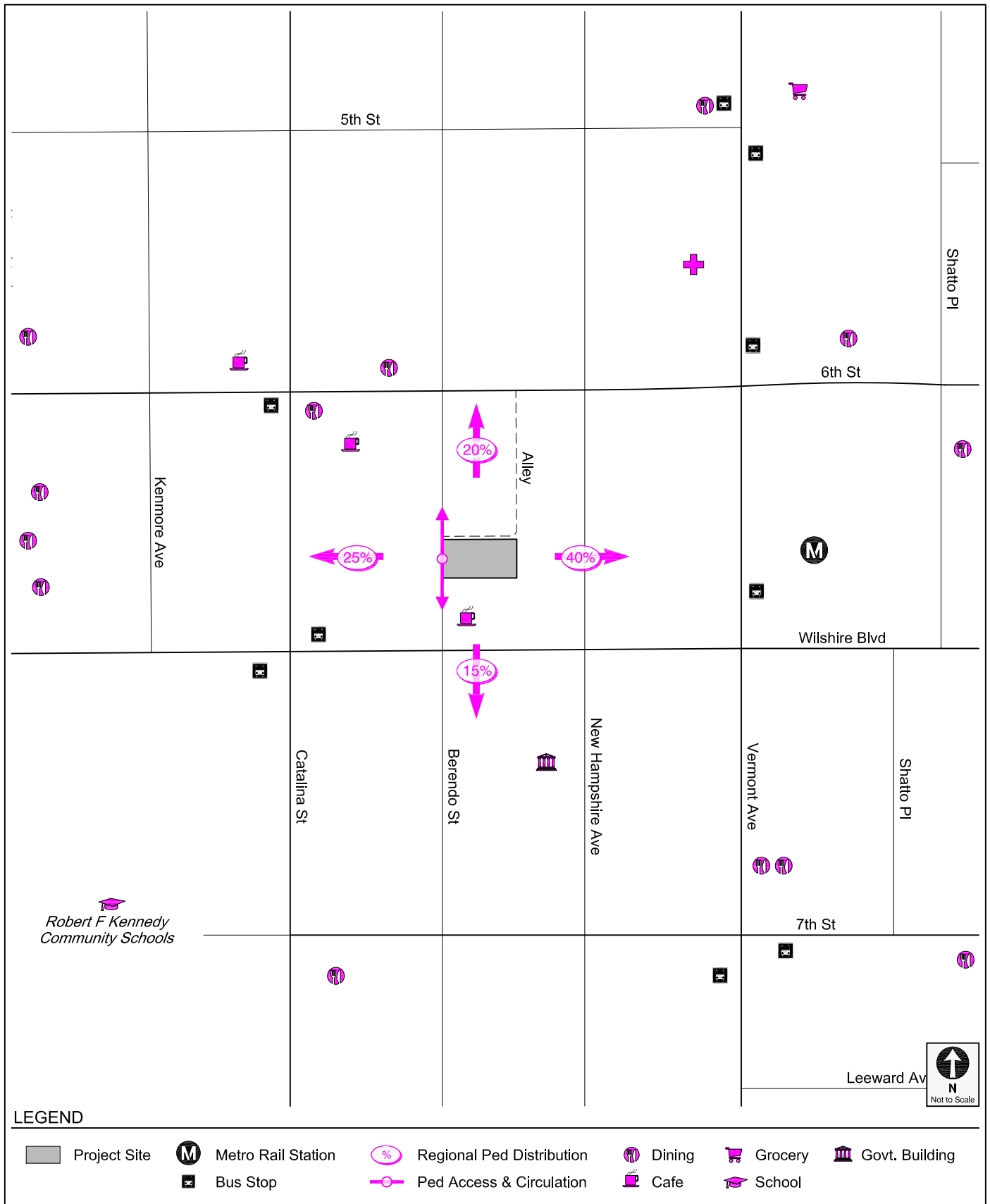
FIGURE  
4





LOCATIONS OF RELATED PROJECTS

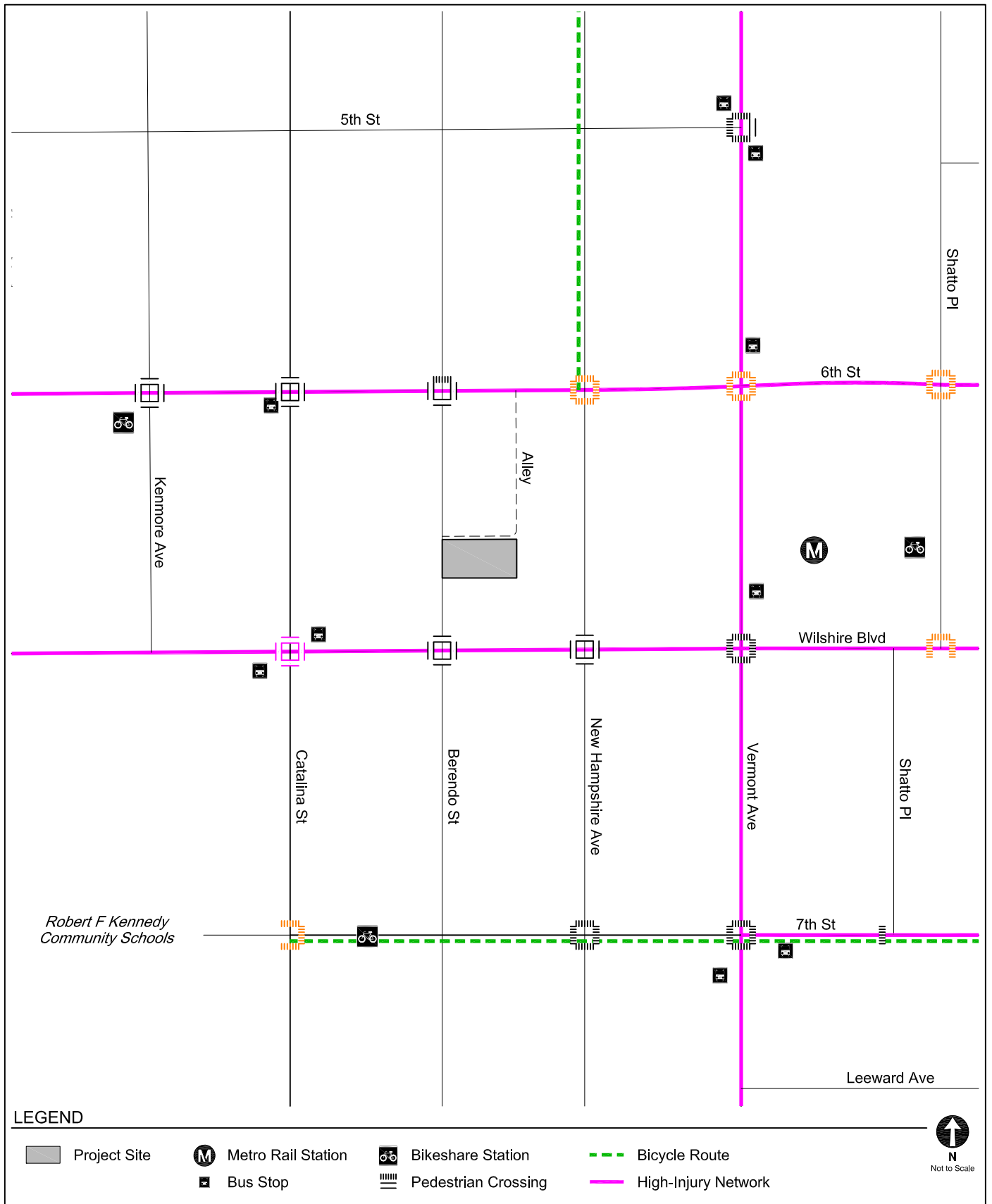
FIGURE  
6

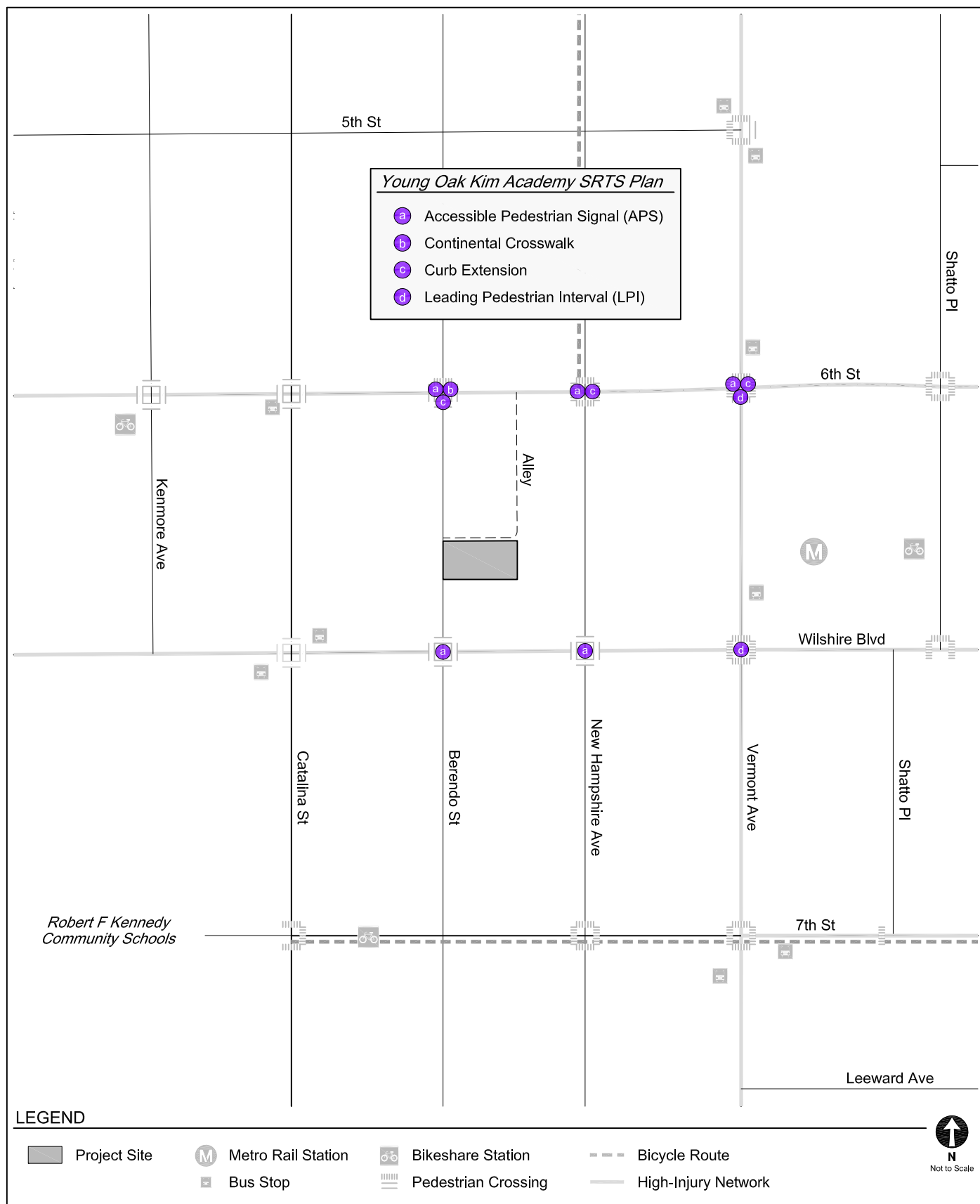


PEDESTRIAN DESTINATIONS INVENTORY

FIGURE  
7







FUTURE TRANSPORTATION FACILITIES

FIGURE  
9

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

**Project:** 650 Berendo Street  
**Scenario:** Project  
**Address:** 650 S BERENDO ST, 90010



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

☐ Yes ☐ No

## Existing Land Use

Land Use Type Value Unit  
Housing | Single Family



☐ Click here to add a single custom land use type (will be included in the above list)

## Proposed Project Land Use

Land Use Type Value Unit  
Housing | Multi-Family 343 DU



☐ Click here to add a single custom land use type (will be included in the above list)

## Project Screening Summary

Existing Land Use	Proposed
0 Daily Vehicle Trips	1,194 Daily Vehicle Trips
0 Daily VMT	8,031 Daily VMT

### Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

### Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,194 Net Daily Trips
The net increase in daily VMT ≤ 0	8,031 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

**The proposed project is required to perform VMT analysis.**

## VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term “City” as used below shall refer to the City of Los Angeles. The terms “City” and “Fehr & Peers” as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

**VMT Calculator Application for the City of Los Angeles.** The City’s consultant calibrated the VMT Calculator’s parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator’s accuracy in estimating VMT in such other locations.

**Limited License to Use.** This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

**Ownership.** You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

**Warranty Disclaimer.** In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED “as is” WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

**Limitation of Liability.** It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the



VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	<u>Janet Ye</u>
Print Name:	<u>Janet Ye</u>
Title:	<u>Associate</u>
Company:	<u>Gibson Transportation Consulting, Inc.</u>
Address:	<u>555 W. 5th St., Suite 3375</u> <u>Los Angeles, CA 90013</u>
Phone:	<u>(213) 683-0088</u>
Email Address:	<u>jye@gibsontrans.com</u>
Date:	<u>July 14, 2021</u>

## ***Appendix B***

### ***Traffic Volume Data***

## Turning Movement Count Report AM

Location ID: 2  
 North/South: Catalina St  
 East/West: Wilshire Blvd

Date: 05/24/18  
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	9	26	5	9	298	5	12	40	13	10	164	12	603
7:15	10	30	11	16	312	6	18	37	14	12	255	8	729
7:30	16	50	21	8	289	7	23	36	20	26	285	17	798
7:45	16	37	22	30	307	4	28	28	22	32	338	13	877
8:00	21	44	17	16	342	6	17	46	19	26	343	20	917
8:15	10	27	13	22	312	6	9	53	18	21	330	16	837
8:30	20	36	12	18	297	9	10	36	22	19	243	11	733
8:45	32	41	17	17	285	5	8	68	7	15	244	16	755
9:00	19	44	8	15	276	2	17	45	18	10	230	13	697
9:15	24	31	12	18	272	5	20	36	17	9	264	19	727
9:30	23	38	12	10	297	5	14	44	21	6	199	19	688
9:45	27	42	10	15	289	9	10	46	23	14	176	19	680

Total Volume:	227	446	160	194	3576	69	186	515	214	200	3071	183	9041
Approach %	27%	54%	19%	5%	93%	2%	20%	56%	23%	6%	89%	5%	

Peak Hr Begin:	7:30												
PHV	63	158	73	76	1250	23	77	163	79	105	1296	66	3429
PHF	0.845			0.927			0.973			0.943			0.935

## Turning Movement Count Report PM

Location ID: 2  
 North/South: Catalina St  
 East/West: Wilshire Blvd

Date: 05/24/18  
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	26	49	16	14	210	8	12	38	22	12	275	22	704
15:15	14	49	14	7	214	10	15	46	21	23	267	15	695
15:30	10	46	16	9	277	6	16	42	19	20	250	18	729
15:45	19	47	8	8	221	10	8	60	13	24	272	22	712
16:00	10	67	11	10	239	3	8	54	12	25	262	21	722
16:15	13	67	11	13	213	12	7	48	8	22	283	28	725
16:30	27	57	8	17	252	17	9	55	15	37	271	20	785
16:45	19	76	9	12	253	13	13	43	14	22	256	15	745
17:00	12	77	10	14	312	13	9	67	13	28	283	9	847
17:15	16	62	10	6	266	20	9	53	13	38	290	15	798
17:30	18	56	21	10	283	18	13	53	21	33	318	18	862
17:45	25	44	15	11	300	11	12	57	16	28	304	12	835

Total Volume:	209	697	149	131	3040	141	131	616	187	312	3331	215	9159
Approach %	20%	66%	14%	4%	92%	4%	14%	66%	20%	8%	86%	6%	

Peak Hr Begin:	17:00												
PHV	71	239	56	41	1161	62	43	230	63	127	1195	54	3342
PHF	0.924			0.932			0.944			0.932			0.969



## Pedestrian/Bicycle Count Report

	North		East		South		West	
Time	<i>Peds</i>	<i>Bicycle</i>	<i>Peds</i>	<i>Bicycle</i>	<i>Peds</i>	<i>Bicycle</i>	<i>Peds</i>	<i>Bicycle</i>
7:00	25	0	10	1	13	1	12	0
7:15	35	1	5	2	14	1	42	1
7:30	80	1	13	0	10	0	80	1
7:45	93	3	26	0	41	0	129	0
8:00	77	5	17	0	30	0	122	0
8:15	55	1	5	2	24	0	60	1
8:30	35	2	6	1	37	0	18	1
8:45	50	1	7	0	13	0	17	1
9:00	35	2	8	0	20	0	12	0
9:15	41	2	8	0	24	0	13	3
9:30	42	0	4	1	26	0	14	0
9:45	42	2	8	1	19	1	16	2

	North		East		South		West	
Time	<i>Peds</i>	<i>Bicycle</i>	<i>Peds</i>	<i>Bicycle</i>	<i>Peds</i>	<i>Bicycle</i>	<i>Peds</i>	<i>Bicycle</i>
15:00	51	3	19	0	51	3	31	2
15:15	71	2	23	0	75	1	119	1
15:30	104	3	38	1	84	1	129	0
15:45	110	2	20	1	109	3	82	2
16:00	71	3	16	1	39	2	31	0
16:15	61	3	10	0	42	0	28	1
16:30	65	8	15	0	32	0	30	0
16:45	69	3	7	0	21	1	20	0
17:00	46	1	4	0	25	1	20	0
17:15	81	3	8	2	38	0	43	0
17:30	50	4	7	0	45	0	51	0
17:45	69	4	15	0	72	3	30	4

## Turning Movement Count Report AM

Location ID: 3  
 North/South: Berendo St  
 East/West: West 6th

Date: 05/20/15  
 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	
7:00	5	8	1	0	187	6	2	2	1	4	142	4	362
7:15	19	14	4	1	209	7	5	10	6	6	187	6	474
7:30	15	38	10	2	209	9	3	12	4	11	252	1	566
7:45	13	32	4	6	244	21	5	17	4	17	260	2	625
8:00	13	36	9	5	199	18	7	26	7	16	264	5	605
8:15	19	46	6	1	219	15	4	14	4	20	275	8	631
8:30	13	46	5	0	223	18	7	15	1	20	254	8	610
8:45	15	34	9	3	243	16	0	13	5	17	263	5	623
9:00	9	31	3	10	220	6	3	10	5	17	234	3	551
9:15	10	31	4	1	207	11	8	14	8	8	244	1	547
9:30	10	27	4	4	205	10	7	12	6	19	212	4	520
9:45	8	24	0	5	203	10	7	12	9	10	234	4	526

Total Volume:	149	367	59	38	2568	147	58	157	60	165	2821	51	6640
Approach %	26%	64%	10%	1%	93%	5%	21%	57%	22%	5%	93%	2%	

Peak Hr Begin:	7:45												
PHV	58	160	24	12	885	72	23	72	16	73	1053	23	2471
PHF	0.852			0.894			0.694			0.948			0.979

## Turning Movement Count Report PM

Location ID: 3  
 North/South: Berendo St  
 East/West: West 6th

Date: 05/20/15  
 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	19	3	14	186	20	9	20	9	13	242	4	549
15:15	6	16	5	18	188	20	10	27	4	11	247	7	559
15:30	10	21	3	9	184	9	12	27	12	8	231	14	540
15:45	10	18	7	3	186	11	15	39	9	11	248	18	575
16:00	15	12	3	6	194	11	10	28	10	14	259	11	573
16:15	21	15	5	12	197	10	14	23	6	16	243	16	578
16:30	17	17	3	3	204	15	15	39	20	18	252	12	615
16:45	20	16	5	7	238	11	18	46	11	15	277	8	672
17:00	11	23	1	15	234	18	20	45	18	12	249	9	655
17:15	25	19	4	11	259	8	12	46	21	14	286	14	719
17:30	14	16	7	12	235	5	10	47	19	11	273	11	660
17:45	21	26	6	12	255	8	15	50	21	19	290	14	737

Total Volume:	180	218	52	122	2560	146	160	437	160	162	3097	138	7432
Approach %	40%	48%	12%	4%	91%	5%	21%	58%	21%	5%	91%	4%	

Peak Hr Begin:	17:00												
PHV	71	84	18	50	983	39	57	188	79	56	1098	48	2771
PHF	0.816			0.964			0.942			0.930			0.940



City Of Los Angeles  
Department Of Transportation  
MANUAL TRAFFIC COUNT SUMMARY

STREET:  
**North/South** New Hampshire Ave

**East/West** 6th St

**Day:** Wednesday **Date:** June 8, 2016 **Weather:** SUNNY

**Hours:** 7-10 & 3-6 **Chckrs:** NDS

**School Day:** YES **District:**  **I/S CODE**

	N/B	S/B	E/B	W/B
<b>DUAL-WHEELED</b>	11	11	44	34
<b>BIKES</b>	36	41	14	26
<b>BUSES</b>	0	0	40	35

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
<i>AM PK 15 MIN</i>	86	8.00	92	8.45	320	8.15	323	8.00
<i>PM PK 15 MIN</i>	121	17.15	83	17.15	339	17.45	318	17.15
<i>AM PK HOUR</i>	306	7.30	308	8.45	1229	7.30	1177	7.30
<i>PM PK HOUR</i>	459	17.00	266	17.00	1237	17.00	1210	17.00

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	34	187	36	257
8-9	34	167	71	272
9-10	30	158	47	235
15-16	43	197	72	312
16-17	47	283	59	389
17-18	69	299	91	459
<b>TOTAL</b>	257	1291	376	1924

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	31	159	48	238
8-9	24	216	66	306
9-10	36	185	62	283
15-16	29	163	37	229
16-17	22	175	39	236
17-18	37	195	34	266
<b>TOTAL</b>	179	1093	286	1558

**TOTAL**

N-S
495
578
518
541
625
725
3482

**XING S/L**

Ped	Sch
50	2
58	0
45	0
63	0
65	1
59	0
340	3

**XING N/L**

Ped	Sch
46	0
53	1
58	3
87	7
73	0
105	1
422	12

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	24	947	46	1017
8-9	29	1039	93	1161
9-10	37	901	64	1002
15-16	39	991	55	1085
16-17	47	1039	72	1158
17-18	37	1148	52	1237
<b>TOTAL</b>	213	6065	382	6660

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	66	892	20	978
8-9	85	1040	40	1165
9-10	85	742	36	863
15-16	65	713	61	839
16-17	43	875	47	965
17-18	70	1075	65	1210
<b>TOTAL</b>	414	5337	269	6020

**TOTAL**

E-W
1995
2326
1865
1924
2123
2447
12680

**XING W/L**

Ped	Sch
26	0
62	0
29	0
64	0
46	0
71	0
298	0

**XING E/L**

Ped	Sch
33	1
29	2
28	1
25	1
27	0
25	0
167	5



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5415-003

Day: Wednesday

City: Los Angeles

**TOTALS**

Date: 6/8/2016

AM													
NS/EW Streets:	New Hampshire Ave			New Hampshire Ave			6th St			6th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
7:00 AM	5	42	3	11	23	21	1	167	7	8	189	1	478
7:15 AM	12	38	7	9	41	7	4	207	12	11	229	2	579
7:30 AM	10	53	15	3	48	10	9	280	13	22	249	9	721
7:45 AM	7	54	11	8	47	10	10	293	14	25	225	8	712
8:00 AM	12	47	27	9	61	11	8	268	14	24	287	12	780
8:15 AM	9	45	16	5	49	16	5	286	29	20	283	13	776
8:30 AM	6	33	7	2	41	20	2	237	21	17	224	7	617
8:45 AM	7	42	21	8	65	19	14	248	29	24	246	8	731
9:00 AM	10	41	15	10	53	13	9	270	27	18	193	8	667
9:15 AM	4	45	10	7	40	15	10	222	10	19	201	10	593
9:30 AM	9	33	15	10	48	20	9	212	12	20	178	11	577
9:45 AM	7	39	7	9	44	14	9	197	15	28	170	7	546
<b>TOTAL VOLUMES :</b>	98	512	154	91	560	176	90	2887	203	236	2674	96	7777
<b>APPROACH %'s :</b>	12.83%	67.02%	20.16%	11.00%	67.71%	21.28%	2.83%	90.79%	6.38%	7.85%	88.96%	3.19%	
<b>PEAK HR START TIME :</b>	730 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	38	199	69	25	205	47	32	1127	70	91	1044	42	2989
<b>PEAK HR FACTOR :</b>	0.890			0.855			0.960			0.911			0.958

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5415-003

Day: Wednesday

City: Los Angeles

**TOTALS**

Date: 6/8/2016

NS/EW Streets:		PM												
		New Hampshire Ave			New Hampshire Ave			6th St			6th St			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
3:00 PM	16	48	18	2	40	9	7	257	14	15	159	12	597	
3:15 PM	4	49	15	11	46	11	8	234	14	16	171	14	593	
3:30 PM	16	44	25	6	31	6	12	262	14	21	185	20	642	
3:45 PM	7	56	14	10	46	11	12	238	13	13	198	15	633	
4:00 PM	14	68	16	5	43	6	8	256	14	11	221	7	669	
4:15 PM	13	70	18	10	50	10	10	250	11	7	213	11	673	
4:30 PM	10	76	13	5	39	16	13	286	25	12	226	17	738	
4:45 PM	10	69	12	2	43	7	16	247	22	13	215	12	668	
5:00 PM	10	74	21	6	57	7	9	275	18	13	244	13	747	
5:15 PM	24	72	25	12	59	12	6	285	8	14	282	22	821	
5:30 PM	20	73	26	12	40	6	13	272	12	21	267	17	779	
5:45 PM	15	80	19	7	39	9	9	316	14	22	282	13	825	
TOTAL VOLUMES :		159	779	222	88	533	110	123	3178	179	178	2663	173	8385
APPROACH %'s :		13.71%	67.16%	19.14%	12.04%	72.91%	15.05%	3.53%	91.32%	5.14%	5.91%	88.35%	5.74%	
PEAK HR START TIME :		500 PM												TOTAL
PEAK HR VOL :		69	299	91	37	195	34	37	1148	52	70	1075	65	3172
PEAK HR FACTOR :		0.948			0.801			0.912			0.951			0.961

CONTROL : Signalized



City Of Los Angeles  
Department Of Transportation  
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Vermont Ave  
East/West 6th St  
Day: Wednesday Date: 09/26/2018 Weather: SUNNY  
Hours:  Chekrs: NDS  
School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	126	142	62	46
BIKES	70	59	39	31
BUSES	170	109	42	80

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	349	7.15	336	8.30	306	8.15	301	8.00
PM PK 15 MIN	337	16.00	310	16.00	298	17.30	297	17.30
AM PK HOUR	1351	7.00	1289	7.00	1185	7.30	1111	7.45
PM PK HOUR	1321	15.15	1182	15.30	1124	17.00	1051	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	41	1140	170	1351
8-9	57	908	236	1201
9-10	69	1035	156	1260
15-16	81	1007	226	1314
16-17	82	997	173	1252
17-18	74	1008	167	1249
TOTAL	404	6095	1128	7627

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	81	1131	77	1289
8-9	91	1028	110	1229
9-10	80	1043	110	1233
15-16	77	1016	69	1162
16-17	82	996	85	1163
17-18	75	980	81	1136
TOTAL	486	6194	532	7212

TOTAL

N-S
2640
2430
2493
2476
2415
2385
14839

XING S/L

Ped	Sch
77	0
98	4
78	2
118	18
136	14
115	11
622	49

XING N/L

Ped	Sch
78	4
94	14
133	8
113	29
118	20
103	34
639	109

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	89	781	107	977
8-9	73	909	132	1114
9-10	76	685	105	866
15-16	106	820	100	1026
16-17	93	925	82	1100
17-18	105	937	82	1124
TOTAL	542	5057	608	6207

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	106	693	80	879
8-9	101	865	107	1073
9-10	100	576	106	782
15-16	98	503	112	713
16-17	85	654	115	854
17-18	99	820	132	1051
TOTAL	589	4111	652	5352

TOTAL

E-W
1856
2187
1648
1739
1954
2175
11559

XING W/L

Ped	Sch
70	2
85	3
83	3
109	41
136	41
134	50
617	140

XING E/L

Ped	Sch
155	1
189	15
149	16
200	28
185	18
158	20
1036	98





# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Vermont Ave & 6th St  
**City:** Los Angeles  
**Control:** Signalized

**Project ID:** 18-05633-002  
**Date:** 9/26/2018

### Total

NS/EW Streets:		Vermont Ave				Vermont Ave				6th St				6th St				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1	3	0	0	1	3	0	0	1	2	0	0	1	3	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	7:00 AM	10	299	33	0	17	295	16	0	14	128	24	0	29	152	17	0	1034
	7:15 AM	11	297	41	0	16	292	17	0	27	169	28	0	23	173	13	0	1107
	7:30 AM	12	281	46	0	22	273	24	0	26	248	24	0	22	171	25	0	1174
	7:45 AM	8	263	50	0	26	271	20	0	22	236	31	0	32	197	25	0	1181
	8:00 AM	6	249	64	0	22	246	26	0	12	239	41	0	28	240	33	0	1206
	8:15 AM	20	230	69	0	21	252	26	0	15	258	33	0	25	241	28	0	1218
	8:30 AM	16	237	58	1	22	278	36	0	22	193	31	0	29	214	19	0	1156
	8:45 AM	14	192	45	0	26	252	22	0	24	219	27	0	19	170	27	0	1037
	9:00 AM	17	274	37	0	21	258	29	0	18	185	25	0	21	157	20	0	1062
	9:15 AM	12	250	41	0	19	249	23	0	20	162	32	0	21	126	26	0	981
	9:30 AM	21	254	39	0	20	278	33	0	22	176	32	0	28	143	34	0	1080
	9:45 AM	19	257	39	0	20	258	25	0	16	162	16	0	30	150	26	0	1018
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		166	3083	562	1	252	3202	297	0	238	2375	344	0	307	2134	293	0	13254
		4.35%	80.88%	14.74%	0.03%	6.72%	85.36%	7.92%	0.00%	8.05%	80.32%	11.63%	0.00%	11.23%	78.05%	10.72%	0.00%	
PEAK HR :		07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :		46	1023	229	0	91	1042	96	0	75	981	129	0	107	849	111	0	4779
PEAK HR FACTOR :		0.575	0.910	0.830	0.000	0.875	0.954	0.923	0.000	0.721	0.951	0.787	0.000	0.836	0.881	0.841	0.000	0.981
		0.957				0.963				0.968				0.886				

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1	3	0	0	1	3	0	0	1	2	0	0	1	3	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	3:00 PM	22	260	48	0	20	260	17	0	23	199	25	0	26	114	24	0	1038
	3:15 PM	21	241	71	1	14	237	19	0	30	188	30	0	23	110	28	0	1013
	3:30 PM	22	253	58	0	22	256	12	0	30	207	28	0	25	140	25	0	1078
	3:45 PM	15	253	49	0	21	263	21	0	23	226	17	0	24	139	35	0	1086
	4:00 PM	24	263	50	0	25	268	17	0	21	225	24	0	24	127	30	0	1098
	4:15 PM	19	239	38	0	21	228	28	0	19	231	21	0	19	155	29	0	1047
	4:30 PM	19	238	39	0	19	232	24	0	21	251	20	0	24	195	33	0	1115
	4:45 PM	20	257	46	0	17	268	16	0	32	218	17	0	18	177	23	0	1109
	5:00 PM	16	223	53	0	17	228	18	1	26	208	21	0	26	201	42	0	1080
	5:15 PM	17	260	38	0	21	243	28	0	29	239	23	0	27	182	28	0	1135
	5:30 PM	19	254	36	0	16	273	13	0	20	259	19	0	31	233	33	0	1206
	5:45 PM	22	271	40	0	20	236	22	0	30	231	19	0	15	204	29	0	1139
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		236	3012	566	1	233	2992	235	1	304	2682	264	0	282	1977	359	0	13144
		6.19%	78.95%	14.84%	0.03%	6.73%	86.45%	6.79%	0.03%	9.35%	82.52%	8.12%	0.00%	10.77%	75.52%	13.71%	0.00%	
PEAK HR :		05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :		74	1008	167	0	74	980	81	1	105	937	82	0	99	820	132	0	4560
PEAK HR FACTOR :		0.841	0.930	0.788	0.000	0.881	0.897	0.723	0.250	0.875	0.904	0.891	0.000	0.798	0.880	0.786	0.000	0.945
		0.938				0.940				0.943				0.885				

# VEHICLE TURNING MOVEMENT COUNT SUMMARY

**N/S STREET:** BERENDO STREET

**E/W STREET:** WILSHIRE BLVD

**PERIOD:** AM PEAK HOUR

**DATE:** Tue

October 18, 2011

Crain & Associates  
300 Corporate Pointe, Suite 470  
Culver City, CA 90230  
Tel: (310) 473-6508

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	3	253	4	0	179	3	3	8	2	2	7	15	479
7:15 - 7:30	6	282	4	3	214	5	5	9	4	4	10	17	563
7:30 - 7:45	6	297	5	6	326	12	11	15	4	6	21	16	725
7:45 - 8:00	16	307	8	11	355	19	11	27	5	13	49	19	840
8:00 - 8:15	12	328	7	14	371	15	14	39	8	12	51	24	895
8:15 - 8:30	10	353	6	13	309	18	11	27	6	10	48	15	826
8:30 - 8:45	6	365	9	12	335	6	5	22	5	12	38	12	827
8:45 - 9:00	7	371	6	12	291	9	4	21	3	12	29	6	771
9:00 - 9:15	7	356	10	10	257	7	8	21	7	10	28	8	729
9:15 - 9:30	6	320	10	12	242	8	6	19	5	6	25	10	669
9:30 - 9:45	9	277	11	9	250	10	9	15	9	12	20	12	643
9:45 - 10:00	5	249	11	10	241	7	9	14	4	13	23	10	596

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	31	1,139	21	20	1,074	39	30	59	15	25	87	67	2,607
7:15 - 8:15	40	1,214	24	34	1,266	51	41	90	21	35	131	76	3,023
7:30 - 8:30	44	1,285	26	44	1,361	64	47	108	23	41	169	74	3,286
7:45 - 8:45	44	1,353	30	50	1,370	58	41	115	24	47	186	70	3,388 *
8:00 - 9:00	35	1,417	28	51	1,306	48	34	109	22	46	166	57	3,319
8:15 - 9:15	30	1,445	31	47	1,192	40	28	91	21	44	143	41	3,153
8:30 - 9:30	26	1,412	35	46	1,125	30	23	83	20	40	120	36	2,996
8:45 - 9:45	29	1,324	37	43	1,040	34	27	76	24	40	102	36	2,812
9:00 - 10:00	27	1,202	42	41	990	32	32	69	25	41	96	40	2,637

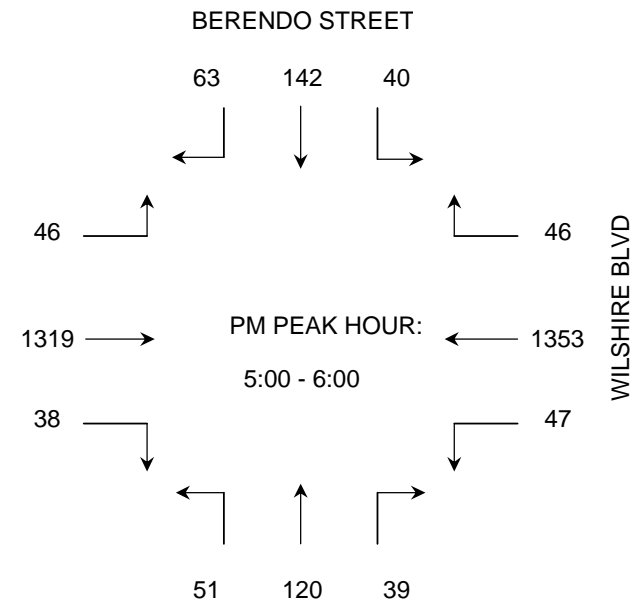
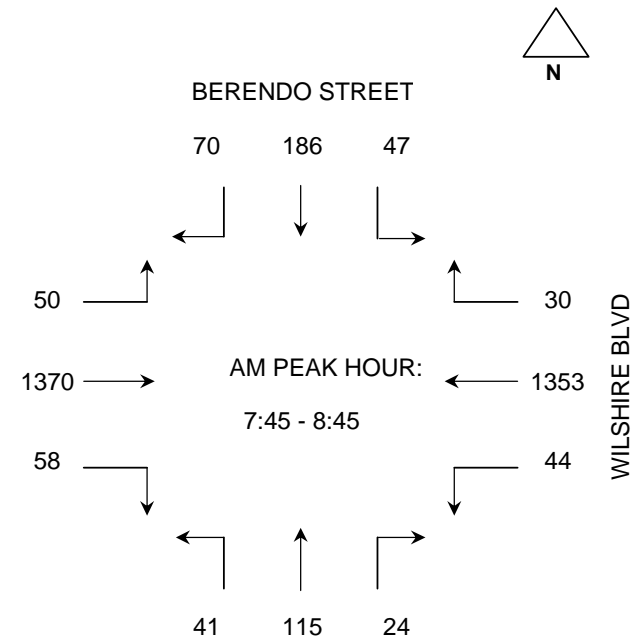
**PERIOD:** PM PEAK HOUR

**DATE:** Tue

October 18, 2011

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	11	275	17	11	284	13	3	16	8	7	16	11	672
3:15 - 3:30	11	287	15	7	283	11	9	20	8	7	19	14	691
3:30 - 3:45	19	294	16	11	302	16	14	34	6	5	23	14	754
3:45 - 4:00	14	327	21	19	304	12	12	39	9	7	29	15	808
4:00 - 4:15	19	298	18	14	292	8	14	21	8	12	29	15	748
4:15 - 4:30	11	299	17	12	270	13	10	23	10	9	25	20	719
4:30 - 4:45	12	303	10	13	340	8	11	22	19	7	26	19	790
4:45 - 5:00	10	321	11	10	301	9	10	20	10	11	40	17	770
5:00 - 5:15	12	327	13	8	307	8	14	22	11	11	40	15	788
5:15 - 5:30	12	342	11	12	329	10	13	27	6	11	39	17	829
5:30 - 5:45	13	337	10	13	348	9	14	35	11	10	33	16	849
5:45 - 6:00	10	347	12	13	335	11	10	36	11	8	30	15	838

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	55	1,183	69	48	1,173	52	38	109	31	26	87	54	2,925
3:15 - 4:15	63	1,206	70	51	1,181	47	49	114	31	31	100	58	3,001
3:30 - 4:30	63	1,218	72	56	1,168	49	50	117	33	33	106	64	3,029
3:45 - 4:45	56	1,227	66	58	1,206	41	47	105	46	35	109	69	3,065
4:00 - 5:00	52	1,221	56	49	1,203	38	45	86	47	39	120	71	3,027
4:15 - 5:15	45	1,250	51	43	1,218	38	45	87	50	38	131	71	3,067
4:30 - 5:30	46	1,293	45	43	1,277	35	48	91	46	40	145	68	3,177
4:45 - 5:45	47	1,327	45	43	1,285	36	51	104	38	43	152	65	3,236
5:00 - 6:00	47	1,353	46	46	1,319	38	51	120	39	40	142	63	3,304 *





City Of Los Angeles  
Department Of Transportation  
MANUAL TRAFFIC COUNT SUMMARY

STREET:  
**North/South** New Hampshire Ave

**East/West** Wilshire Blvd

**Day:** Wednesday **Date:** June 8, 2016 **Weather:** SUNNY

**Hours:** 7-10 & 3-6 **Chekr:** NDS

**School Day:** YES **District:**  **I/S CODE**

	N/B	S/B	E/B	W/B
<b>DUAL-WHEELED</b>	18	22	82	70
<b>BIKES</b>	41	31	123	114
<b>BUSES</b>	0	0	120	124

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
<i>AM PK 15 MIN</i>	93	7.45	101	8.45	335	7.45	329	8.45
<i>PM PK 15 MIN</i>	139	17.30	100	17.15	321	17.45	310	17.30
<i>AM PK HOUR</i>	343	7.30	340	8.00	1275	7.30	1246	8.00
<i>PM PK HOUR</i>	531	17.00	342	16.30	1234	15.45	1181	15.45

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	58	183	38	279
8-9	51	215	52	318
9-10	40	185	50	275
15-16	38	212	74	324
16-17	54	263	83	400
17-18	88	324	119	531
<b>TOTAL</b>	329	1382	416	2127

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	30	188	36	254
8-9	42	244	54	340
9-10	30	212	59	301
15-16	31	202	47	280
16-17	36	216	53	305
17-18	36	240	65	341
<b>TOTAL</b>	205	1302	314	1821

**TOTAL**

N-S
533
658
576
604
705
872
<b>3948</b>

**XING S/L**

Ped	Sch
120	32
207	35
201	8
243	53
199	60
267	70
<b>1237</b>	<b>258</b>

**XING N/L**

Ped	Sch
234	22
330	27
245	12
336	16
242	56
285	63
<b>1672</b>	<b>196</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	33	965	68	1066
8-9	48	1062	87	1197
9-10	50	891	63	1004
15-16	40	1077	49	1166
16-17	46	1116	64	1226
17-18	39	1070	70	1179
<b>TOTAL</b>	256	6181	401	6838

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	45	1041	37	1123
8-9	66	1126	54	1246
9-10	57	1047	39	1143
15-16	46	974	59	1079
16-17	37	1055	50	1142
17-18	49	1053	48	1150
<b>TOTAL</b>	300	6296	287	6883

**TOTAL**

E-W
2189
2443
2147
2245
2368
2329
<b>13721</b>

**XING W/L**

Ped	Sch
32	4
84	3
88	5
74	10
87	14
125	22
<b>490</b>	<b>58</b>

**XING E/L**

Ped	Sch
20	6
32	3
43	0
48	3
44	5
46	6
<b>233</b>	<b>23</b>

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5415-004

Day: Wednesday

City: Los Angeles

**TOTALS**

Date: 6/8/2016

AM													
NS/EW Streets:	New Hampshire Ave			New Hampshire Ave			Wilshire Blvd			Wilshire Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
7:00 AM	8	37	3	3	29	9	5	175	8	12	278	9	576
7:15 AM	9	36	8	9	41	9	5	204	12	8	248	9	598
7:30 AM	15	54	16	9	56	12	11	296	15	9	242	10	745
7:45 AM	26	56	11	9	62	6	12	290	33	16	273	9	803
8:00 AM	9	62	11	8	74	11	15	278	22	14	262	18	784
8:15 AM	12	59	12	17	59	8	7	275	21	12	291	16	789
8:30 AM	14	39	15	2	43	17	10	257	18	24	270	10	719
8:45 AM	16	55	14	15	68	18	16	252	26	16	303	10	809
9:00 AM	16	50	6	12	59	12	18	212	19	21	257	10	692
9:15 AM	7	52	19	5	52	14	10	246	17	15	261	12	710
9:30 AM	8	45	11	8	53	13	9	217	11	9	274	9	667
9:45 AM	9	38	14	5	48	20	13	216	16	12	255	8	654
<b>TOTAL VOLUMES :</b>	149	583	140	102	644	149	131	2918	218	168	3214	130	8546
<b>APPROACH %'s :</b>	17.09%	66.86%	16.06%	11.40%	71.96%	16.65%	4.01%	89.32%	6.67%	4.78%	91.51%	3.70%	
<b>PEAK HR START TIME :</b>	730 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	62	231	50	43	251	37	45	1139	91	51	1068	53	3121
<b>PEAK HR FACTOR :</b>	0.922			0.890			0.951			0.918			0.972

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5415-004

Day: Wednesday

City: Los Angeles

**TOTALS**

Date: 6/8/2016

NS/EW Streets:		PM												
		New Hampshire Ave			New Hampshire Ave			Wilshire Blvd			Wilshire Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
3:00 PM		13	54	23	6	47	19	13	241	14	8	214	17	669
3:15 PM		10	47	13	12	56	9	11	274	8	12	252	12	716
3:30 PM		6	57	19	5	50	6	6	269	15	13	232	14	692
3:45 PM		9	54	19	8	49	13	10	293	12	13	276	16	772
4:00 PM		10	71	19	9	46	20	11	259	15	9	276	18	763
4:15 PM		14	66	18	8	53	11	11	296	9	9	245	15	755
4:30 PM		14	63	17	11	50	11	16	285	17	9	287	8	788
4:45 PM		16	63	29	8	67	11	8	276	23	10	247	9	767
5:00 PM		26	69	30	10	58	16	11	252	17	15	265	12	781
5:15 PM		22	79	31	10	71	19	11	259	12	6	255	11	786
5:30 PM		20	86	33	11	47	14	3	274	19	16	281	13	817
5:45 PM		20	90	25	5	64	16	14	285	22	12	252	12	817
TOTAL VOLUMES :		180	799	276	103	658	165	125	3263	183	132	3082	157	9123
APPROACH %'s :		14.34%	63.67%	21.99%	11.12%	71.06%	17.82%	3.50%	91.37%	5.12%	3.92%	91.43%	4.66%	
PEAK HR START TIME :		500 PM												TOTAL
PEAK HR VOL :		88	324	119	36	240	65	39	1070	70	49	1053	48	3201
PEAK HR FACTOR :		0.955			0.853			0.918			0.927			0.979

CONTROL : Signalized

Vermont AveWilshire BlvdWednesday

Date: 09/26/2018

Weather: SUNNY

**Chekrs:**

NDS

Yes

I/S CODE

## DUAL-WHEELED BIKES BUSES

AM PK 15 MIN

*PM PK 15 MIN*

AM PK HOUR

PM PK HOUR

## XING N/L

Hours	Lt	Th	Rt	Total
7-8	64	1125	46	<a href="#">1235</a>
8-9	115	971	87	<a href="#">1173</a>
9-10	118	1032	85	<a href="#">1235</a>
15-16	90	1003	133	<a href="#">1226</a>
16-17	101	970	115	<a href="#">1186</a>
17-18	106	1016	106	<a href="#">1228</a>

Hours	Lt	Th	Rt	Total
7-8	95	1071	134	1300
8-9	92	1021	101	1214
9-10	116	946	128	1190
15-16	98	989	90	1177
16-17	131	917	104	1152
17-18	122	927	94	1143

N-S	Ped	Sch	Ped	Sch
2535	188	32	509	63
2387	262	32	557	80
2425	280	28	398	57
2403	314	84	485	269
2338	250	112	501	235
2371	339	10	666	40

TOTAL	594	6117	572	7283
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TOTAL	654	5871	651	7176
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14459	1633	298	3116	744
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## XING E/L

Hours	Lt	Th	Rt	Total
7-8	135	918	154	1207
8-9	111	1033	220	1364
9-10	113	754	154	1021
15-16	142	905	132	1179
16-17	118	911	102	1131
17-18	115	974	83	1172

Hours	Lt	Th	Rt	Total
7-8	103	1068	64	1235
8-9	121	1176	78	1375
9-10	139	1003	71	1213
15-16	136	755	90	981
16-17	130	842	92	1064
17-18	151	947	85	1183

E-W	Ped	Sch	Ped	Sch
2442	122	23	347	72
2739	200	26	419	74
2234	153	13	391	51
2160	207	82	536	114
2195	185	96	487	187
2355	279	21	711	18

TOTAL	734	5495	845	7074
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TOTAL	780	5791	480	7051
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14125	1146	261	2891	516
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# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Vermont Ave & Wilshire Blvd  
**City:** Los Angeles  
**Control:** Signalized

**Project ID:** 18-05633-003  
**Date:** 9/26/2018

### Total

NS/EW Streets:	Vermont Ave				Vermont Ave				Wilshire Blvd				Wilshire Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	3 NT	0 NR	0 NU	1 SL	3 ST	0 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU	
7:00 AM	16	302	6	0	19	286	32	0	27	153	27	0	21	263	18	0	1170
7:15 AM	23	292	14	0	25	278	26	0	33	209	38	0	24	267	18	0	1247
7:30 AM	11	278	17	0	24	257	46	0	37	266	40	0	23	259	13	1	1272
7:45 AM	14	253	9	0	27	250	30	0	38	290	49	0	34	279	15	0	1288
8:00 AM	29	269	23	0	17	261	32	0	28	282	57	0	27	296	19	0	1340
8:15 AM	27	251	14	0	22	244	23	0	26	274	41	0	27	338	30	0	1317
8:30 AM	31	244	24	0	24	263	29	0	27	245	68	0	34	266	16	0	1271
8:45 AM	28	207	26	0	29	253	17	0	30	232	54	0	33	276	13	0	1198
9:00 AM	28	278	16	0	29	223	29	0	20	213	46	0	36	233	18	0	1169
9:15 AM	24	241	22	0	29	222	32	0	35	197	35	0	37	253	15	0	1142
9:30 AM	33	241	19	0	33	251	32	1	30	163	30	0	32	241	21	0	1127
9:45 AM	33	272	28	0	24	250	35	0	28	181	43	0	34	276	17	0	1221
TOTAL VOLUMES :	NL 297	NT 3128	NR 218	NU 0	SL 302	ST 3038	SR 363	SU 1	EL 359	ET 2705	ER 528	EU 0	WL 362	WT 3247	WR 213	WU 1	TOTAL 14762
APPROACH %'s :	8.15%	85.86%	5.98%	0.00%	8.15%	82.02%	9.80%	0.03%	9.99%	75.31%	14.70%	0.00%	9.47%	84.93%	5.57%	0.03%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	81	1051	63	0	90	1012	131	0	129	1112	187	0	111	1172	77	1	5217
PEAK HR FACTOR :	0.698	0.945	0.685	0.000	0.833	0.969	0.712	0.000	0.849	0.959	0.820	0.000	0.816	0.867	0.642	0.250	0.973
	0.931				0.943				0.947				0.861				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	3 NT	0 NR	0 NU	1 SL	3 ST	0 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU	
3:00 PM	22	255	29	0	22	249	22	1	41	192	31	0	35	188	19	0	1106
3:15 PM	26	258	41	0	21	252	15	0	32	247	42	0	38	167	20	0	1159
3:30 PM	23	236	31	0	30	255	24	0	39	230	28	0	30	216	28	0	1170
3:45 PM	19	254	32	0	24	233	29	0	30	236	31	0	33	184	23	0	1128
4:00 PM	26	242	27	0	33	242	35	0	41	203	28	0	35	205	29	0	1146
4:15 PM	27	244	31	0	30	196	22	0	27	219	25	0	22	210	18	1	1072
4:30 PM	16	232	28	0	27	240	24	0	23	254	29	0	35	203	28	0	1139
4:45 PM	32	252	29	0	41	239	23	0	27	235	20	0	37	224	17	0	1176
5:00 PM	30	228	23	0	32	220	20	0	24	224	25	0	38	215	16	0	1095
5:15 PM	20	263	30	0	27	240	24	0	33	252	18	0	38	238	22	0	1205
5:30 PM	24	268	31	0	28	254	25	0	25	245	16	0	43	241	24	0	1224
5:45 PM	32	257	22	0	35	213	25	0	33	253	24	0	32	253	23	0	1202
TOTAL VOLUMES :	NL 297	NT 2989	NR 354	NU 0	SL 350	ST 2833	SR 288	SU 1	EL 375	ET 2790	ER 317	EU 0	WL 416	WT 2544	WR 267	WU 1	TOTAL 13822
APPROACH %'s :	8.16%	82.12%	9.73%	0.00%	10.08%	81.60%	8.29%	0.03%	10.77%	80.13%	9.10%	0.00%	12.89%	78.81%	8.27%	0.03%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	106	1016	106	0	122	927	94	0	115	974	83	0	151	947	85	0	4726
PEAK HR FACTOR :	0.828	0.948	0.855	0.000	0.871	0.912	0.940	0.000	0.871	0.962	0.830	0.000	0.878	0.936	0.885	0.000	0.965
	0.950				0.931				0.945				0.960				



***Appendix C***

***CEQA T-1 Plans, Policies, Programs Consistency Worksheet***

## Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

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

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in bold text ((i.e. ☐ Yes or ☐ No), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

### I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

☐ Yes ☐ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

☐ Yes ☐ No

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

☐ Yes ☐ No

### II. PLAN CONSISTENCY ANALYSIS

#### A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

**Mobility Plan 2035 Policy 2.1 – Adaptive Reuse of Streets.** Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

**Mobility Plan 2035 Policy 2.3 – Pedestrian Infrastructure.** Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

**Mobility Plan 2035 Policy 3.2 – People with Disabilities.** Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.

### Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? ☐ Yes ☐ No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. ☐ Yes ☐ No ☐ N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

☐ Yes ☐ No ☐ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards? ☐ **Yes** ☐ **No** ☐ N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

#### Berendo Street (Half Right-Of-Way)

Frontage 1 Existing PROW'/Curb' : Existing \_\_\_\_\_ Required \_\_\_\_\_ Proposed \_\_\_\_\_

Frontage 2 Existing PROW'/Curb' : Existing \_\_\_\_\_ Required \_\_\_\_\_ Proposed \_\_\_\_\_

Frontage 3 Existing PROW'/Curb' : Existing \_\_\_\_\_ Required \_\_\_\_\_ Proposed \_\_\_\_\_

Frontage 4 Existing PROW'/Curb' : Existing \_\_\_\_\_ Required \_\_\_\_\_ Proposed \_\_\_\_\_

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.<sup>1</sup>

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

## B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

### B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

***Mobility Plan 2035 Policy 2.1 – Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.***

***Mobility Plan 2035 Policy 2.3 – Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.***

***Mobility Plan 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.***

***Mobility Plan 2035 Policy 2.10 – Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.***

### **Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

<sup>1</sup> LADOT Transportation Assessment Support Map <https://arcg.is/fubbd>



B.1 Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking
- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

☐ Yes ☐ No

## B.2 Driveway Access

These questions address potential conflict with:

***Mobility Plan 2035 Policy 2.10 – Loading Areas.*** Facilitate the provision of adequate on and off-site street loading areas.

***Mobility Plan 2035 Program PL.1. Driveway Access.*** Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.

***Citywide Design Guidelines - Guideline 2:*** Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.

### Site Planning Best Practices:

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or

- the total number of new driveways exceeds 1 driveway per every 200 feet<sup>2</sup> along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or
- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

☐ Yes ☐ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

### Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.<sup>3</sup>

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

☐ Yes ☐ No ☐ N/A

<sup>2</sup> for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.

<sup>3</sup> LADOT Transportation Assessment Support Map <https://arcg.is/fubbd>

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

☐ Yes ☐ No ☐ N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

## C. Network Access

### C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

***Mobility Plan Policy 3.9 Increased Network Access: Discourage the vacation of public rights-of-way.***

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

☐ Yes ☐ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

☐ Yes ☒ No ☐ N/A

### C.2 New Cul-de-sacs

These questions address potential conflict with:

***Mobility Plan 2035 Policy 3.10 Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.***

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

☐ Yes ☐ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

☐ Yes ☒ No ☐ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

## D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

***Mobility Plan 2035 Policy 3.8 – Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.***

***Mobility Plan 2035 Policy 4.8 – Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.***

***Mobility Plan 2035 Policy 4.13 – Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.***

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount<sup>4</sup> as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

☐ Yes ☐ No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

☐ Yes ☒ No ☐ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

☐ Yes ☒ No

<sup>4</sup> The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.



D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

☐ Yes ☐ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

☐ Yes ☒ No ☐ N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

#### E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG?

☐ Yes ☐ No

E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?

☐ Yes ☐ No ☐ N/A

E.3 If the Answer to E.1 is NO, does the Project result in a net increase in VMT?

☐ Yes ☐ No ☐ N/A

If the Answer to E.2 or E.3 is NO, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to E.2 or E.3 is YES, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult Section 2.2.4 of the Transportation Assessment Guidelines (TAG). Section 2.2.4 provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

## References

BOE [Street Standard Dimensions S-470-1](http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf) [http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1\\_20151021\\_150849.pdf](http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf)

LADCP [Citywide Design Guidelines](https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf). [https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide\\_Design\\_Guidelines.pdf](https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf)

LADOT Transportation Assessment Support Map <https://arcg.is/fubbD>

Mobility Plan 2035 [https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility\\_Plan\\_2035.pdf](https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf)

SCAG. Connect SoCal, 2020-2045 RTP/SCS, <https://www.connectsocal.org/Pages/default.aspx>

## ***ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES***

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

## ***Appendix D***

### ***VMT Analysis Worksheets***



# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

**Project:** 638 Berendo Street  
**Scenario:** Project  
**Address:** 638 S BERENDO ST, 90010



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

☐ Yes ☐ No

## Existing Land Use

Land Use Type	Value	Unit
Housing   Single Family		DU

[Click here to add a single custom land use type \(will be included in the above list\)](#)

## Proposed Project Land Use

Land Use Type	Value	Unit
Housing   Multi-Family	343	DU
Housing   Multi-Family	343	DU

[Click here to add a single custom land use type \(will be included in the above list\)](#)

## Project Screening Summary

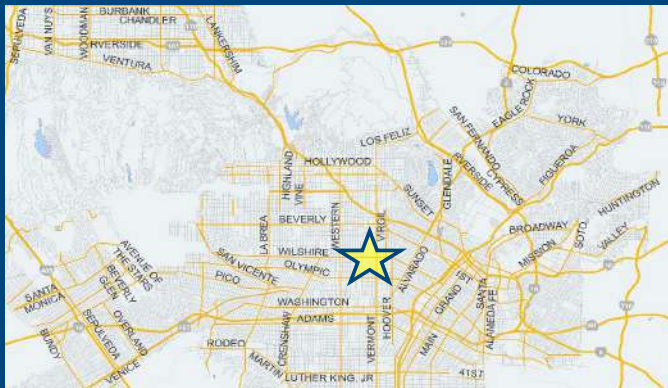
Existing Land Use	Proposed Project
0 Daily Vehicle Trips	1,157 Daily Vehicle Trips
0 Daily VMT	7,810 Daily VMT
<b>Tier 1 Screening Criteria</b>	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
<b>Tier 2 Screening Criteria</b>	
The net increase in daily trips < 250 trips	1,157 Net Daily Trips
The net increase in daily VMT ≤ 0	7,810 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
<b>The proposed project is required to perform VMT analysis.</b>	

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



## Project Information

**Project:** 638 Berendo Street  
**Scenario:** Project  
**Address:** 638 S BERENDO ST, 90010



### Proposed Project Land Use Type

Housing | Multi-Family

**Value**  
343

**Unit**  
D

## TDM Strategies

Select each section to show individual strategies

Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

**Max Home Based TDM Achieved?**

Proposed Project  
**No**

With Mitigation  
**No**

**Max Work Based TDM Achieved?**

**No**

**No**

**A**

### Parking

Reduce Parking Supply

401

city code parking provision for the project site

☒ Proposed Prj ☐ Mitigation

0

actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☐ Mitigation

175

monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

50

percent of employees eligible

Price Workplace Parking

☐ Proposed Prj ☐ Mitigation

6.00

daily parking charge (dollar)

50

percent of employees subject to priced parking

Residential Area Parking

☐ Proposed Prj ☐ Mitigation

200

cost (dollar) of annual permit

**B**

### Transit

**C**

### Education & Encouragement

**D**

### Commute Trip Reductions

**E**

### Shared Mobility

**F**

### Bicycle Infrastructure

**G**

### Neighborhood Enhancement

## Analysis Results

### Proposed Project

**1,007**

Daily Vehicle Trips

**6,792**

Daily VMT

**3.6**

Household VMT per Capita

**N/A**

Work VMT per Employee

### With Mitigation

**1,007**

Daily Vehicle Trips

**6,792**

Daily VMT

**3.6**

Household VMT per Capita

**N/A**

Work VMT per Employee

### Significant VMT Impact?

**Household: No**

Threshold = 6.0  
15% Below APC

**Household: No**

Threshold = 6.0  
15% Below APC

**Work: N/A**

Threshold = 7.6  
15% Below APC

**Work: N/A**

Threshold = 7.6  
15% Below APC

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: July 6, 2022

Project Name: 638 Berendo Street

Project Scenario: Project

Project Address: 638 S BERENDO ST, 90010



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	343	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down	0.000	ksf
	Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: July 6, 2022

Project Name: 638 Berendo Street

Project Scenario: Project

Project Address: 638 S BERENDO ST, 90010



Version 1.3

Analysis Results			
Total Employees: 0			
Total Population: 773			
Proposed Project		With Mitigation	
1,007	Daily Vehicle Trips	1,007	Daily Vehicle Trips
6,792	Daily VMT	6,792	Daily VMT
3.6	Household VMT per Capita	3.6	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: July 6, 2022

Project Name: 638 Berendo Street

Project Scenario: Project

Project Address: 638 S BERENDO ST, 90010



Version 1.3

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	401	401
		Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: July 6, 2022

Project Name: 638 Berendo Street

Project Scenario: Project

Project Address: 638 S BERENDO ST, 90010



Version 1.3

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	Reduction in headways (increase in frequency) (%)	0%	0%
	Reduce transit headways	Existing transit mode share (as a percent of total daily trips) (%)	0%
		Lines within project site improved (<50%, >=50%)	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0
		Employees and residents eligible (%)	0%
	Transit subsidies	Employees and residents eligible (%)	0%
		Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%
	Promotions and marketing	Employees and residents participating (%)	0%
(cont. on following page)			

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: July 6, 2022

Project Name: 638 Berendo Street

Project Scenario: Project

Project Address: 638 S BERENDO ST, 90010



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
	Employer sponsored vanpool or shuttle	Degree of implementation (low, medium, high)	0	0
		Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: July 6, 2022

Project Name: 638 Berendo Street

Project Scenario: Project

Project Address: 638 S BERENDO ST, 90010



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	0	0
Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming improvements (%)	0%	0%
		Intersections with traffic calming improvements (%)	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	0	0



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: July 6, 2022  
 Project Name: 638 Berendo Street  
 Project Scenario: Project  
 Project Address: 638 S BERENDO ST, 90010



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: July 6, 2022  
 Project Name: 638 Berendo Street  
 Project Scenario: Project  
 Project Address: 638 S BERENDO ST, 90010



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

### Final Combined & Maximum TDM Effect

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL		13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
MAX. TDM EFFECT		13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%

= Minimum (X%, 1-[(1-A)\*(1-B)...])  
 where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Note: (1-[(1-A)\*(1-B)...]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: July 6, 2022

Project Name: 638 Berendo Street

Project Scenario: Project

Project Address: 638 S BERENDO ST, 90010



Version 1.3

### MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	307	-28.0%	221	7.3	2,241	1,613
Home Based Other Production	851	-62.9%	316	5.0	4,255	1,580
Non-Home Based Other Production	397	-9.1%	361	8.6	3,414	3,105
Home-Based Work Attraction	0	0.0%	0	6.8	0	0
Home-Based Other Attraction	406	-57.6%	172	5.4	2,192	929
Non-Home Based Other Attraction	96	-9.4%	87	6.7	643	583

### MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.0%	192	1,403	-13.0%	192	1,403
Home Based Other Production	-13.0%	275	1,374	-13.0%	275	1,374
Non-Home Based Other Production	-13.0%	314	2,700	-13.0%	314	2,700
Home-Based Work Attraction	-13.0%	0	0	-13.0%	0	0
Home-Based Other Attraction	-13.0%	150	808	-13.0%	150	808
Non-Home Based Other Attraction	-13.0%	76	507	-13.0%	76	507

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 773

Total Employees: 0

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
Total Home Based Production VMT	2,777	2,777
Total Home Based Work Attraction VMT	0	0
Total Home Based VMT Per Capita	3.6	3.6
Total Work Based VMT Per Employee	N/A	N/A

## ***Appendix E***



















### ***HCM Analysis Worksheets***



# HCM 6th Signalized Intersection Summary

## 1: Berendo St & 6th St

09/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1116	77	76	938	13	17	76	24	25	170	61
Future Volume (veh/h)	24	1116	77	76	938	13	17	76	24	25	170	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	1213	84	83	1020	14	18	83	26	27	185	66
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	315	1478	102	172	1573	22	122	489	140	98	499	166
Arrive On Green	0.44	0.44	0.44	0.88	0.88	0.88	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	546	3372	233	425	3589	49	135	1232	352	82	1259	417
Grp Volume(v), veh/h	26	638	659	83	505	529	127	0	0	278	0	0
Grp Sat Flow(s),veh/h/ln	546	1777	1828	425	1777	1861	1719	0	0	1758	0	0
Q Serve(g_s), s	1.9	18.9	19.0	7.3	4.9	4.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.8	18.9	19.0	26.3	4.9	4.9	2.7	0.0	0.0	6.6	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.03	0.14		0.20	0.10		0.24
Lane Grp Cap(c), veh/h	315	779	801	172	779	816	750	0	0	763	0	0
V/C Ratio(X)	0.08	0.82	0.82	0.48	0.65	0.65	0.17	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	315	779	801	172	779	816	750	0	0	763	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.0	14.8	14.8	14.6	2.4	2.4	11.7	0.0	0.0	12.9	0.0	0.0
Incr Delay (d2), s/veh	0.5	9.4	9.3	9.4	4.2	4.0	0.5	0.0	0.0	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	13.2	13.6	2.4	3.0	3.1	1.9	0.0	0.0	4.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	24.2	24.1	24.0	6.5	6.3	12.2	0.0	0.0	14.3	0.0	0.0
LnGrp LOS	B	C	C	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h	1323			1117			127			278		
Approach Delay, s/veh	23.9			7.7			12.2			14.3		
Approach LOS	C			A			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	31.0			29.0			31.0			29.0		
Change Period (Y+Rc), s	* 4.7			* 5.2			* 4.7			* 5.2		
Max Green Setting (Gmax), s	* 26			* 24			* 26			* 24		
Max Q Clear Time (g_c+I1), s	28.3			8.6			21.0			4.7		
Green Ext Time (p_c), s	0.0			1.4			3.7			0.6		

### Intersection Summary

HCM 6th Ctrl Delay 16.1

HCM 6th LOS B

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 2: New Hampshire Ave & 6th St

09/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1091	98	89	1092	42	36	175	75	25	227	69
Future Volume (veh/h)	30	1091	98	89	1092	42	36	175	75	25	227	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	1186	107	97	1187	46	39	190	82	27	247	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	1555	140	290	1645	64	110	414	164	89	479	138
Arrive On Green	0.94	0.94	0.94	0.47	0.47	0.47	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	452	3297	297	427	3488	135	117	1134	448	66	1314	378
Grp Volume(v), veh/h	33	638	655	97	604	629	311	0	0	349	0	0
Grp Sat Flow(s), veh/h/ln	452	1777	1817	427	1777	1846	1700	0	0	1757	0	0
Q Serve(g_s), s	3.1	4.3	4.4	10.6	16.3	16.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	19.5	4.3	4.4	15.0	16.3	16.4	8.0	0.0	0.0	9.2	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.07	0.13		0.26	0.08		0.21
Lane Grp Cap(c), veh/h	210	838	857	290	838	871	688	0	0	706	0	0
V/C Ratio(X)	0.16	0.76	0.76	0.33	0.72	0.72	0.45	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	210	838	857	290	838	871	688	0	0	706	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.76	0.76	0.76	0.82	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.2	1.0	1.0	14.0	12.7	12.7	14.6	0.0	0.0	15.0	0.0	0.0
Incr Delay (d2), s/veh	1.6	6.5	6.4	2.4	4.1	4.0	1.8	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	3.5	3.5	2.0	10.0	10.2	5.8	0.0	0.0	6.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	7.5	7.4	16.4	16.8	16.7	16.4	0.0	0.0	17.5	0.0	0.0
LnGrp LOS	A	A	A	B	B	B	B	A	A	B	A	A
Approach Vol, veh/h	1326			1330			311			349		
Approach Delay, s/veh	7.5			16.7			16.4			17.5		
Approach LOS	A			B			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	33.0			27.0			33.0			27.0		
Change Period (Y+Rc), s	* 4.7			5.1			* 4.7			5.1		
Max Green Setting (Gmax), s	* 28			21.9			* 28			21.9		
Max Q Clear Time (g_c+I1), s	18.4			11.2			21.5			10.0		
Green Ext Time (p_c), s	6.3			1.6			4.6			1.5		

### Intersection Summary

HCM 6th Ctrl Delay 13.1

HCM 6th LOS B

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 3: Vermont Ave & 6th St

09/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	936	136	104	891	110	59	935	243	100	1059	113
Future Volume (veh/h)	75	936	136	104	891	110	59	935	243	100	1059	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	1017	148	113	968	120	64	1016	264	109	1151	123
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	207	1404	204	169	1603	715	184	1516	676	222	1999	213
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.85	0.85	0.85	0.43	0.43	0.43
Sat Flow, veh/h	518	3113	453	482	3554	1585	434	3554	1585	432	4684	500
Grp Volume(v), veh/h	82	580	585	113	968	120	64	1016	264	109	836	438
Grp Sat Flow(s), veh/h/ln	518	1777	1789	482	1777	1585	434	1777	1585	432	1702	1780
Q Serve(g_s), s	12.8	23.9	24.0	16.6	18.5	4.0	9.8	8.8	3.3	20.4	16.8	16.8
Cycle Q Clear(g_c), s	31.3	23.9	24.0	40.6	18.5	4.0	26.6	8.8	3.3	29.2	16.8	16.8
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	207	802	807	169	1603	715	184	1516	676	222	1452	760
V/C Ratio(X)	0.40	0.72	0.72	0.67	0.60	0.17	0.35	0.67	0.39	0.49	0.58	0.58
Avail Cap(c_a), veh/h	207	802	807	169	1603	715	184	1516	676	222	1452	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.53	0.53	0.53	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	20.1	20.1	38.5	18.6	14.7	11.9	4.4	4.0	27.1	19.6	19.6
Incr Delay (d2), s/veh	3.0	3.0	3.0	19.1	1.7	0.5	0.5	0.2	0.2	7.6	1.7	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.1	13.8	13.9	6.1	12.1	2.7	1.1	2.3	1.3	4.5	10.9	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	23.2	23.2	57.6	20.3	15.2	12.4	4.6	4.2	34.7	21.3	22.8
LnGrp LOS	C	C	C	E	C	B	B	A	A	C	C	C
Approach Vol, veh/h	1247			1201			1344			1383		
Approach Delay, s/veh	23.8			23.3			4.9			22.8		
Approach LOS	C			C			A			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	46.0			44.0			46.0			44.0		
Change Period (Y+Rc), s	* 5.4			* 5.6			* 5.4			* 5.6		
Max Green Setting (Gmax), s	* 41			* 38			* 41			* 38		
Max Q Clear Time (g_c+I1), s	42.6			31.2			33.3			28.6		
Green Ext Time (p_c), s	0.0			5.0			4.6			5.9		

### Intersection Summary

HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

### Notes









\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 4: Catalina St & Wilshire Bl

09/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	1335	108	24	1288	78	81	168	79	75	163	65
Future Volume (veh/h)	68	1335	108	24	1288	78	81	168	79	75	163	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	1451	117	26	1400	85	88	183	86	82	177	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	1762	786	223	2149	958	128	225	96	124	232	84
Arrive On Green	0.50	0.50	0.50	0.04	0.41	0.41	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	355	3554	1585	1781	3554	1585	275	796	340	262	821	297
Grp Volume(v), veh/h	74	1451	117	26	1400	85	357	0	0	330	0	0
Grp Sat Flow(s),veh/h/ln	355	1777	1585	1781	1777	1585	1410	0	0	1379	0	0
Q Serve(g_s), s	16.9	31.3	3.6	0.6	28.7	3.0	1.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	35.8	31.3	3.6	0.6	28.7	3.0	22.3	0.0	0.0	20.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.25		0.24	0.25		0.22
Lane Grp Cap(c), veh/h	182	1762	786	223	2149	958	449	0	0	440	0	0
V/C Ratio(X)	0.41	0.82	0.15	0.12	0.65	0.09	0.79	0.00	0.00	0.75	0.00	0.00
Avail Cap(c_a), veh/h	182	1762	786	326	2149	958	537	0	0	528	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.37	0.37	0.37	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.0	19.3	12.3	15.4	19.1	11.5	30.7	0.0	0.0	29.8	0.0	0.0
Incr Delay (d2), s/veh	6.7	4.5	0.4	0.1	0.6	0.1	6.9	0.0	0.0	4.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.1	18.9	2.4	0.4	16.0	1.8	12.8	0.0	0.0	11.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	23.8	12.7	15.5	19.7	11.5	37.5	0.0	0.0	34.6	0.0	0.0
LnGrp LOS	D	C	B	B	B	B	D	A	A	C	A	A
Approach Vol, veh/h	1642		1511			357			330			
Approach Delay, s/veh	23.6		19.2			37.5			34.6			
Approach LOS	C		B			D			C			
Timer - Assigned Phs	2		4		5	6	8					
Phs Duration (G+Y+Rc), s	59.1		30.9		9.8	49.3	30.9					
Change Period (Y+Rc), s	* 4.7		* 5.4		* 5	* 4.7	* 5.4					
Max Green Setting (Gmax), s	* 49		* 31		* 10	* 34	* 31					
Max Q Clear Time (g_c+I1), s	30.7		22.6		2.6	37.8	24.3					
Green Ext Time (p_c), s	10.6		1.3		0.0	0.0	1.2					

### Intersection Summary

HCM 6th Ctrl Delay 24.1

HCM 6th LOS C

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



# HCM 6th Signalized Intersection Summary

## 5: Wilshire Bl & Berendo St

09/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	1507	64	48	1488	33	45	127	26	52	205	77
Future Volume (veh/h)	55	1507	64	48	1488	33	45	127	26	52	205	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	1638	70	52	1617	36	49	138	28	57	223	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	1868	833	107	1868	833	150	403	76	114	406	142
Arrive On Green	0.35	0.35	0.35	1.00	1.00	1.00	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	302	3554	1585	286	3554	1585	280	1113	209	187	1120	392
Grp Volume(v), veh/h	60	1638	70	52	1617	36	215	0	0	364	0	0
Grp Sat Flow(s), veh/h/ln	302	1777	1585	286	1777	1585	1601	0	0	1700	0	0
Q Serve(g_s), s	13.4	38.9	2.7	8.4	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0
Cycle Q Clear(g_c), s	13.4	38.9	2.7	47.3	0.0	0.0	7.9	0.0	0.0	15.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.23		0.13	0.16		0.23
Lane Grp Cap(c), veh/h	239	1868	833	107	1868	833	629	0	0	662	0	0
V/C Ratio(X)	0.25	0.88	0.08	0.49	0.87	0.04	0.34	0.00	0.00	0.55	0.00	0.00
Avail Cap(c_a), veh/h	239	1868	833	107	1868	833	629	0	0	662	0	0
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.55	0.55	0.55	0.66	0.66	0.66	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.2	26.4	14.7	21.5	0.0	0.0	20.8	0.0	0.0	23.0	0.0	0.0
Incr Delay (d2), s/veh	1.4	3.6	0.1	10.1	3.9	0.1	1.5	0.0	0.0	3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	22.9	1.7	2.4	1.8	0.0	6.2	0.0	0.0	10.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	30.0	14.8	31.6	3.9	0.1	22.2	0.0	0.0	26.3	0.0	0.0
LnGrp LOS	B	C	B	C	A	A	C	A	A	C	A	A
Approach Vol, veh/h	1768			1705			215			364		
Approach Delay, s/veh	29.0			4.6			22.2			26.3		
Approach LOS	C			A			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	52.0			38.0			52.0			38.0		
Change Period (Y+Rc), s	* 4.7			* 5.4			* 4.7			* 5.4		
Max Green Setting (Gmax), s	* 47			* 33			* 47			* 33		
Max Q Clear Time (g_c+I1), s	49.3			17.2			40.9			9.9		
Green Ext Time (p_c), s	0.0			2.0			6.0			1.3		

### Intersection Summary

HCM 6th Ctrl Delay 18.2

HCM 6th LOS B

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 6: Wilshire Bl & New Hampshire Ave

09/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1115	91	69	1182	57	54	226	55	44	256	57
Future Volume (veh/h)	50	1115	91	69	1182	57	54	226	55	44	256	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	1212	99	75	1285	62	59	246	60	48	278	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	293	1868	833	300	1868	833	116	439	100	97	477	101
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	405	3554	1585	419	3554	1585	192	1212	276	143	1317	278
Grp Volume(v), veh/h	54	1212	99	75	1285	62	365	0	0	388	0	0
Grp Sat Flow(s), veh/h/ln	405	1777	1585	419	1777	1585	1679	0	0	1737	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	15.1	0.0	0.0	15.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.16		0.16	0.12		0.16
Lane Grp Cap(c), veh/h	293	1868	833	300	1868	833	655	0	0	674	0	0
V/C Ratio(X)	0.18	0.65	0.12	0.25	0.69	0.07	0.56	0.00	0.00	0.58	0.00	0.00
Avail Cap(c_a), veh/h	293	1868	833	300	1868	833	655	0	0	674	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.35	0.35	0.35	0.09	0.09	0.09	1.00	0.00	0.00	0.78	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	23.3	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.6	0.1	0.2	0.2	0.0	3.4	0.0	0.0	2.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	0.0	0.1	0.0	0.0	10.8	0.0	0.0	10.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.5	0.6	0.1	0.2	0.2	0.0	26.4	0.0	0.0	26.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h	1365			1422			365			388		
Approach Delay, s/veh	0.6			0.2			26.4			26.1		
Approach LOS	A			A			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	52.0			38.0			52.0			38.0		
Change Period (Y+Rc), s	* 4.7			* 5.4			* 4.7			* 5.4		
Max Green Setting (Gmax), s	* 47			* 33			* 47			* 33		
Max Q Clear Time (g_c+I1), s	2.0			17.7			2.0			17.1		
Green Ext Time (p_c), s	27.5			2.2			25.1			2.1		

### Intersection Summary

HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A

### Notes












\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 7: Wilshire Bl & Vermont Ave

09/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	1064	227	125	1211	80	118	1000	90	95	1052	104
Future Volume (veh/h)	114	1064	227	125	1211	80	118	1000	90	95	1052	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	1157	247	136	1316	87	128	1087	98	103	1143	113
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	1133	505	233	1137	507	232	868	78	226	924	547
Arrive On Green	0.11	0.42	0.42	0.09	0.32	0.32	0.09	0.26	0.26	0.03	0.09	0.09
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3297	297	1781	3554	1585
Grp Volume(v), veh/h	124	1157	247	136	1316	87	128	585	600	103	1143	113
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1817	1781	1777	1585
Q Serve(g_s), s	4.0	28.7	10.2	4.4	28.8	3.6	4.6	23.7	23.7	3.7	23.4	5.3
Cycle Q Clear(g_c), s	4.0	28.7	10.2	4.4	28.8	3.6	4.6	23.7	23.7	3.7	23.4	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	231	1133	505	233	1137	507	232	468	478	226	924	547
V/C Ratio(X)	0.54	1.02	0.49	0.58	1.16	0.17	0.55	1.25	1.25	0.46	1.24	0.21
Avail Cap(c_a), veh/h	238	1133	505	238	1137	507	238	468	478	238	924	547
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(l)	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73
Uniform Delay (d), s/veh	21.1	25.9	20.6	21.8	30.6	22.0	23.8	33.2	33.2	25.2	41.1	26.0
Incr Delay (d2), s/veh	1.6	28.0	2.4	3.5	81.2	0.7	2.6	130.2	130.5	1.0	113.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	20.4	6.4	3.6	35.9	2.5	3.6	39.9	40.8	3.0	36.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.7	54.0	23.0	25.3	111.8	22.8	26.4	163.3	163.7	26.2	154.8	26.6
LnGrp LOS	C	F	C	C	F	C	C	F	F	C	F	C
Approach Vol, veh/h	1528			1539			1313			1359		
Approach Delay, s/veh	46.4			99.1			150.1			134.4		
Approach LOS	D			F			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.3	34.3	13.4	29.0	13.4	34.2	13.1	29.3				
Change Period (Y+Rc), s	5.7	* 5.5	5.7	* 5.6	5.7	* 5.5	5.7	* 5.6				
Max Green Setting (Gmax), s	30.8	* 28	8.0	* 23	8.0	* 28	8.0	* 23				
Max Q Clear Time (g_c+I10), s	30.8	30.8	6.6	25.4	6.4	30.7	5.7	25.7				
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0				

### Intersection Summary

HCM 6th Ctrl Delay 105.1

HCM 6th LOS F



















### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 1: Berendo St & 6th St

09/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1164	59	41	1042	53	84	199	60	19	89	75
Future Volume (veh/h)	51	1164	59	41	1042	53	84	199	60	19	89	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	1265	64	45	1133	58	91	216	65	21	97	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	270	1509	76	166	1508	77	192	424	115	99	363	275
Arrive On Green	0.44	0.44	0.44	0.88	0.88	0.88	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	470	3442	174	412	3440	176	297	1068	289	81	915	692
Grp Volume(v), veh/h	55	652	677	45	585	606	372	0	0	200	0	0
Grp Sat Flow(s),veh/h/ln	470	1777	1839	412	1777	1839	1654	0	0	1689	0	0
Q Serve(g_s), s	5.4	19.5	19.6	6.5	7.1	7.2	4.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.6	19.5	19.6	26.1	7.1	7.2	9.9	0.0	0.0	4.7	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.10	0.24		0.17	0.10		0.41
Lane Grp Cap(c), veh/h	270	779	806	166	779	806	731	0	0	736	0	0
V/C Ratio(X)	0.20	0.84	0.84	0.27	0.75	0.75	0.51	0.00	0.00	0.27	0.00	0.00
Avail Cap(c_a), veh/h	270	779	806	166	779	806	731	0	0	736	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.8	15.0	15.0	13.4	2.5	2.5	13.8	0.0	0.0	12.3	0.0	0.0
Incr Delay (d2), s/veh	1.7	10.4	10.2	4.0	6.6	6.4	2.5	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	13.8	14.2	1.1	4.2	4.2	7.0	0.0	0.0	3.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	25.4	25.2	17.4	9.1	8.9	16.3	0.0	0.0	13.2	0.0	0.0
LnGrp LOS	B	C	C	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h	1384			1236				372		200		
Approach Delay, s/veh	25.0			9.3				16.3		13.2		
Approach LOS	C			A				B		B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	31.0			29.0			31.0			29.0		
Change Period (Y+Rc), s	* 4.7			* 5.2			* 4.7			* 5.2		
Max Green Setting (Gmax), s	* 26			* 24			* 26			* 24		
Max Q Clear Time (g_c+I1), s	28.1			6.7			21.6			11.9		
Green Ext Time (p_c), s	0.0			1.0			3.4			1.8		

### Intersection Summary

HCM 6th Ctrl Delay 17.2

HCM 6th LOS B

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



# HCM 6th Signalized Intersection Summary

## 2: New Hampshire Ave & 6th St

09/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1205	55	74	1129	68	72	314	96	39	205	36
Future Volume (veh/h)	39	1205	55	74	1129	68	72	314	96	39	205	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	1310	60	80	1227	74	78	341	104	42	223	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	193	1632	75	194	1606	97	135	432	124	117	498	80
Arrive On Green	0.63	0.63	0.63	0.47	0.47	0.47	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	423	3460	158	396	3405	205	181	1185	339	133	1364	220
Grp Volume(v), veh/h	42	672	698	80	640	661	523	0	0	304	0	0
Grp Sat Flow(s), veh/h/ln	423	1777	1842	396	1777	1833	1705	0	0	1717	0	0
Q Serve(g_s), s	5.3	17.0	17.1	11.2	17.8	17.9	9.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	23.2	17.0	17.1	28.3	17.8	17.9	16.6	0.0	0.0	7.6	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.11	0.15		0.20	0.14		0.13
Lane Grp Cap(c), veh/h	193	838	869	194	838	865	691	0	0	695	0	0
V/C Ratio(X)	0.22	0.80	0.80	0.41	0.76	0.76	0.76	0.00	0.00	0.44	0.00	0.00
Avail Cap(c_a), veh/h	193	838	869	194	838	865	691	0	0	695	0	0
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.79	0.79	0.79	0.09	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.2	9.1	9.1	24.8	13.1	13.1	17.2	0.0	0.0	14.5	0.0	0.0
Incr Delay (d2), s/veh	2.6	8.0	7.8	5.0	5.2	5.1	0.7	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	9.6	9.8	2.4	11.0	11.3	7.1	0.0	0.0	5.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.7	17.0	16.9	29.9	18.3	18.2	17.9	0.0	0.0	16.5	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h	1412			1381			523			304		
Approach Delay, s/veh	17.1			18.9			17.9			16.5		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	33.0			27.0			33.0			27.0		
Change Period (Y+Rc), s	* 4.7			5.1			* 4.7			5.1		
Max Green Setting (Gmax), s	* 28			21.9			* 28			21.9		
Max Q Clear Time (g_c+I1), s	30.3			9.6			25.2			18.6		
Green Ext Time (p_c), s	0.0			1.5			2.4			1.1		

### Intersection Summary

HCM 6th Ctrl Delay 17.9

HCM 6th LOS B

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 3: Vermont Ave & 6th St

09/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	965	84	102	845	136	76	1038	172	77	1009	83
Future Volume (veh/h)	108	965	84	102	845	136	76	1038	172	77	1009	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	1049	91	111	918	148	83	1128	187	84	1097	90
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	218	1493	129	177	1603	715	201	1516	676	205	2052	168
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.85	0.85	0.85	0.43	0.43	0.43
Sat Flow, veh/h	529	3309	287	494	3554	1585	472	3554	1585	418	4809	394
Grp Volume(v), veh/h	117	563	577	111	918	148	83	1128	187	84	776	411
Grp Sat Flow(s),veh/h/ln	529	1777	1819	494	1777	1585	472	1777	1585	418	1702	1799
Q Serve(g_s), s	18.9	22.9	22.9	17.7	17.2	5.1	11.9	11.5	2.0	15.9	15.2	15.3
Cycle Q Clear(g_c), s	36.1	22.9	22.9	40.6	17.2	5.1	27.1	11.5	2.0	27.3	15.2	15.3
Prop In Lane	1.00		0.16	1.00		1.00	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	218	802	820	177	1603	715	201	1516	676	205	1452	768
V/C Ratio(X)	0.54	0.70	0.70	0.63	0.57	0.21	0.41	0.74	0.28	0.41	0.53	0.54
Avail Cap(c_a), veh/h	218	802	820	177	1603	715	201	1516	676	205	1452	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.46	0.46	0.46	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.6	19.8	19.9	37.3	18.3	15.0	11.5	4.6	3.9	27.7	19.2	19.2
Incr Delay (d2), s/veh	4.3	2.4	2.3	15.7	1.5	0.7	0.6	0.3	0.1	6.0	1.4	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4	12.9	13.1	5.8	11.4	3.4	1.3	2.5	1.0	3.4	10.1	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	22.2	22.2	53.0	19.8	15.6	12.1	4.9	4.0	33.6	20.6	21.8
LnGrp LOS	D	C	C	D	B	B	B	A	A	C	C	C
Approach Vol, veh/h	1257			1177			1398			1271		
Approach Delay, s/veh	23.5			22.4			5.2			21.8		
Approach LOS	C			C			A			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	46.0			44.0			46.0			44.0		
Change Period (Y+Rc), s	* 5.4			* 5.6			* 5.4			* 5.6		
Max Green Setting (Gmax), s	* 41			* 38			* 41			* 38		
Max Q Clear Time (g_c+I1), s	42.6			29.3			38.1			29.1		
Green Ext Time (p_c), s	0.0			5.6			1.8			6.0		

### Intersection Summary

HCM 6th Ctrl Delay 17.8

HCM 6th LOS B

### Notes









\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 4: Catalina St & Wilshire Bl

09/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	1231	131	64	1196	42	65	237	44	58	246	73
Future Volume (veh/h)	56	1231	131	64	1196	42	65	237	44	58	246	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	1338	142	70	1300	46	71	258	48	63	267	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	200	1571	701	281	2095	934	105	311	54	95	315	87
Arrive On Green	0.44	0.44	0.44	0.06	0.39	0.39	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	406	3554	1585	1781	3554	1585	191	1041	180	165	1056	292
Grp Volume(v), veh/h	61	1338	142	70	1300	46	377	0	0	409	0	0
Grp Sat Flow(s),veh/h/ln	406	1777	1585	1781	1777	1585	1412	0	0	1513	0	0
Q Serve(g_s), s	11.2	30.3	4.9	1.7	26.4	1.6	0.0	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	24.3	30.3	4.9	1.7	26.4	1.6	23.5	0.0	0.0	23.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.19		0.13	0.15		0.19
Lane Grp Cap(c), veh/h	200	1571	701	281	2095	934	469	0	0	498	0	0
V/C Ratio(X)	0.30	0.85	0.20	0.25	0.62	0.05	0.80	0.00	0.00	0.82	0.00	0.00
Avail Cap(c_a), veh/h	200	1571	701	315	2095	934	535	0	0	565	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.37	0.37	0.37	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.2	22.5	15.4	17.1	19.2	11.7	29.5	0.0	0.0	29.8	0.0	0.0
Incr Delay (d2), s/veh	3.9	6.0	0.7	0.2	0.5	0.0	7.8	0.0	0.0	8.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	19.1	3.3	1.1	14.9	1.0	13.3	0.0	0.0	14.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	28.5	16.0	17.2	19.7	11.7	37.3	0.0	0.0	38.4	0.0	0.0
LnGrp LOS	C	C	B	B	B	B	D	A	A	D	A	A
Approach Vol, veh/h	1541					1416		377		409		
Approach Delay, s/veh	27.4					19.3		37.3		38.4		
Approach LOS	C					B		D		D		
Timer - Assigned Phs	2		4		5	6	8					
Phs Duration (G+Y+Rc), s	57.8		32.2		13.3	44.5	32.2					
Change Period (Y+Rc), s	* 4.7		* 5.4		* 5	* 4.7	* 5.4					
Max Green Setting (Gmax), s	* 49		* 31		* 10	* 34	* 31					
Max Q Clear Time (g_c+I1), s	28.4		25.7		3.7	32.3	25.5					
Green Ext Time (p_c), s	10.4		1.1		0.1	1.6	1.1					

### Intersection Summary

HCM 6th Ctrl Delay 26.5

HCM 6th LOS C

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 5: Wilshire Bl & Berendo St

09/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1451	42	52	1488	51	56	132	43	44	156	69
Future Volume (veh/h)	51	1451	42	52	1488	51	56	132	43	44	156	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	1577	46	57	1617	55	61	143	47	48	170	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	1868	833	110	1868	833	164	368	111	115	386	156
Arrive On Green	0.17	0.17	0.17	1.00	1.00	1.00	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	296	3554	1585	311	3554	1585	315	1016	306	189	1065	431
Grp Volume(v), veh/h	55	1577	46	57	1617	55	251	0	0	293	0	0
Grp Sat Flow(s), veh/h/ln	296	1777	1585	311	1777	1585	1637	0	0	1685	0	0
Q Serve(g_s), s	14.7	38.7	2.2	8.6	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0
Cycle Q Clear(g_c), s	14.7	38.7	2.2	47.3	0.0	0.0	9.5	0.0	0.0	11.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.24		0.19	0.16		0.26
Lane Grp Cap(c), veh/h	236	1868	833	110	1868	833	643	0	0	657	0	0
V/C Ratio(X)	0.23	0.84	0.06	0.52	0.87	0.07	0.39	0.00	0.00	0.45	0.00	0.00
Avail Cap(c_a), veh/h	236	1868	833	110	1868	833	643	0	0	657	0	0
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.45	0.45	0.45	0.72	0.72	0.72	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.7	33.6	18.5	21.4	0.0	0.0	21.3	0.0	0.0	21.9	0.0	0.0
Incr Delay (d2), s/veh	1.0	2.3	0.1	12.1	4.2	0.1	1.8	0.0	0.0	2.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	23.6	1.4	2.7	2.0	0.0	7.4	0.0	0.0	8.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	35.9	18.6	33.5	4.2	0.1	23.1	0.0	0.0	24.1	0.0	0.0
LnGrp LOS	C	D	B	C	A	A	C	A	A	C	A	A
Approach Vol, veh/h	1678			1729			251			293		
Approach Delay, s/veh	35.1			5.0			23.1			24.1		
Approach LOS	D			A			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	52.0			38.0			52.0			38.0		
Change Period (Y+Rc), s	* 4.7			* 5.4			* 4.7			* 5.4		
Max Green Setting (Gmax), s	* 47			* 33			* 47			* 33		
Max Q Clear Time (g_c+I1), s	49.3			13.4			40.7			11.5		
Green Ext Time (p_c), s	0.0			1.7			6.2			1.5		

### Intersection Summary

HCM 6th Ctrl Delay 20.3

HCM 6th LOS C

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



# HCM 6th Signalized Intersection Summary

## 6: Wilshire Bl & New Hampshire Ave

09/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1124	74	51	1106	50	92	340	125	38	252	68
Future Volume (veh/h)	41	1124	74	51	1106	50	92	340	125	38	252	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	1222	80	55	1202	54	100	370	136	41	274	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	312	1868	833	302	1868	833	123	361	127	79	423	108
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	442	3554	1585	423	3554	1585	211	996	349	97	1169	297
Grp Volume(v), veh/h	45	1222	80	55	1202	54	606	0	0	389	0	0
Grp Sat Flow(s), veh/h/ln	442	1777	1585	423	1777	1585	1556	0	0	1563	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	32.6	0.0	0.0	17.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.17		0.22	0.11		0.19
Lane Grp Cap(c), veh/h	312	1868	833	302	1868	833	610	0	0	610	0	0
V/C Ratio(X)	0.14	0.65	0.10	0.18	0.64	0.06	0.99	0.00	0.00	0.64	0.00	0.00
Avail Cap(c_a), veh/h	312	1868	833	302	1868	833	610	0	0	610	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	0.33	0.33	0.33	1.00	0.00	0.00	0.83	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	29.8	0.0	0.0	23.4	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.7	0.1	0.4	0.6	0.0	34.8	0.0	0.0	4.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	0.1	0.3	0.0	0.0	26.0	0.0	0.0	11.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.4	0.7	0.1	0.4	0.6	0.0	64.5	0.0	0.0	27.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E	A	A	C	A	A
Approach Vol, veh/h	1347			1311			606			389		
Approach Delay, s/veh	0.7			0.5			64.5			27.6		
Approach LOS	A			A			E			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	52.0			38.0			52.0			38.0		
Change Period (Y+Rc), s	* 4.7			* 5.4			* 4.7			* 5.4		
Max Green Setting (Gmax), s	* 47			* 33			* 47			* 33		
Max Q Clear Time (g_c+I1), s	2.0			19.2			2.0			34.6		
Green Ext Time (p_c), s	24.8			2.1			24.7			0.0		

### Intersection Summary

HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

### Notes












\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 7: Wilshire Bl & Vermont Ave

09/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	1003	85	156	975	88	109	1046	109	126	955	97
Future Volume (veh/h)	118	1003	85	156	975	88	109	1046	109	126	955	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	1090	92	170	1060	96	118	1137	118	137	1038	105
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	1073	479	236	1081	482	230	892	92	233	982	573
Arrive On Green	0.11	0.40	0.40	0.09	0.30	0.30	0.08	0.27	0.27	0.03	0.09	0.09
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3250	337	1781	3554	1585
Grp Volume(v), veh/h	128	1090	92	170	1060	96	118	621	634	137	1038	105
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1810	1781	1777	1585
Q Serve(g_s), s	4.2	27.2	3.4	5.8	26.6	4.0	4.1	24.7	24.7	4.8	24.9	4.9
Cycle Q Clear(g_c), s	4.2	27.2	3.4	5.8	26.6	4.0	4.1	24.7	24.7	4.8	24.9	4.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	236	1073	479	236	1081	482	230	488	497	233	982	573
V/C Ratio(X)	0.54	1.02	0.19	0.72	0.98	0.20	0.51	1.27	1.28	0.59	1.06	0.18
Avail Cap(c_a), veh/h	243	1073	479	238	1081	482	238	488	497	240	982	573
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(l)	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	21.6	26.9	19.8	22.6	31.0	23.2	23.2	32.6	32.7	24.8	40.9	25.0
Incr Delay (d2), s/veh	1.6	27.0	0.6	10.0	23.0	0.9	1.8	138.3	139.5	2.8	42.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	19.3	2.3	5.4	20.7	2.9	3.2	43.2	44.2	4.0	24.4	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	53.9	20.4	32.6	54.1	24.1	25.0	170.9	172.1	27.6	83.0	25.5
LnGrp LOS	C	F	C	C	D	C	C	F	F	C	F	C
Approach Vol, veh/h	1310			1326			1373			1280		
Approach Delay, s/veh	48.6			49.1			158.9			72.3		
Approach LOS	D			D			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.9	32.9	13.3	30.5	13.6	32.7	13.4	30.3				
Change Period (Y+Rc), s	5.7	* 5.5	5.7	* 5.6	5.7	* 5.5	5.7	* 5.6				
Max Green Setting (Gmax), s	30.0	* 27	8.0	* 25	8.0	* 27	8.1	* 25				
Max Q Clear Time (g_c+I), s	10.2	28.6	6.1	26.9	7.8	29.2	6.8	26.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				

### Intersection Summary

HCM 6th Ctrl Delay 83.1

HCM 6th LOS F



















### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 1: Berendo St & 6th St

07/08/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1119	78	84	938	13	26	80	52	26	171	61
Future Volume (veh/h)	24	1119	78	84	938	13	26	80	52	26	171	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	1216	85	91	1020	14	28	87	57	28	186	66
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	315	1477	103	171	1573	22	134	377	219	100	498	164
Arrive On Green	0.44	0.44	0.44	0.88	0.88	0.88	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	546	3370	235	423	3589	49	162	951	552	85	1255	413
Grp Volume(v), veh/h	26	640	661	91	505	529	172	0	0	280	0	0
Grp Sat Flow(s),veh/h/ln	546	1777	1828	423	1777	1861	1665	0	0	1753	0	0
Q Serve(g_s), s	1.9	19.0	19.1	7.2	4.9	4.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.8	19.0	19.1	26.3	4.9	4.9	3.9	0.0	0.0	6.7	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.03	0.16		0.33	0.10		0.24
Lane Grp Cap(c), veh/h	315	779	801	171	779	816	730	0	0	761	0	0
V/C Ratio(X)	0.08	0.82	0.82	0.53	0.65	0.65	0.24	0.00	0.00	0.37	0.00	0.00
Avail Cap(c_a), veh/h	315	779	801	171	779	816	730	0	0	761	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.0	14.8	14.8	14.8	2.4	2.4	12.1	0.0	0.0	12.9	0.0	0.0
Incr Delay (d2), s/veh	0.5	9.6	9.4	11.4	4.2	4.0	0.8	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	13.3	13.6	2.7	3.0	3.1	2.7	0.0	0.0	4.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	24.3	24.2	26.2	6.5	6.3	12.9	0.0	0.0	14.3	0.0	0.0
LnGrp LOS	B	C	C	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h	1327		1125				172		280			
Approach Delay, s/veh	24.1		8.0				12.9		14.3			
Approach LOS	C		A				B		B			
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	31.0		29.0		31.0		29.0					
Change Period (Y+Rc), s	* 4.7		* 5.2		* 4.7		* 5.2					
Max Green Setting (Gmax), s	* 26		* 24		* 26		* 24					
Max Q Clear Time (g_c+I1), s	28.3		8.7		21.1		5.9					
Green Ext Time (p_c), s	0.0		1.4		3.6		0.9					
Intersection Summary												
HCM 6th Ctrl Delay			16.3									
HCM 6th LOS			B									
Notes												

# HCM 6th Signalized Intersection Summary

## 2: New Hampshire Ave & 6th St

07/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1118	98	89	1100	42	36	175	75	25	228	69
Future Volume (veh/h)	33	1118	98	89	1100	42	36	175	75	25	228	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	1215	107	97	1196	46	39	190	82	27	248	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	1559	137	283	1646	63	110	414	164	89	480	137
Arrive On Green	0.94	0.94	0.94	0.47	0.47	0.47	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	448	3304	290	415	3489	134	117	1134	448	66	1315	377
Grp Volume(v), veh/h	36	652	670	97	609	633	311	0	0	350	0	0
Grp Sat Flow(s),veh/h/ln	448	1777	1818	415	1777	1846	1699	0	0	1757	0	0
Q Serve(g_s), s	3.5	4.7	4.8	11.1	16.5	16.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	20.0	4.7	4.8	15.9	16.5	16.5	8.0	0.0	0.0	9.2	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.07	0.13		0.26	0.08		0.21
Lane Grp Cap(c), veh/h	208	838	858	283	838	871	688	0	0	706	0	0
V/C Ratio(X)	0.17	0.78	0.78	0.34	0.73	0.73	0.45	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	208	838	858	283	838	871	688	0	0	706	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.76	0.76	0.76	0.82	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.5	1.0	1.0	14.5	12.7	12.7	14.6	0.0	0.0	15.0	0.0	0.0
Incr Delay (d2), s/veh	1.8	7.0	7.0	2.5	4.2	4.1	1.8	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	3.7	3.8	2.0	10.1	10.4	5.8	0.0	0.0	6.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.3	8.1	8.0	17.0	16.9	16.8	16.4	0.0	0.0	17.5	0.0	0.0
LnGrp LOS	A	A	A	B	B	B	B	A	A	B	A	A
Approach Vol, veh/h	1358			1339			311			350		
Approach Delay, s/veh	8.1			16.9			16.4			17.5		
Approach LOS	A			B			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	33.0			27.0			33.0			27.0		
Change Period (Y+Rc), s	* 4.7			5.1			* 4.7			5.1		
Max Green Setting (Gmax), s	* 28			21.9			* 28			21.9		
Max Q Clear Time (g_c+I1), s	18.5			11.2			22.0			10.0		
Green Ext Time (p_c), s	6.3			1.6			4.3			1.5		

### Intersection Summary

HCM 6th Ctrl Delay 13.3

HCM 6th LOS B

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



# HCM 6th Signalized Intersection Summary

## 3: Vermont Ave & 6th St

07/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	952	139	106	897	110	59	935	243	100	1063	114
Future Volume (veh/h)	84	952	139	106	897	110	59	935	243	100	1063	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	91	1035	151	115	975	120	64	1016	264	109	1155	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	205	1404	205	164	1603	715	183	1516	676	222	1998	214
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.85	0.85	0.85	0.43	0.43	0.43
Sat Flow, veh/h	515	3112	453	472	3554	1585	432	3554	1585	432	4682	502
Grp Volume(v), veh/h	91	590	596	115	975	120	64	1016	264	109	840	439
Grp Sat Flow(s),veh/h/ln	515	1777	1789	472	1777	1585	432	1777	1585	432	1702	1780
Q Serve(g_s), s	14.6	24.6	24.7	15.9	18.7	4.0	9.9	8.8	3.3	20.4	16.9	16.9
Cycle Q Clear(g_c), s	33.3	24.6	24.7	40.6	18.7	4.0	26.8	8.8	3.3	29.2	16.9	16.9
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	205	802	807	164	1603	715	183	1516	676	222	1452	759
V/C Ratio(X)	0.44	0.74	0.74	0.70	0.61	0.17	0.35	0.67	0.39	0.49	0.58	0.58
Avail Cap(c_a), veh/h	205	802	807	164	1603	715	183	1516	676	222	1452	759
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.51	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	20.3	20.3	39.2	18.7	14.7	12.0	4.4	4.0	27.1	19.6	19.6
Incr Delay (d2), s/veh	3.5	3.1	3.1	22.3	1.7	0.5	0.5	0.2	0.2	7.6	1.7	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.5	14.0	14.1	6.4	12.2	2.7	1.1	2.3	1.3	4.5	11.0	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.8	23.4	23.4	61.5	20.4	15.2	12.5	4.6	4.2	34.7	21.3	22.8
LnGrp LOS	C	C	C	E	C	B	B	A	A	C	C	C
Approach Vol, veh/h	1277			1210			1344			1388		
Approach Delay, s/veh	24.2			23.8			4.9			22.8		
Approach LOS	C			C			A			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	46.0			44.0			46.0			44.0		
Change Period (Y+Rc), s	* 5.4			* 5.6			* 5.4			* 5.6		
Max Green Setting (Gmax), s	* 41			* 38			* 41			* 38		
Max Q Clear Time (g_c+I1), s	42.6			31.2			35.3			28.8		
Green Ext Time (p_c), s	0.0			5.0			3.6			5.8		

### Intersection Summary

HCM 6th Ctrl Delay 18.8

HCM 6th LOS B

### Notes









\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 4: Catalina St & Wilshire Bl

07/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	1340	108	28	1297	78	81	168	81	75	163	65
Future Volume (veh/h)	68	1340	108	28	1297	78	81	168	81	75	163	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	1457	117	30	1410	85	88	183	88	82	177	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	1740	776	228	2145	957	128	225	98	124	233	84
Arrive On Green	0.49	0.49	0.49	0.04	0.40	0.40	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	352	3554	1585	1781	3554	1585	274	792	346	261	820	296
Grp Volume(v), veh/h	74	1457	117	30	1410	85	359	0	0	330	0	0
Grp Sat Flow(s),veh/h/ln	352	1777	1585	1781	1777	1585	1412	0	0	1377	0	0
Q Serve(g_s), s	17.2	31.9	3.7	0.7	29.0	3.0	1.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	35.9	31.9	3.7	0.7	29.0	3.0	22.4	0.0	0.0	20.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.25		0.25	0.25		0.22
Lane Grp Cap(c), veh/h	179	1740	776	228	2145	957	451	0	0	441	0	0
V/C Ratio(X)	0.41	0.84	0.15	0.13	0.66	0.09	0.80	0.00	0.00	0.75	0.00	0.00
Avail Cap(c_a), veh/h	179	1740	776	322	2145	957	538	0	0	528	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.37	0.37	0.37	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.4	19.9	12.7	15.8	19.2	11.5	30.6	0.0	0.0	29.7	0.0	0.0
Incr Delay (d2), s/veh	6.9	5.0	0.4	0.1	0.6	0.1	6.9	0.0	0.0	4.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	19.4	2.4	0.4	16.2	1.8	12.8	0.0	0.0	11.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	24.9	13.1	15.9	19.8	11.6	37.6	0.0	0.0	34.5	0.0	0.0
LnGrp LOS	D	C	B	B	B	B	D	A	A	C	A	A
Approach Vol, veh/h	1648			1525			359			330		
Approach Delay, s/veh	24.5			19.3			37.6			34.5		
Approach LOS	C			B			D			C		
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	59.0			31.0		10.3	48.8	31.0				
Change Period (Y+Rc), s	* 4.7			* 5.4		* 5	* 4.7	* 5.4				
Max Green Setting (Gmax), s	* 49			* 31		* 10	* 34	* 31				
Max Q Clear Time (g_c+I1), s	31.0			22.6		2.7	37.9	24.4				
Green Ext Time (p_c), s	10.6			1.3		0.0	0.0	1.2				

### Intersection Summary

HCM 6th Ctrl Delay 24.5

HCM 6th LOS C

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 5: Wilshire Bl & Berendo St

07/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1510	64	48	1488	44	45	128	27	81	207	89
Future Volume (veh/h)	59	1510	64	48	1488	44	45	128	27	81	207	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	1641	70	52	1617	48	49	139	29	88	225	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	1868	833	106	1868	833	146	393	75	153	356	143
Arrive On Green	0.35	0.35	0.35	1.00	1.00	1.00	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	298	3554	1585	285	3554	1585	267	1084	208	287	983	394
Grp Volume(v), veh/h	64	1641	70	52	1617	48	217	0	0	410	0	0
Grp Sat Flow(s),veh/h/ln	298	1777	1585	285	1777	1585	1559	0	0	1664	0	0
Q Serve(g_s), s	14.6	39.0	2.7	8.3	0.0	0.0	0.0	0.0	0.0	10.1	0.0	0.0
Cycle Q Clear(g_c), s	14.6	39.0	2.7	47.3	0.0	0.0	8.1	0.0	0.0	18.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.23		0.13	0.21		0.24
Lane Grp Cap(c), veh/h	237	1868	833	106	1868	833	614	0	0	651	0	0
V/C Ratio(X)	0.27	0.88	0.08	0.49	0.87	0.06	0.35	0.00	0.00	0.63	0.00	0.00
Avail Cap(c_a), veh/h	237	1868	833	106	1868	833	614	0	0	651	0	0
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.55	0.65	0.65	0.65	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.6	26.5	14.7	21.5	0.0	0.0	20.8	0.0	0.0	23.9	0.0	0.0
Incr Delay (d2), s/veh	1.5	3.6	0.1	10.1	3.8	0.1	1.6	0.0	0.0	4.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	23.0	1.7	2.4	1.8	0.0	6.3	0.0	0.0	12.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	30.1	14.8	31.6	3.8	0.1	22.4	0.0	0.0	28.5	0.0	0.0
LnGrp LOS	C	C	B	C	A	A	C	A	A	C	A	A
Approach Vol, veh/h	1775			1717			217			410		
Approach Delay, s/veh	29.1			4.5			22.4			28.5		
Approach LOS	C			A			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	52.0			38.0			52.0			38.0		
Change Period (Y+Rc), s	* 4.7			* 5.4			* 4.7			* 5.4		
Max Green Setting (Gmax), s	* 47			* 33			* 47			* 33		
Max Q Clear Time (g_c+I1), s	49.3			20.2			41.0			10.1		
Green Ext Time (p_c), s	0.0			2.1			6.0			1.3		

### Intersection Summary

HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

### Notes









\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 6: Wilshire Bl & New Hampshire Ave

07/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1147	91	69	1193	57	54	226	57	45	256	57
Future Volume (veh/h)	50	1147	91	69	1193	57	54	226	57	45	256	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	1247	99	75	1297	62	59	246	62	49	278	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	1868	833	293	1868	833	115	436	103	98	475	100
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	401	3554	1585	406	3554	1585	190	1204	283	146	1311	276
Grp Volume(v), veh/h	54	1247	99	75	1297	62	367	0	0	389	0	0
Grp Sat Flow(s),veh/h/ln	401	1777	1585	406	1777	1585	1678	0	0	1734	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	15.2	0.0	0.0	15.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.16		0.17	0.13		0.16
Lane Grp Cap(c), veh/h	291	1868	833	293	1868	833	654	0	0	673	0	0
V/C Ratio(X)	0.19	0.67	0.12	0.26	0.69	0.07	0.56	0.00	0.00	0.58	0.00	0.00
Avail Cap(c_a), veh/h	291	1868	833	293	1868	833	654	0	0	673	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.35	0.35	0.35	0.09	0.09	0.09	1.00	0.00	0.00	0.78	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	23.3	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.7	0.1	0.2	0.2	0.0	3.5	0.0	0.0	2.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.3	0.0	0.0	0.1	0.0	10.9	0.0	0.0	10.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.5	0.7	0.1	0.2	0.2	0.0	26.5	0.0	0.0	26.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h	1400				1434		367				389	
Approach Delay, s/veh	0.6				0.2		26.5				26.1	
Approach LOS	A				A		C				C	
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	52.0		38.0		52.0		38.0					
Change Period (Y+Rc), s	* 4.7		* 5.4		* 4.7		* 5.4					
Max Green Setting (Gmax), s	* 47		* 33		* 47		* 33					
Max Q Clear Time (g_c+I1), s	2.0		17.8		2.0		17.2					
Green Ext Time (p_c), s	27.9		2.2		26.0		2.1					
Intersection Summary												
HCM 6th Ctrl Delay			5.9									
HCM 6th LOS			A									
Notes												














# HCM 6th Signalized Intersection Summary

## 7: Wilshire Bl & Vermont Ave

07/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	1080	246	128	1217	80	122	1000	90	95	1059	105
Future Volume (veh/h)	114	1080	246	128	1217	80	122	1000	90	95	1059	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	1174	267	139	1323	87	133	1087	98	103	1151	114
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	1131	504	233	1135	506	233	869	78	226	924	547
Arrive On Green	0.11	0.42	0.42	0.09	0.32	0.32	0.09	0.26	0.26	0.03	0.09	0.09
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3297	297	1781	3554	1585
Grp Volume(v), veh/h	124	1174	267	139	1323	87	133	585	600	103	1151	114
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1817	1781	1777	1585
Q Serve(g_s), s	4.0	28.6	11.3	4.5	28.7	3.6	4.8	23.7	23.7	3.7	23.4	5.4
Cycle Q Clear(g_c), s	4.0	28.6	11.3	4.5	28.7	3.6	4.8	23.7	23.7	3.7	23.4	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	231	1131	504	233	1135	506	233	468	479	226	924	547
V/C Ratio(X)	0.54	1.04	0.53	0.60	1.17	0.17	0.57	1.25	1.25	0.46	1.25	0.21
Avail Cap(c_a), veh/h	238	1131	504	238	1135	506	238	468	479	238	924	547
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00	0.72	0.72	0.72
Uniform Delay (d), s/veh	21.1	26.0	20.9	21.9	30.6	22.1	23.9	33.1	33.1	25.2	41.1	26.0
Incr Delay (d2), s/veh	1.5	32.9	2.7	3.9	84.3	0.7	3.1	129.3	129.7	1.0	117.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	21.4	6.9	3.7	36.6	2.5	3.8	39.7	40.6	2.9	37.6	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	58.8	23.7	25.7	115.0	22.8	27.0	162.4	162.8	26.2	158.4	26.7
LnGrp LOS	C	F	C	C	F	C	C	F	F	C	F	C
Approach Vol, veh/h	1565			1549			1318			1368		
Approach Delay, s/veh	50.0			101.8			148.9			137.5		
Approach LOS	D			F			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.3	34.2	13.4	29.0	13.5	34.1	13.1	29.3				
Change Period (Y+Rc), s	5.7	* 5.5	5.7	* 5.6	5.7	* 5.5	5.7	* 5.6				
Max Green Setting (Gmax), s	30.0	* 28	8.0	* 23	8.0	* 28	8.0	* 23				
Max Q Clear Time (g_c+10), s	30.7	30.7	6.8	25.4	6.5	30.6	5.7	25.7				
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0				

### Intersection Summary

HCM 6th Ctrl Delay 106.9




HCM 6th LOS F

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.




HCM 6th TWSC  
10: Project Driveway & Alley

07/08/2022

Intersection						
Int Delay, s/veh	4.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	14	44	2	42	87	0
Future Vol, veh/h	14	44	2	42	87	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	48	2	46	95	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	63	0	89	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	50	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1540	-	912	1033
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1540	-	911	1033
Mov Cap-2 Maneuver	-	-	-	-	911	-
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	971	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		9.4	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	911	-	-	1540	-	
HCM Lane V/C Ratio	0.104	-	-	0.001	-	
HCM Control Delay (s)	9.4	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

HCM 6th TWSC  
11: Berendo St & Alley

07/08/2022

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	59	70	215	36	20	334
Future Vol, veh/h	59	70	215	36	20	334
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	76	234	39	22	363
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	661	254	0	0	273	0
Stage 1	254	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	427	785	-	-	1290	-
Stage 1	788	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	418	785	-	-	1290	-
Mov Cap-2 Maneuver	418	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	658	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13.6	0		0.4		
HCM LOS	B					
Minor Lane/Major Mvmt		NBT	NBRWBLn1	SBL	SBT	
Capacity (veh/h)		-	-	560	1290	-
HCM Lane V/C Ratio		-	-	0.25	0.017	-
HCM Control Delay (s)		-	-	13.6	7.8	0
HCM Lane LOS		-	-	B	A	A
HCM 95th %tile Q(veh)		-	-	1	0.1	-



















Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	1176	23	0	951	0	18
Future Vol, veh/h	1176	23	0	951	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1278	25	0	1034	0	20
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	652
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	411
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	411
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		14.2	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	411	-	-	-		
HCM Lane V/C Ratio	0.048	-	-	-		
HCM Control Delay (s)	14.2	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	-		



# HCM 6th Signalized Intersection Summary

## 1: Berendo St & 6th St

07/08/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1170	61	53	1042	53	87	200	68	21	91	75
Future Volume (veh/h)	51	1170	61	53	1042	53	87	200	68	21	91	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	1272	66	58	1133	58	95	217	74	23	99	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	270	1507	78	164	1508	77	194	408	125	103	363	268
Arrive On Green	0.44	0.44	0.44	0.88	0.88	0.88	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	470	3437	178	409	3440	176	301	1029	316	91	916	677
Grp Volume(v), veh/h	55	657	681	58	585	606	386	0	0	204	0	0
Grp Sat Flow(s),veh/h/ln	470	1777	1838	409	1777	1839	1646	0	0	1683	0	0
Q Serve(g_s), s	5.4	19.8	19.8	6.5	7.1	7.2	5.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.6	19.8	19.8	26.3	7.1	7.2	10.6	0.0	0.0	4.8	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.10	0.25		0.19	0.11		0.40
Lane Grp Cap(c), veh/h	270	779	806	164	779	806	728	0	0	734	0	0
V/C Ratio(X)	0.20	0.84	0.85	0.35	0.75	0.75	0.53	0.00	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	270	779	806	164	779	806	728	0	0	734	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.8	15.0	15.0	14.4	2.5	2.5	14.0	0.0	0.0	12.4	0.0	0.0
Incr Delay (d2), s/veh	1.7	10.8	10.6	5.9	6.6	6.4	2.8	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	14.0	14.4	1.5	4.2	4.2	7.4	0.0	0.0	3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	25.8	25.6	20.3	9.1	8.9	16.7	0.0	0.0	13.3	0.0	0.0
LnGrp LOS	B	C	C	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h	1393			1249				386		204		
Approach Delay, s/veh	25.4			9.5				16.7		13.3		
Approach LOS	C			A				B		B		
Timer - Assigned Phs	2			4			6		8			
Phs Duration (G+Y+Rc), s	31.0			29.0			31.0		29.0			
Change Period (Y+Rc), s	* 4.7			* 5.2			* 4.7		* 5.2			
Max Green Setting (Gmax), s	* 26			* 24			* 26		* 24			
Max Q Clear Time (g_c+I1), s	28.3			6.8			21.8		12.6			
Green Ext Time (p_c), s	0.0			1.1			3.3		1.9			
Intersection Summary												
HCM 6th Ctrl Delay	17.5											
HCM 6th LOS	B											
Notes												

# HCM 6th Signalized Intersection Summary

## 2: New Hampshire Ave & 6th St

07/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1219	55	74	1140	68	72	314	96	39	207	38
Future Volume (veh/h)	40	1219	55	74	1140	68	72	314	96	39	207	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	1325	60	80	1239	74	78	341	104	42	225	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1633	74	190	1607	96	135	433	124	116	495	83
Arrive On Green	0.63	0.63	0.63	0.47	0.47	0.47	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	419	3462	157	391	3407	203	181	1185	339	132	1357	229
Grp Volume(v), veh/h	43	679	706	80	645	668	523	0	0	308	0	0
Grp Sat Flow(s),veh/h/ln	419	1777	1842	391	1777	1834	1706	0	0	1718	0	0
Q Serve(g_s), s	5.5	17.4	17.5	10.8	18.1	18.1	8.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	23.7	17.4	17.5	28.3	18.1	18.1	16.6	0.0	0.0	7.7	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.11	0.15		0.20	0.14		0.13
Lane Grp Cap(c), veh/h	191	838	869	190	838	865	692	0	0	695	0	0
V/C Ratio(X)	0.23	0.81	0.81	0.42	0.77	0.77	0.76	0.00	0.00	0.44	0.00	0.00
Avail Cap(c_a), veh/h	191	838	869	190	838	865	692	0	0	695	0	0
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.78	0.78	0.78	0.09	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.5	9.1	9.2	25.2	13.2	13.2	17.2	0.0	0.0	14.6	0.0	0.0
Incr Delay (d2), s/veh	2.7	8.4	8.2	5.2	5.3	5.2	0.7	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	9.8	10.0	2.4	11.1	11.4	7.1	0.0	0.0	5.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.2	17.5	17.3	30.5	18.5	18.4	17.9	0.0	0.0	16.6	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h	1428			1393			523			308		
Approach Delay, s/veh	17.5			19.1			17.9			16.6		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	33.0			27.0			33.0			27.0		
Change Period (Y+Rc), s	* 4.7			5.1			* 4.7			5.1		
Max Green Setting (Gmax), s	* 28			21.9			* 28			21.9		
Max Q Clear Time (g_c+I1), s	30.3			9.7			25.7			18.6		
Green Ext Time (p_c), s	0.0			1.5			2.0			1.1		

### Intersection Summary

HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 3: Vermont Ave & 6th St

07/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	970	90	106	854	136	76	1038	172	77	1018	85
Future Volume (veh/h)	111	970	90	106	854	136	76	1038	172	77	1018	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	1054	98	115	928	148	83	1128	187	84	1107	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	1483	138	174	1603	715	199	1516	676	205	2050	170
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.85	0.85	0.85	0.43	0.43	0.43
Sat Flow, veh/h	524	3287	305	488	3554	1585	467	3554	1585	418	4804	399
Grp Volume(v), veh/h	121	570	582	115	928	148	83	1128	187	84	784	415
Grp Sat Flow(s),veh/h/ln	524	1777	1815	488	1777	1585	467	1777	1585	418	1702	1799
Q Serve(g_s), s	20.1	23.3	23.3	17.3	17.5	5.1	12.2	11.5	2.0	15.9	15.4	15.5
Cycle Q Clear(g_c), s	37.5	23.3	23.3	40.6	17.5	5.1	27.7	11.5	2.0	27.3	15.4	15.5
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	215	802	819	174	1603	715	199	1516	676	205	1452	767
V/C Ratio(X)	0.56	0.71	0.71	0.66	0.58	0.21	0.42	0.74	0.28	0.41	0.54	0.54
Avail Cap(c_a), veh/h	215	802	819	174	1603	715	199	1516	676	205	1452	767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.44	0.44	0.44	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	20.0	20.0	38.0	18.3	15.0	11.7	4.6	3.9	27.7	19.2	19.2
Incr Delay (d2), s/veh	4.6	2.4	2.3	18.2	1.5	0.7	0.6	0.3	0.1	6.0	1.4	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	13.0	13.2	6.1	11.5	3.4	1.3	2.5	1.0	3.4	10.2	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	22.3	22.3	56.2	19.9	15.6	12.3	4.9	4.0	33.6	20.7	22.0
LnGrp LOS	D	C	C	E	B	B	B	A	A	C	C	C
Approach Vol, veh/h	1273			1191			1398			1283		
Approach Delay, s/veh	23.7			22.9			5.2			21.9		
Approach LOS	C			C			A			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	46.0			44.0			46.0			44.0		
Change Period (Y+Rc), s	* 5.4			* 5.6			* 5.4			* 5.6		
Max Green Setting (Gmax), s	* 41			* 38			* 41			* 38		
Max Q Clear Time (g_c+I1), s	42.6			29.3			39.5			29.7		
Green Ext Time (p_c), s	0.0			5.7			0.8			5.8		

### Intersection Summary

HCM 6th Ctrl Delay 18.1

HCM 6th LOS B

### Notes









\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 4: Catalina St & Wilshire Bl

07/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	1240	131	65	1199	42	65	237	48	58	246	73
Future Volume (veh/h)	56	1240	131	65	1199	42	65	237	48	58	246	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	1348	142	71	1303	46	71	258	52	63	267	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	1566	698	279	2091	933	104	309	58	95	315	87
Arrive On Green	0.44	0.44	0.44	0.06	0.39	0.39	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	404	3554	1585	1781	3554	1585	189	1031	193	164	1052	291
Grp Volume(v), veh/h	61	1348	142	71	1303	46	381	0	0	409	0	0
Grp Sat Flow(s),veh/h/ln	404	1777	1585	1781	1777	1585	1413	0	0	1507	0	0
Q Serve(g_s), s	11.3	30.8	5.0	1.7	26.5	1.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	24.5	30.8	5.0	1.7	26.5	1.6	23.8	0.0	0.0	23.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.19		0.14	0.15		0.19
Lane Grp Cap(c), veh/h	199	1566	698	279	2091	933	470	0	0	497	0	0
V/C Ratio(X)	0.31	0.86	0.20	0.25	0.62	0.05	0.81	0.00	0.00	0.82	0.00	0.00
Avail Cap(c_a), veh/h	199	1566	698	313	2091	933	535	0	0	563	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.37	0.37	0.37	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.4	22.7	15.5	17.4	19.2	11.7	29.5	0.0	0.0	29.8	0.0	0.0
Incr Delay (d2), s/veh	4.0	6.5	0.7	0.2	0.5	0.0	8.2	0.0	0.0	8.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	19.5	3.3	1.2	15.0	1.0	13.5	0.0	0.0	14.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	29.1	16.1	17.6	19.8	11.7	37.7	0.0	0.0	38.4	0.0	0.0
LnGrp LOS	C	C	B	B	B	B	D	A	A	D	A	A
Approach Vol, veh/h	1551			1420			381			409		
Approach Delay, s/veh	28.0			19.4			37.7			38.4		
Approach LOS	C			B			D			D		
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	57.7			32.3		13.3	44.4	32.3				
Change Period (Y+Rc), s	* 4.7			* 5.4		* 5	* 4.7	* 5.4				
Max Green Setting (Gmax), s	* 49			* 31		* 10	* 34	* 31				
Max Q Clear Time (g_c+I1), s	28.5			25.8		3.7	32.8	25.8				
Green Ext Time (p_c), s	10.3			1.1		0.1	1.3	1.0				

### Intersection Summary

HCM 6th Ctrl Delay 26.9

HCM 6th LOS C

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



# HCM 6th Signalized Intersection Summary

## 5: Wilshire Bl & Berendo St

07/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	1457	42	52	1488	69	56	133	46	53	156	73
Future Volume (veh/h)	58	1457	42	52	1488	69	56	133	46	53	156	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	1584	46	57	1617	75	61	145	50	58	170	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	1868	833	109	1868	833	160	365	116	131	367	156
Arrive On Green	0.17	0.17	0.17	1.00	1.00	1.00	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	291	3554	1585	309	3554	1585	306	1009	319	230	1012	430
Grp Volume(v), veh/h	63	1584	46	57	1617	75	256	0	0	307	0	0
Grp Sat Flow(s),veh/h/ln	291	1777	1585	309	1777	1585	1633	0	0	1673	0	0
Q Serve(g_s), s	17.4	38.9	2.2	8.4	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0
Cycle Q Clear(g_c), s	17.4	38.9	2.2	47.3	0.0	0.0	9.8	0.0	0.0	12.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.24		0.20	0.19		0.26
Lane Grp Cap(c), veh/h	233	1868	833	109	1868	833	641	0	0	654	0	0
V/C Ratio(X)	0.27	0.85	0.06	0.52	0.87	0.09	0.40	0.00	0.00	0.47	0.00	0.00
Avail Cap(c_a), veh/h	233	1868	833	109	1868	833	641	0	0	654	0	0
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.44	0.44	0.44	0.70	0.70	0.70	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.8	33.7	18.5	21.5	0.0	0.0	21.4	0.0	0.0	22.1	0.0	0.0
Incr Delay (d2), s/veh	1.3	2.3	0.1	12.0	4.1	0.1	1.9	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	23.6	1.4	2.7	1.9	0.1	7.6	0.0	0.0	9.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.1	36.0	18.6	33.6	4.1	0.1	23.2	0.0	0.0	24.5	0.0	0.0
LnGrp LOS	C	D	B	C	A	A	C	A	A	C	A	A
Approach Vol, veh/h	1693			1749			256			307		
Approach Delay, s/veh	35.2			4.9			23.2			24.5		
Approach LOS	D			A			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	52.0			38.0			52.0			38.0		
Change Period (Y+Rc), s	* 4.7			* 5.4			* 4.7			* 5.4		
Max Green Setting (Gmax), s	* 47			* 33			* 47			* 33		
Max Q Clear Time (g_c+I1), s	49.3			14.1			40.9			11.8		
Green Ext Time (p_c), s	0.0			1.8			6.0			1.5		

### Intersection Summary

HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 6: Wilshire Bl & New Hampshire Ave

07/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1142	74	51	1124	50	92	340	129	40	252	68
Future Volume (veh/h)	41	1142	74	51	1124	50	92	340	129	40	252	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	1241	80	55	1222	54	100	370	140	43	274	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	308	1868	833	298	1868	833	122	357	129	81	417	106
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	434	3554	1585	415	3554	1585	209	986	356	101	1152	293
Grp Volume(v), veh/h	45	1241	80	55	1222	54	610	0	0	391	0	0
Grp Sat Flow(s), veh/h/ln	434	1777	1585	415	1777	1585	1551	0	0	1546	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	32.6	0.0	0.0	17.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.16		0.23	0.11		0.19
Lane Grp Cap(c), veh/h	308	1868	833	298	1868	833	608	0	0	604	0	0
V/C Ratio(X)	0.15	0.66	0.10	0.18	0.65	0.06	1.00	0.00	0.00	0.65	0.00	0.00
Avail Cap(c_a), veh/h	308	1868	833	298	1868	833	608	0	0	604	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	0.31	0.31	0.31	1.00	0.00	0.00	0.83	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	29.9	0.0	0.0	23.5	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.8	0.1	0.4	0.6	0.0	37.2	0.0	0.0	4.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	0.0	0.1	0.3	0.0	0.0	26.6	0.0	0.0	11.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.4	0.8	0.1	0.4	0.6	0.0	67.1	0.0	0.0	27.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	F	A	A	C	A	A
Approach Vol, veh/h	1366			1331			610			391		
Approach Delay, s/veh	0.7			0.5			67.1			27.9		
Approach LOS	A			A			E			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	52.0			38.0			52.0			38.0		
Change Period (Y+Rc), s	* 4.7			* 5.4			* 4.7			* 5.4		
Max Green Setting (Gmax), s	* 47			* 33			* 47			* 33		
Max Q Clear Time (g_c+I1), s	2.0			19.6			2.0			34.6		
Green Ext Time (p_c), s	25.3			2.1			25.2			0.0		

### Intersection Summary

HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

### Notes












\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 7: Wilshire Bl & Vermont Ave

07/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	1008	104	164	984	88	116	1046	109	126	973	99
Future Volume (veh/h)	118	1008	104	164	984	88	116	1046	109	126	973	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	1096	113	178	1070	96	126	1137	118	137	1058	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	234	1068	476	238	1081	482	232	893	92	233	979	572
Arrive On Green	0.11	0.40	0.40	0.09	0.30	0.30	0.09	0.27	0.27	0.03	0.09	0.09
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3250	337	1781	3554	1585
Grp Volume(v), veh/h	128	1096	113	178	1070	96	126	621	634	137	1058	108
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1810	1781	1777	1585
Q Serve(g_s), s	4.3	27.0	4.3	6.1	27.0	4.0	4.4	24.7	24.7	4.8	24.8	5.0
Cycle Q Clear(g_c), s	4.3	27.0	4.3	6.1	27.0	4.0	4.4	24.7	24.7	4.8	24.8	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	234	1068	476	238	1081	482	232	488	497	233	979	572
V/C Ratio(X)	0.55	1.03	0.24	0.75	0.99	0.20	0.54	1.27	1.28	0.59	1.08	0.19
Avail Cap(c_a), veh/h	240	1068	476	238	1081	482	238	488	497	240	979	572
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.77	0.77
Uniform Delay (d), s/veh	21.7	27.0	20.2	22.7	31.2	23.2	23.2	32.6	32.6	24.8	40.9	25.1
Incr Delay (d2), s/veh	1.7	29.9	0.8	12.1	25.1	0.9	2.4	137.9	139.1	2.7	50.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	19.9	2.9	5.8	21.2	2.9	3.5	43.1	44.1	4.0	25.9	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	56.9	21.0	34.8	56.3	24.1	25.6	170.5	171.7	27.5	90.9	25.7
LnGrp LOS	C	F	C	C	E	C	C	F	F	C	F	C
Approach Vol, veh/h	1337			1344			1381			1303		
Approach Delay, s/veh	50.6			51.2			157.8			78.8		
Approach LOS	D			D			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.4	32.9	13.4	30.4	13.7	32.5	13.4	30.3				
Change Period (Y+Rc), s	5.7	* 5.5	5.7	* 5.6	5.7	* 5.5	5.7	* 5.6				
Max Green Setting (Gmax), s	30.0	* 27	8.0	* 25	8.0	* 27	8.1	* 25				
Max Q Clear Time (g_c+I), s	10.3	29.0	6.4	26.8	8.1	29.0	6.8	26.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				

### Intersection Summary

HCM 6th Ctrl Delay 85.2




HCM 6th LOS F

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC  
10: Project Driveway & Alley




07/08/2022

Intersection						
Int Delay, s/veh	2.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	83	4	79	67	0
Future Vol, veh/h	2	83	4	79	67	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	90	4	86	73	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	92	0	141	47
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	94	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1503	-	852	1022
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	930	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1503	-	849	1022
Mov Cap-2 Maneuver	-	-	-	-	849	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	927	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.4		9.6	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	849	-	-	1503	-	
HCM Lane V/C Ratio	0.086	-	-	0.003	-	
HCM Control Delay (s)	9.6	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	



HCM 6th TWSC  
11: Berendo St & Alley

07/08/2022

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	64	82	234	52	34	269
Future Vol, veh/h	64	82	234	52	34	269
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	89	254	57	37	292
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	649	283	0	0	311	0
Stage 1	283	-	-	-	-	-
Stage 2	366	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	434	756	-	-	1249	-
Stage 1	765	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	419	756	-	-	1249	-
Mov Cap-2 Maneuver	419	-	-	-	-	-
Stage 1	765	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14	0		0.9		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 559		1249	-	
HCM Lane V/C Ratio	-	- 0.284		0.03	-	
HCM Control Delay (s)	-	- 14		8	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 1.2		0.1	-	

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1179	9	0	1066	0	43
Future Vol, veh/h	1179	9	0	1066	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1282	10	0	1159	0	47

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 646
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.32
Pot Cap-1 Maneuver	-	-	0 - 0 414
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 414
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -



















Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	414	-	-	-
HCM Lane V/C Ratio	0.113	-	-	-
HCM Control Delay (s)	14.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

# HCM 6th Signalized Intersection Summary

## 1: Berendo St & 6th St

09/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1228	82	80	1077	14	20	82	25	26	180	64
Future Volume (veh/h)	25	1228	82	80	1077	14	20	82	25	26	180	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	1335	89	87	1171	15	22	89	27	28	196	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	1482	99	147	1575	20	133	480	132	98	499	166
Arrive On Green	0.44	0.44	0.44	0.58	0.58	0.58	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	472	3382	225	376	3593	46	160	1209	333	81	1257	418
Grp Volume(v), veh/h	27	700	724	87	579	607	138	0	0	294	0	0
Grp Sat Flow(s),veh/h/ln	472	1777	1830	376	1777	1862	1702	0	0	1757	0	0
Q Serve(g_s), s	2.9	21.9	22.1	4.2	14.4	14.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	17.3	21.9	22.1	26.3	14.4	14.4	3.0	0.0	0.0	7.1	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.02	0.16		0.20	0.10		0.24
Lane Grp Cap(c), veh/h	214	779	802	147	779	816	745	0	0	763	0	0
V/C Ratio(X)	0.13	0.90	0.90	0.59	0.74	0.74	0.19	0.00	0.00	0.39	0.00	0.00
Avail Cap(c_a), veh/h	214	779	802	147	779	816	745	0	0	763	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.4	15.6	15.7	25.0	10.0	10.0	11.8	0.0	0.0	13.1	0.0	0.0
Incr Delay (d2), s/veh	1.2	15.3	15.4	16.5	6.3	6.1	0.5	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	16.2	16.7	3.2	8.7	9.0	2.1	0.0	0.0	5.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	30.9	31.1	41.5	16.4	16.1	12.4	0.0	0.0	14.5	0.0	0.0
LnGrp LOS	C	C	C	D	B	B	B	A	A	B	A	A
Approach Vol, veh/h	1451		1273			138			294			
Approach Delay, s/veh	30.8		18.0			12.4			14.5			
Approach LOS	C		B			B			B			
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	31.0		29.0		31.0		29.0					
Change Period (Y+Rc), s	* 4.7		* 5.2		* 4.7		* 5.2					
Max Green Setting (Gmax), s	* 26		* 24		* 26		* 24					
Max Q Clear Time (g_c+I1), s	28.3		9.1		24.1		5.0					
Green Ext Time (p_c), s	0.0		1.5		1.8		0.7					
Intersection Summary												
HCM 6th Ctrl Delay	23.3											
HCM 6th LOS	C											
Notes												

# HCM 6th Signalized Intersection Summary

## 2: New Hampshire Ave & 6th St

09/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1199	105	96	1213	44	64	193	105	26	240	73
Future Volume (veh/h)	32	1199	105	96	1213	44	64	193	105	26	240	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	1303	114	104	1318	48	70	210	114	28	261	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	180	1560	136	258	1649	60	145	360	177	88	478	137
Arrive On Green	0.94	0.94	0.94	0.47	0.47	0.47	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	398	3307	288	379	3497	127	204	985	484	65	1311	376
Grp Volume(v), veh/h	35	698	719	104	669	697	394	0	0	368	0	0
Grp Sat Flow(s), veh/h/ln	398	1777	1818	379	1777	1847	1672	0	0	1752	0	0
Q Serve(g_s), s	4.5	6.2	6.4	14.4	19.1	19.2	1.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	23.7	6.2	6.4	20.8	19.1	19.2	10.8	0.0	0.0	9.8	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.07	0.18		0.29	0.08		0.21
Lane Grp Cap(c), veh/h	180	838	858	258	838	871	681	0	0	704	0	0
V/C Ratio(X)	0.19	0.83	0.84	0.40	0.80	0.80	0.58	0.00	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	180	838	858	258	838	871	681	0	0	704	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.66	0.66	0.66	0.37	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.7	1.1	1.1	16.7	13.4	13.4	15.5	0.0	0.0	15.2	0.0	0.0
Incr Delay (d2), s/veh	2.4	9.5	9.6	3.1	5.3	5.2	1.3	0.0	0.0	2.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	4.8	5.0	2.4	11.2	11.6	6.2	0.0	0.0	7.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.1	10.6	10.7	19.8	18.7	18.6	16.8	0.0	0.0	18.0	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	B	A	A	B	A	A
Approach Vol, veh/h	1452			1470			394			368		
Approach Delay, s/veh	10.7			18.7			16.8			18.0		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	33.0			27.0			33.0			27.0		
Change Period (Y+Rc), s	* 4.7			5.1			* 4.7			5.1		
Max Green Setting (Gmax), s	* 28			21.9			* 28			21.9		
Max Q Clear Time (g_c+I1), s	22.8			11.8			25.7			12.8		
Green Ext Time (p_c), s	4.2			1.6			2.1			1.7		

### Intersection Summary

HCM 6th Ctrl Delay 15.3

HCM 6th LOS B

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



# HCM 6th Signalized Intersection Summary

## 3: Vermont Ave & 6th St

09/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	1052	151	179	1003	212	69	1215	272	107	1169	125
Future Volume (veh/h)	96	1052	151	179	1003	212	69	1215	272	107	1169	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	1143	164	195	1090	230	75	1321	296	116	1271	136
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	1408	201	136	1603	715	162	1516	676	147	1998	214
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.85	0.85	0.85	0.43	0.43	0.43
Sat Flow, veh/h	416	3120	446	421	3554	1585	383	3554	1585	313	4683	501
Grp Volume(v), veh/h	104	649	658	195	1090	230	75	1321	296	116	924	483
Grp Sat Flow(s),veh/h/ln	416	1777	1790	421	1777	1585	383	1777	1585	313	1702	1780
Q Serve(g_s), s	18.7	28.5	28.7	11.9	21.9	8.4	16.7	19.1	3.9	19.3	19.2	19.2
Cycle Q Clear(g_c), s	40.6	28.5	28.7	40.6	21.9	8.4	35.9	19.1	3.9	38.4	19.2	19.2
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	167	802	807	136	1603	715	162	1516	676	147	1452	760
V/C Ratio(X)	0.62	0.81	0.81	1.44	0.68	0.32	0.46	0.87	0.44	0.79	0.64	0.64
Avail Cap(c_a), veh/h	167	802	807	136	1603	715	162	1516	676	147	1452	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.40	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	21.4	21.4	42.6	19.6	15.9	15.5	5.2	4.1	39.4	20.3	20.3
Incr Delay (d2), s/veh	6.9	3.7	3.7	233.2	2.3	1.2	0.9	0.7	0.2	33.8	2.1	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	15.5	15.7	21.0	14.0	5.7	1.6	3.0	1.4	7.1	12.2	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.1	25.0	25.2	275.8	21.9	17.0	16.4	5.9	4.3	73.3	22.4	24.3
LnGrp LOS	D	C	C	F	C	B	B	A	A	E	C	C
Approach Vol, veh/h	1411			1515			1692			1523		
Approach Delay, s/veh	26.5			53.8			6.1			26.9		
Approach LOS	C			D			A			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	46.0			44.0			46.0			44.0		
Change Period (Y+Rc), s	* 5.4			* 5.6			* 5.4			* 5.6		
Max Green Setting (Gmax), s	* 41			* 38			* 41			* 38		
Max Q Clear Time (g_c+I1), s	42.6			40.4			42.6			37.9		
Green Ext Time (p_c), s	0.0			0.0			0.0			0.5		

### Intersection Summary

HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C

### Notes









\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 4: Catalina St & Wilshire Bl

09/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	1502	114	47	1508	82	85	185	96	80	183	69
Future Volume (veh/h)	71	1502	114	47	1508	82	85	185	96	80	183	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	1633	124	51	1639	89	92	201	104	87	199	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	1564	698	223	2046	913	129	240	113	126	253	87
Arrive On Green	0.44	0.44	0.44	0.03	0.19	0.19	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	281	3554	1585	1781	3554	1585	254	770	363	246	812	278
Grp Volume(v), veh/h	77	1633	124	51	1639	89	397	0	0	361	0	0
Grp Sat Flow(s),veh/h/ln	281	1777	1585	1781	1777	1585	1387	0	0	1336	0	0
Q Serve(g_s), s	12.2	39.6	4.3	1.3	39.7	4.2	2.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	39.6	39.6	4.3	1.3	39.7	4.2	25.3	0.0	0.0	23.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.23		0.26	0.24		0.21
Lane Grp Cap(c), veh/h	118	1564	698	223	2046	913	482	0	0	466	0	0
V/C Ratio(X)	0.65	1.04	0.18	0.23	0.80	0.10	0.82	0.00	0.00	0.77	0.00	0.00
Avail Cap(c_a), veh/h	118	1564	698	278	2046	913	526	0	0	509	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	42.0	25.2	15.3	20.5	31.5	17.2	29.5	0.0	0.0	28.4	0.0	0.0
Incr Delay (d2), s/veh	24.8	35.2	0.6	0.0	0.3	0.0	9.6	0.0	0.0	6.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	32.1	2.9	0.8	20.9	2.1	14.3	0.0	0.0	12.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.8	60.4	15.9	20.5	31.8	17.2	39.0	0.0	0.0	35.2	0.0	0.0
LnGrp LOS	E	F	B	C	C	B	D	A	A	D	A	A
Approach Vol, veh/h	1834			1779			397			361		
Approach Delay, s/veh	57.7			30.8			39.0			35.2		
Approach LOS	E			C			D			D		
Timer - Assigned Phs	2		4		5	6	8					
Phs Duration (G+Y+Rc), s	56.5		33.5		12.2	44.3	33.5					
Change Period (Y+Rc), s	* 4.7		* 5.4		* 5	* 4.7	* 5.4					
Max Green Setting (Gmax), s	* 49		* 31		* 10	* 34	* 31					
Max Q Clear Time (g_c+I1), s	41.7		25.2		3.3	41.6	27.3					
Green Ext Time (p_c), s	6.1		1.1		0.0	0.0	0.8					

### Intersection Summary

HCM 6th Ctrl Delay 43.2

HCM 6th LOS D

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 5: Wilshire Bl & Berendo St

09/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	1696	68	51	1739	35	49	137	29	55	216	81
Future Volume (veh/h)	58	1696	68	51	1739	35	49	137	29	55	216	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	1843	74	55	1890	38	53	149	32	60	235	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1868	833	82	1868	833	148	395	78	115	404	141
Arrive On Green	0.35	0.35	0.35	1.00	1.00	1.00	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	231	3554	1585	234	3554	1585	273	1091	216	190	1116	390
Grp Volume(v), veh/h	63	1843	74	55	1890	38	234	0	0	383	0	0
Grp Sat Flow(s),veh/h/ln	231	1777	1585	234	1777	1585	1580	0	0	1696	0	0
Q Serve(g_s), s	0.0	46.3	2.8	1.0	47.3	0.0	0.0	0.0	0.0	7.3	0.0	0.0
Cycle Q Clear(g_c), s	47.3	46.3	2.8	47.3	47.3	0.0	9.0	0.0	0.0	16.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.23		0.14	0.16		0.23
Lane Grp Cap(c), veh/h	80	1868	833	82	1868	833	621	0	0	661	0	0
V/C Ratio(X)	0.79	0.99	0.09	0.67	1.01	0.05	0.38	0.00	0.00	0.58	0.00	0.00
Avail Cap(c_a), veh/h	80	1868	833	82	1868	833	621	0	0	661	0	0
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.18	0.18	0.18	0.48	0.48	0.48	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.8	28.8	14.7	23.6	0.0	0.0	21.0	0.0	0.0	23.4	0.0	0.0
Incr Delay (d2), s/veh	13.2	6.3	0.0	18.6	17.5	0.0	1.7	0.0	0.0	3.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	25.0	1.7	2.7	7.0	0.0	6.9	0.0	0.0	11.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.0	35.1	14.8	42.3	17.5	0.0	22.8	0.0	0.0	27.0	0.0	0.0
LnGrp LOS	E	D	B	D	F	A	C	A	A	C	A	A
Approach Vol, veh/h	1980			1983			234			383		
Approach Delay, s/veh	35.4			17.8			22.8			27.0		
Approach LOS	D			B			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	52.0			38.0			52.0			38.0		
Change Period (Y+Rc), s	* 4.7			* 5.4			* 4.7			* 5.4		
Max Green Setting (Gmax), s	* 47			* 33			* 47			* 33		
Max Q Clear Time (g_c+I1), s	49.3			18.3			49.3			11.0		
Green Ext Time (p_c), s	0.0			2.1			0.0			1.4		

### Intersection Summary

HCM 6th Ctrl Delay	26.4
HCM 6th LOS	C

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 6: Wilshire Bl & New Hampshire Ave

09/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	1284	98	77	1392	60	83	299	101	46	274	60
Future Volume (veh/h)	53	1284	98	77	1392	60	83	299	101	46	274	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	1396	107	84	1513	65	90	325	110	50	298	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	251	1868	833	263	1868	833	121	361	115	88	428	88
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	325	3554	1585	349	3554	1585	206	997	319	119	1182	243
Grp Volume(v), veh/h	58	1396	107	84	1513	65	525	0	0	413	0	0
Grp Sat Flow(s), veh/h/ln	325	1777	1585	349	1777	1585	1522	0	0	1543	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	10.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	30.4	0.0	0.0	19.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.17		0.21	0.12		0.16
Lane Grp Cap(c), veh/h	251	1868	833	263	1868	833	598	0	0	604	0	0
V/C Ratio(X)	0.23	0.75	0.13	0.32	0.81	0.08	0.88	0.00	0.00	0.68	0.00	0.00
Avail Cap(c_a), veh/h	251	1868	833	263	1868	833	598	0	0	604	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.11	0.11	0.11	0.09	0.09	0.09	1.00	0.00	0.00	0.74	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	27.8	0.0	0.0	24.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.3	0.4	0.0	16.6	0.0	0.0	4.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.1	0.0	0.0	0.2	0.0	19.3	0.0	0.0	11.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.2	0.3	0.0	0.3	0.4	0.0	44.4	0.0	0.0	28.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	A	C	A	A
Approach Vol, veh/h	1561			1662			525			413		
Approach Delay, s/veh	0.3			0.4			44.4			28.7		
Approach LOS	A			A			D			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	52.0			38.0			52.0			38.0		
Change Period (Y+Rc), s	* 4.7			* 5.4			* 4.7			* 5.4		
Max Green Setting (Gmax), s	* 47			* 33			* 47			* 33		
Max Q Clear Time (g_c+I1), s	2.0			21.8			2.0			32.4		
Green Ext Time (p_c), s	33.2			2.0			30.1			0.1		

### Intersection Summary

HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.














# HCM 6th Signalized Intersection Summary

## 7: Wilshire Bl & Vermont Ave

09/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	1222	262	145	1399	130	146	1205	104	104	1218	125
Future Volume (veh/h)	177	1222	262	145	1399	130	146	1205	104	104	1218	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	192	1328	285	158	1521	141	159	1310	113	113	1324	136
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	1122	500	235	1115	498	235	873	75	229	924	553
Arrive On Green	0.12	0.42	0.42	0.09	0.31	0.31	0.09	0.26	0.26	0.03	0.09	0.09
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3311	285	1781	3554	1585
Grp Volume(v), veh/h	192	1328	285	158	1521	141	159	701	722	113	1324	136
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1819	1781	1777	1585
Q Serve(g_s), s	6.5	28.4	12.3	5.2	28.3	6.0	5.8	23.7	23.7	4.1	23.4	6.4
Cycle Q Clear(g_c), s	6.5	28.4	12.3	5.2	28.3	6.0	5.8	23.7	23.7	4.1	23.4	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	238	1122	500	235	1115	498	235	468	480	229	924	553
V/C Ratio(X)	0.81	1.18	0.57	0.67	1.36	0.28	0.68	1.50	1.51	0.49	1.43	0.25
Avail Cap(c_a), veh/h	238	1122	500	238	1115	498	238	468	480	238	924	553
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.58	0.58	0.58	1.00	1.00	1.00	1.00	1.00	1.00	0.39	0.39	0.39
Uniform Delay (d), s/veh	21.7	26.1	21.5	22.1	30.9	23.3	24.1	33.1	33.1	25.2	41.1	26.1
Incr Delay (d2), s/veh	11.2	88.4	2.7	7.0	169.4	1.4	7.3	234.6	238.2	0.6	197.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	33.6	7.1	4.6	57.0	4.3	5.1	61.9	64.0	3.1	51.7	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	114.6	24.2	29.2	200.3	24.7	31.3	267.7	271.3	25.9	238.5	26.6
LnGrp LOS	C	F	C	C	F	C	C	F	F	C	F	C
Approach Vol, veh/h	1805			1820			1582			1573		
Approach Delay, s/veh	91.6			171.9			245.6			204.9		
Approach LOS	F			F			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.7	33.8	13.5	29.0	13.5	33.9	13.2	29.3				
Change Period (Y+Rc), s	5.7	* 5.5	5.7	* 5.6	5.7	* 5.5	5.7	* 5.6				
Max Green Setting (Gmax), s	30.3	* 28	8.0	* 23	8.0	* 28	8.0	* 23				
Max Q Clear Time (g_c+I), s	19.5	30.3	7.8	25.4	7.2	30.4	6.1	25.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				

### Intersection Summary

HCM 6th Ctrl Delay 175.4

HCM 6th LOS F



















### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 1: Berendo St & 6th St

09/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	1323	64	43	1173	56	89	210	63	20	96	79
Future Volume (veh/h)	54	1323	64	43	1173	56	89	210	63	20	96	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	1438	70	47	1275	61	97	228	68	22	104	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	228	1512	73	132	1513	72	195	419	113	98	367	272
Arrive On Green	0.44	0.44	0.44	0.88	0.88	0.88	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	410	3450	167	347	3453	165	304	1057	285	80	924	685
Grp Volume(v), veh/h	59	739	769	47	655	681	393	0	0	212	0	0
Grp Sat Flow(s),veh/h/ln	410	1777	1840	347	1777	1841	1646	0	0	1689	0	0
Q Serve(g_s), s	7.4	24.0	24.2	2.1	10.4	10.5	5.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	17.9	24.0	24.2	26.3	10.4	10.5	10.8	0.0	0.0	5.0	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.09	0.25		0.17	0.10		0.41
Lane Grp Cap(c), veh/h	228	779	807	132	779	807	728	0	0	736	0	0
V/C Ratio(X)	0.26	0.95	0.95	0.36	0.84	0.84	0.54	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	228	779	807	132	779	807	728	0	0	736	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.0	16.2	16.3	16.6	2.7	2.7	14.1	0.0	0.0	12.4	0.0	0.0
Incr Delay (d2), s/veh	2.7	21.9	22.2	7.3	10.7	10.5	2.9	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	18.8	19.5	1.4	6.0	6.1	7.6	0.0	0.0	3.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	38.1	38.4	23.9	13.4	13.2	16.9	0.0	0.0	13.4	0.0	0.0
LnGrp LOS	C	D	D	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h	1567			1383			393			212		
Approach Delay, s/veh	37.7			13.7			16.9			13.4		
Approach LOS	D			B			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	31.0			29.0			31.0			29.0		
Change Period (Y+Rc), s	* 4.7			* 5.2			* 4.7			* 5.2		
Max Green Setting (Gmax), s	* 26			* 24			* 26			* 24		
Max Q Clear Time (g_c+I1), s	28.3			7.0			26.2			12.8		
Green Ext Time (p_c), s	0.0			1.1			0.1			1.9		
Intersection Summary												
HCM 6th Ctrl Delay	24.6											
HCM 6th LOS	C											
Notes												

# HCM 6th Signalized Intersection Summary

## 2: New Hampshire Ave & 6th St

09/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1353	71	91	1262	71	79	331	104	41	219	38
Future Volume (veh/h)	41	1353	71	91	1262	71	79	331	104	41	219	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	1471	77	99	1372	77	86	360	113	45	238	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	1620	85	145	1614	90	140	426	126	117	487	78
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	367	3436	179	334	3421	192	193	1167	345	133	1335	213
Grp Volume(v), veh/h	45	759	789	99	711	738	559	0	0	324	0	0
Grp Sat Flow(s),veh/h/ln	367	1777	1838	334	1777	1836	1705	0	0	1680	0	0
Q Serve(g_s), s	7.0	23.6	23.9	4.4	21.1	21.3	10.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	28.3	23.6	23.9	28.3	21.1	21.3	18.4	0.0	0.0	8.2	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.10	0.15		0.20	0.14		0.13
Lane Grp Cap(c), veh/h	163	838	867	145	838	866	692	0	0	682	0	0
V/C Ratio(X)	0.28	0.91	0.91	0.68	0.85	0.85	0.81	0.00	0.00	0.48	0.00	0.00
Avail Cap(c_a), veh/h	163	838	867	145	838	866	692	0	0	682	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.64	0.64	0.64	0.09	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.7	14.6	14.7	29.4	14.0	14.0	17.7	0.0	0.0	14.7	0.0	0.0
Incr Delay (d2), s/veh	4.2	15.1	15.3	15.5	7.0	6.9	1.0	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4	16.9	17.5	3.6	12.5	12.9	7.8	0.0	0.0	6.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	29.7	30.0	45.0	20.9	20.9	18.7	0.0	0.0	17.1	0.0	0.0
LnGrp LOS	C	C	C	D	C	C	B	A	A	B	A	A
Approach Vol, veh/h	1593			1548			559			324		
Approach Delay, s/veh	29.9			22.5			18.7			17.1		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	33.0			27.0			33.0			27.0		
Change Period (Y+Rc), s	* 4.7			5.1			* 4.7			5.1		
Max Green Setting (Gmax), s	* 28			21.9			* 28			21.9		
Max Q Clear Time (g_c+I1), s	30.3			10.2			30.3			20.4		
Green Ext Time (p_c), s	0.0			1.6			0.0			0.6		

### Intersection Summary

HCM 6th Ctrl Delay 24.5

HCM 6th LOS C

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 3: Vermont Ave & 6th St

09/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	1100	97	201	969	182	90	1244	255	106	1221	94
Future Volume (veh/h)	119	1100	97	201	969	182	90	1244	255	106	1221	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	129	1196	105	218	1053	198	98	1352	277	115	1327	102
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	1491	131	139	1603	715	159	1516	676	140	2063	159
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.85	0.85	0.85	0.43	0.43	0.43
Sat Flow, veh/h	444	3305	290	423	3554	1585	375	3554	1585	309	4836	372
Grp Volume(v), veh/h	129	642	659	218	1053	198	98	1352	277	115	934	495
Grp Sat Flow(s),veh/h/ln	444	1777	1818	423	1777	1585	375	1777	1585	309	1702	1803
Q Serve(g_s), s	19.8	27.9	28.1	12.5	20.8	7.1	18.9	21.0	3.5	17.4	19.5	19.5
Cycle Q Clear(g_c), s	40.6	27.9	28.1	40.6	20.8	7.1	38.4	21.0	3.5	38.4	19.5	19.5
Prop In Lane	1.00		0.16	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	178	802	820	139	1603	715	159	1516	676	140	1452	769
V/C Ratio(X)	0.73	0.80	0.80	1.57	0.66	0.28	0.62	0.89	0.41	0.82	0.64	0.64
Avail Cap(c_a), veh/h	178	802	820	139	1603	715	159	1516	676	140	1452	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.25	0.25	0.25	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	21.2	21.3	42.3	19.3	15.5	18.2	5.3	4.0	40.5	20.4	20.4
Incr Delay (d2), s/veh	6.4	2.2	2.2	288.1	2.1	1.0	1.6	0.9	0.2	39.9	2.2	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	14.1	14.5	25.4	13.4	4.7	2.5	3.1	1.3	7.4	12.4	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.9	23.4	23.5	330.5	21.4	16.5	19.9	6.2	4.2	80.4	22.6	24.5
LnGrp LOS	D	C	C	F	C	B	B	A	A	F	C	C
Approach Vol, veh/h	1430			1469			1727			1544		
Approach Delay, s/veh	25.3			66.6			6.6			27.5		
Approach LOS	C			E			A			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	46.0			44.0			46.0			44.0		
Change Period (Y+Rc), s	* 5.4			* 5.6			* 5.4			* 5.6		
Max Green Setting (Gmax), s	* 41			* 38			* 41			* 38		
Max Q Clear Time (g_c+I1), s	42.6			40.4			42.6			40.4		
Green Ext Time (p_c), s	0.0			0.0			0.0			0.0		

### Intersection Summary

HCM 6th Ctrl Delay	30.5
HCM 6th LOS	C

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.











# HCM 6th Signalized Intersection Summary

## 4: Catalina St & Wilshire Bl

09/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1455	138	82	1421	45	68	265	77	61	268	77
Future Volume (veh/h)	60	1455	138	82	1421	45	68	265	77	61	268	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	1582	150	89	1545	49	74	288	84	66	291	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	124	1416	632	257	1966	877	104	328	89	97	342	92
Arrive On Green	0.40	0.40	0.40	0.03	0.18	0.18	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	320	3554	1585	1781	3554	1585	170	980	267	152	1021	276
Grp Volume(v), veh/h	65	1582	150	89	1545	49	446	0	0	441	0	0
Grp Sat Flow(s),veh/h/ln	320	1777	1585	1781	1777	1585	1417	0	0	1449	0	0
Q Serve(g_s), s	12.4	35.9	5.7	2.4	37.3	2.3	1.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	35.9	35.9	5.7	2.4	37.3	2.3	27.9	0.0	0.0	26.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.17		0.19	0.15		0.19
Lane Grp Cap(c), veh/h	124	1416	632	257	1966	877	521	0	0	531	0	0
V/C Ratio(X)	0.52	1.12	0.24	0.35	0.79	0.06	0.86	0.00	0.00	0.83	0.00	0.00
Avail Cap(c_a), veh/h	124	1416	632	278	1966	877	529	0	0	539	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	40.8	27.1	18.0	20.3	31.7	17.4	28.4	0.0	0.0	27.8	0.0	0.0
Incr Delay (d2), s/veh	14.9	62.9	0.9	0.1	0.3	0.0	12.9	0.0	0.0	10.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.5	37.9	3.9	1.4	19.7	1.2	16.2	0.0	0.0	15.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.7	90.0	18.9	20.4	32.0	17.4	41.3	0.0	0.0	38.3	0.0	0.0
LnGrp LOS	E	F	B	C	C	B	D	A	A	D	A	A
Approach Vol, veh/h	1797			1683			446			441		
Approach Delay, s/veh	82.8			31.0			41.3			38.3		
Approach LOS	F			C			D			D		
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	54.5			35.5		13.9	40.6	35.5				
Change Period (Y+Rc), s	* 4.7			* 5.4		* 5	* 4.7	* 5.4				
Max Green Setting (Gmax), s	* 49			* 31		* 10	* 34	* 31				
Max Q Clear Time (g_c+I1), s	39.3			28.3		4.4	37.9	29.9				
Green Ext Time (p_c), s	7.2			0.7		0.1	0.0	0.2				

### Intersection Summary

HCM 6th Ctrl Delay 54.1

HCM 6th LOS D

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 5: Wilshire Bl & Berendo St

09/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	1715	46	57	1742	54	60	141	46	46	168	73
Future Volume (veh/h)	54	1715	46	57	1742	54	60	141	46	46	168	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	1864	50	62	1893	59	65	153	50	50	183	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1868	833	80	1868	833	162	366	110	113	390	155
Arrive On Green	0.35	0.35	0.35	1.00	1.00	1.00	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	226	3554	1585	234	3554	1585	310	1009	303	184	1078	428
Grp Volume(v), veh/h	59	1864	50	62	1893	59	268	0	0	312	0	0
Grp Sat Flow(s), veh/h/ln	226	1777	1585	234	1777	1585	1623	0	0	1690	0	0
Q Serve(g_s), s	0.0	47.2	1.9	0.1	47.3	0.0	0.0	0.0	0.0	1.8	0.0	0.0
Cycle Q Clear(g_c), s	47.3	47.2	1.9	47.3	47.3	0.0	10.5	0.0	0.0	12.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.24		0.19	0.16		0.25
Lane Grp Cap(c), veh/h	80	1868	833	80	1868	833	637	0	0	659	0	0
V/C Ratio(X)	0.74	1.00	0.06	0.77	1.01	0.07	0.42	0.00	0.00	0.47	0.00	0.00
Avail Cap(c_a), veh/h	80	1868	833	80	1868	833	637	0	0	659	0	0
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.53	0.53	0.53	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.8	29.1	14.4	23.6	0.0	0.0	21.5	0.0	0.0	22.2	0.0	0.0
Incr Delay (d2), s/veh	5.4	5.8	0.0	30.8	18.6	0.1	2.0	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	24.3	1.0	3.4	7.5	0.0	8.0	0.0	0.0	9.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.2	34.9	14.5	54.5	18.6	0.1	23.6	0.0	0.0	24.6	0.0	0.0
LnGrp LOS	E	C	B	D	F	A	C	A	A	C	A	A
Approach Vol, veh/h	1973			2014			268			312		
Approach Delay, s/veh	35.1			19.2			23.6			24.6		
Approach LOS	D			B			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	52.0			38.0			52.0			38.0		
Change Period (Y+Rc), s	* 4.7			* 5.4			* 4.7			* 5.4		
Max Green Setting (Gmax), s	* 47			* 33			* 47			* 33		
Max Q Clear Time (g_c+I1), s	49.3			14.3			49.3			12.5		
Green Ext Time (p_c), s	0.0			1.8			0.0			1.6		

### Intersection Summary

HCM 6th Ctrl Delay	26.7
HCM 6th LOS	C

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 6: Wilshire Bl & New Hampshire Ave

09/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	1359	91	76	1338	53	100	365	137	40	296	71
Future Volume (veh/h)	43	1359	91	76	1338	53	100	365	137	40	296	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	1477	99	83	1454	58	109	397	149	43	322	77
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	1868	833	251	1868	833	119	332	119	77	438	99
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	346	3554	1585	325	3554	1585	200	918	329	92	1209	275
Grp Volume(v), veh/h	47	1477	99	83	1454	58	655	0	0	442	0	0
Grp Sat Flow(s), veh/h/ln	346	1777	1585	325	1777	1585	1447	0	0	1576	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	32.6	0.0	0.0	21.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.17		0.23	0.10		0.17
Lane Grp Cap(c), veh/h	262	1868	833	251	1868	833	571	0	0	615	0	0
V/C Ratio(X)	0.18	0.79	0.12	0.33	0.78	0.07	1.15	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	262	1868	833	251	1868	833	571	0	0	615	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	0.00	0.76	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	30.1	0.0	0.0	24.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.3	0.3	0.0	85.6	0.0	0.0	5.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.2	0.0	0.0	0.1	0.0	37.4	0.0	0.0	13.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.1	0.3	0.0	0.3	0.3	0.0	115.7	0.0	0.0	30.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	F	A	A	C	A	A
Approach Vol, veh/h	1623			1595			655			442		
Approach Delay, s/veh	0.3			0.3			115.7			30.0		
Approach LOS	A			A			F			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	52.0			38.0			52.0			38.0		
Change Period (Y+Rc), s	* 4.7			* 5.4			* 4.7			* 5.4		
Max Green Setting (Gmax), s	* 47			* 33			* 47			* 33		
Max Q Clear Time (g_c+I1), s	2.0			23.1			2.0			34.6		
Green Ext Time (p_c), s	32.1			2.0			31.2			0.0		

### Intersection Summary

HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

### Notes












\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 7: Wilshire Bl & Vermont Ave

09/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	1196	117	174	1159	116	149	1280	134	164	1181	163
Future Volume (veh/h)	159	1196	117	174	1159	116	149	1280	134	164	1181	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	1300	127	189	1260	126	162	1391	146	178	1284	177
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	1054	470	238	1058	472	236	891	93	240	985	578
Arrive On Green	0.12	0.39	0.39	0.09	0.30	0.30	0.09	0.27	0.27	0.03	0.09	0.09
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3247	339	1781	3554	1585
Grp Volume(v), veh/h	173	1300	127	189	1260	126	162	757	780	178	1284	177
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1809	1781	1777	1585
Q Serve(g_s), s	6.0	26.7	4.9	6.6	26.8	5.5	5.7	24.7	24.7	6.3	24.9	8.3
Cycle Q Clear(g_c), s	6.0	26.7	4.9	6.6	26.8	5.5	5.7	24.7	24.7	6.3	24.9	8.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	236	1054	470	238	1058	472	236	488	497	240	985	578
V/C Ratio(X)	0.73	1.23	0.27	0.79	1.19	0.27	0.69	1.55	1.57	0.74	1.30	0.31
Avail Cap(c_a), veh/h	238	1054	470	238	1058	472	238	488	497	240	985	578
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.51	0.51	0.51	1.00	1.00	1.00	1.00	1.00	1.00	0.27	0.27	0.27
Uniform Delay (d), s/veh	22.1	27.2	20.6	23.0	31.6	24.1	23.6	32.6	32.7	25.1	40.9	26.1
Incr Delay (d2), s/veh	5.8	109.3	0.7	16.6	95.3	1.4	7.9	258.8	266.2	3.3	138.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	36.1	3.3	6.7	36.8	3.9	5.1	69.7	72.6	4.4	41.7	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.9	136.6	21.4	39.6	126.8	25.5	31.5	291.5	298.8	28.5	179.7	26.5
LnGrp LOS	C	F	C	D	F	C	C	F	F	C	F	C
Approach Vol, veh/h	1600			1575			1699			1639		
Approach Delay, s/veh	115.7			108.3			270.1			146.8		
Approach LOS	F			F			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.6	32.3	13.6	30.5	13.7	32.2	13.8	30.3				
Change Period (Y+Rc), s	5.7	* 5.5	5.7	* 5.6	5.7	* 5.5	5.7	* 5.6				
Max Green Setting (Gmax), s	30.0	* 27	8.0	* 25	8.0	* 27	8.1	* 25				
Max Q Clear Time (g_c+I), s	19.0	28.8	7.7	26.9	8.6	28.7	8.3	26.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				

### Intersection Summary

HCM 6th Ctrl Delay 162.0

HCM 6th LOS F

### Notes



















\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



# HCM 6th Signalized Intersection Summary

## 1: Berendo St & 6th St

07/08/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1231	83	88	1077	14	29	86	53	27	181	64
Future Volume (veh/h)	25	1231	83	88	1077	14	29	86	53	27	181	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	1338	90	96	1171	15	32	93	58	29	197	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	1481	99	146	1575	20	141	377	208	99	497	164
Arrive On Green	0.44	0.44	0.44	0.58	0.58	0.58	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	472	3380	227	375	3593	46	179	951	524	84	1254	414
Grp Volume(v), veh/h	27	702	726	96	579	607	183	0	0	296	0	0
Grp Sat Flow(s),veh/h/ln	472	1777	1830	375	1777	1862	1654	0	0	1752	0	0
Q Serve(g_s), s	2.9	22.0	22.2	4.1	14.4	14.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	17.3	22.0	22.2	26.3	14.4	14.4	4.2	0.0	0.0	7.2	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.02	0.17		0.32	0.10		0.24
Lane Grp Cap(c), veh/h	214	779	802	146	779	816	727	0	0	761	0	0
V/C Ratio(X)	0.13	0.90	0.91	0.66	0.74	0.74	0.25	0.00	0.00	0.39	0.00	0.00
Avail Cap(c_a), veh/h	214	779	802	146	779	816	727	0	0	761	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.4	15.6	15.7	25.1	10.0	10.0	12.2	0.0	0.0	13.1	0.0	0.0
Incr Delay (d2), s/veh	1.2	15.6	15.7	21.0	6.3	6.1	0.8	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	16.3	16.8	3.7	8.7	9.0	2.9	0.0	0.0	5.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	31.2	31.4	46.1	16.4	16.1	13.0	0.0	0.0	14.6	0.0	0.0
LnGrp LOS	C	C	C	D	B	B	B	A	A	B	A	A
Approach Vol, veh/h	1455			1282			183			296		
Approach Delay, s/veh	31.1			18.5			13.0			14.6		
Approach LOS	C			B			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	31.0			29.0			31.0			29.0		
Change Period (Y+Rc), s	* 4.7			* 5.2			* 4.7			* 5.2		
Max Green Setting (Gmax), s	* 26			* 24			* 26			* 24		
Max Q Clear Time (g_c+I1), s	28.3			9.2			24.2			6.2		
Green Ext Time (p_c), s	0.0			1.5			1.7			0.9		
Intersection Summary												
HCM 6th Ctrl Delay	23.5											
HCM 6th LOS	C											
Notes												

# HCM 6th Signalized Intersection Summary

## 2: New Hampshire Ave & 6th St

07/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1226	105	96	1221	44	64	193	105	26	241	73
Future Volume (veh/h)	35	1226	105	96	1221	44	64	193	105	26	241	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	1333	114	104	1327	48	70	210	114	28	262	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	1563	133	250	1650	60	145	360	177	88	479	137
Arrive On Green	0.94	0.94	0.94	0.47	0.47	0.47	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	395	3314	282	368	3498	126	204	985	484	65	1312	375
Grp Volume(v), veh/h	38	713	734	104	673	702	394	0	0	369	0	0
Grp Sat Flow(s),veh/h/ln	395	1777	1820	368	1777	1848	1673	0	0	1753	0	0
Q Serve(g_s), s	5.0	6.9	7.1	15.3	19.3	19.4	1.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	24.4	6.9	7.1	22.4	19.3	19.4	10.8	0.0	0.0	9.8	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.07	0.18		0.29	0.08		0.21
Lane Grp Cap(c), veh/h	178	838	858	250	838	871	681	0	0	704	0	0
V/C Ratio(X)	0.21	0.85	0.86	0.42	0.80	0.81	0.58	0.00	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	178	838	858	250	838	871	681	0	0	704	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.65	0.65	0.65	0.36	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.0	1.1	1.1	17.5	13.5	13.5	15.5	0.0	0.0	15.2	0.0	0.0
Incr Delay (d2), s/veh	2.7	10.5	10.7	3.3	5.4	5.2	1.3	0.0	0.0	2.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	5.3	5.5	2.5	11.3	11.7	6.1	0.0	0.0	7.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.8	11.6	11.8	20.8	18.9	18.7	16.8	0.0	0.0	18.0	0.0	0.0
LnGrp LOS	B	B	B	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h	1485			1479			394			369		
Approach Delay, s/veh	11.7			18.9			16.8			18.0		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	33.0			27.0			33.0			27.0		
Change Period (Y+Rc), s	* 4.7			5.1			* 4.7			5.1		
Max Green Setting (Gmax), s	* 28			21.9			* 28			21.9		
Max Q Clear Time (g_c+I1), s	24.4			11.8			26.4			12.8		
Green Ext Time (p_c), s	3.1			1.6			1.5			1.7		

### Intersection Summary

HCM 6th Ctrl Delay 15.8

HCM 6th LOS B

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 3: Vermont Ave & 6th St

07/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	1068	154	181	1009	212	69	1215	272	107	1173	126
Future Volume (veh/h)	105	1068	154	181	1009	212	69	1215	272	107	1173	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	1161	167	197	1097	230	75	1321	296	116	1275	137
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	1407	202	131	1603	715	161	1516	676	147	1997	215
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.85	0.85	0.85	0.43	0.43	0.43
Sat Flow, veh/h	413	3119	447	413	3554	1585	381	3554	1585	313	4681	503
Grp Volume(v), veh/h	114	660	668	197	1097	230	75	1321	296	116	927	485
Grp Sat Flow(s),veh/h/ln	413	1777	1790	413	1777	1585	381	1777	1585	313	1702	1780
Q Serve(g_s), s	18.5	29.2	29.4	11.2	22.1	8.4	16.8	19.1	3.9	19.3	19.3	19.3
Cycle Q Clear(g_c), s	40.6	29.2	29.4	40.6	22.1	8.4	36.2	19.1	3.9	38.4	19.3	19.3
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	165	802	807	131	1603	715	161	1516	676	147	1452	759
V/C Ratio(X)	0.69	0.82	0.83	1.50	0.68	0.32	0.47	0.87	0.44	0.79	0.64	0.64
Avail Cap(c_a), veh/h	165	802	807	131	1603	715	161	1516	676	147	1452	759
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.37	0.37	0.37	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	21.6	21.6	42.8	19.6	15.9	15.6	5.2	4.1	39.4	20.3	20.3
Incr Delay (d2), s/veh	8.5	3.7	3.8	261.3	2.4	1.2	0.9	0.7	0.2	33.8	2.2	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	15.7	15.9	22.3	14.1	5.7	1.6	3.0	1.4	7.1	12.3	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	25.3	25.4	304.1	22.0	17.0	16.5	5.9	4.3	73.3	22.5	24.4
LnGrp LOS	D	C	C	F	C	B	B	A	A	E	C	C
Approach Vol, veh/h	1442			1524			1692			1528		
Approach Delay, s/veh	27.0			57.7			6.1			27.0		
Approach LOS	C			E			A			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	46.0			44.0			46.0			44.0		
Change Period (Y+Rc), s	* 5.4			* 5.6			* 5.4			* 5.6		
Max Green Setting (Gmax), s	* 41			* 38			* 41			* 38		
Max Q Clear Time (g_c+I1), s	42.6			40.4			42.6			38.2		
Green Ext Time (p_c), s	0.0			0.0			0.0			0.2		

### Intersection Summary

HCM 6th Ctrl Delay	28.8
HCM 6th LOS	C

### Notes









\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 4: Catalina St & Wilshire Bl

07/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	1507	114	51	1517	82	85	185	98	80	183	69
Future Volume (veh/h)	71	1507	114	51	1517	82	85	185	98	80	183	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	1638	124	55	1649	89	92	201	107	87	199	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	116	1549	691	228	2042	911	128	240	117	126	254	87
Arrive On Green	0.44	0.44	0.44	0.03	0.19	0.19	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	278	3554	1585	1781	3554	1585	253	766	372	245	811	277
Grp Volume(v), veh/h	77	1638	124	55	1649	89	400	0	0	361	0	0
Grp Sat Flow(s),veh/h/ln	278	1777	1585	1781	1777	1585	1390	0	0	1333	0	0
Q Serve(g_s), s	11.7	39.2	4.3	1.4	40.0	4.2	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	39.2	39.2	4.3	1.4	40.0	4.2	25.4	0.0	0.0	23.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.23		0.27	0.24		0.21
Lane Grp Cap(c), veh/h	116	1549	691	228	2042	911	485	0	0	467	0	0
V/C Ratio(X)	0.66	1.06	0.18	0.24	0.81	0.10	0.83	0.00	0.00	0.77	0.00	0.00
Avail Cap(c_a), veh/h	116	1549	691	278	2042	911	526	0	0	508	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	42.2	25.4	15.5	20.4	31.7	17.2	29.4	0.0	0.0	28.3	0.0	0.0
Incr Delay (d2), s/veh	25.9	39.7	0.6	0.0	0.3	0.0	9.7	0.0	0.0	6.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	33.3	2.9	0.9	21.0	2.1	14.4	0.0	0.0	12.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.2	65.1	16.1	20.4	32.0	17.2	39.2	0.0	0.0	35.1	0.0	0.0
LnGrp LOS	E	F	B	C	C	B	D	A	A	D	A	A
Approach Vol, veh/h	1839			1793			400			361		
Approach Delay, s/veh	61.9			31.0			39.2			35.1		
Approach LOS	E			C			D			D		
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	56.4			33.6		12.5	43.9	33.6				
Change Period (Y+Rc), s	* 4.7			* 5.4		* 5	* 4.7	* 5.4				
Max Green Setting (Gmax), s	* 49			* 31		* 10	* 34	* 31				
Max Q Clear Time (g_c+I1), s	42.0			25.2		3.4	41.2	27.4				
Green Ext Time (p_c), s	5.9			1.1		0.0	0.0	0.8				

### Intersection Summary

HCM 6th Ctrl Delay 45.0

HCM 6th LOS D

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



# HCM 6th Signalized Intersection Summary

## 5: Wilshire Bl & Berendo St

07/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	1699	68	51	1739	46	49	138	30	84	218	93
Future Volume (veh/h)	62	1699	68	51	1739	46	49	138	30	84	218	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	1847	74	55	1890	50	53	150	33	91	237	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1868	833	82	1868	833	143	385	78	153	358	142
Arrive On Green	0.35	0.35	0.35	1.00	1.00	1.00	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	228	3554	1585	233	3554	1585	260	1063	215	287	989	393
Grp Volume(v), veh/h	67	1847	74	55	1890	50	236	0	0	429	0	0
Grp Sat Flow(s), veh/h/ln	228	1777	1585	233	1777	1585	1539	0	0	1669	0	0
Q Serve(g_s), s	0.0	46.5	2.8	0.8	47.3	0.0	0.0	0.0	0.0	10.0	0.0	0.0
Cycle Q Clear(g_c), s	47.3	46.5	2.8	47.3	47.3	0.0	9.2	0.0	0.0	19.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.22		0.14	0.21		0.24
Lane Grp Cap(c), veh/h	80	1868	833	82	1868	833	606	0	0	653	0	0
V/C Ratio(X)	0.84	0.99	0.09	0.67	1.01	0.06	0.39	0.00	0.00	0.66	0.00	0.00
Avail Cap(c_a), veh/h	80	1868	833	82	1868	833	606	0	0	653	0	0
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.17	0.17	0.17	0.46	0.46	0.46	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.8	28.9	14.7	23.6	0.0	0.0	21.1	0.0	0.0	24.2	0.0	0.0
Incr Delay (d2), s/veh	16.1	6.4	0.0	18.2	17.2	0.1	1.9	0.0	0.0	5.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	2.8	25.0	1.6	2.7	6.9	0.0	6.9	0.0	0.0	13.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.0	35.3	14.8	41.9	17.2	0.1	22.9	0.0	0.0	29.3	0.0	0.0
LnGrp LOS	E	D	B	D	F	A	C	A	A	C	A	A
Approach Vol, veh/h	1988			1995			236			429		
Approach Delay, s/veh	35.7			17.4			22.9			29.3		
Approach LOS	D			B			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	52.0			38.0			52.0			38.0		
Change Period (Y+Rc), s	* 4.7			* 5.4			* 4.7			* 5.4		
Max Green Setting (Gmax), s	* 47			* 33			* 47			* 33		
Max Q Clear Time (g_c+I1), s	49.3			21.2			49.3			11.2		
Green Ext Time (p_c), s	0.0			2.1			0.0			1.4		

### Intersection Summary

HCM 6th Ctrl Delay	26.6
HCM 6th LOS	C

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 6: Wilshire Bl & New Hampshire Ave

07/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	1316	98	77	1403	60	83	299	103	47	274	60
Future Volume (veh/h)	53	1316	98	77	1403	60	83	299	103	47	274	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	1430	107	84	1525	65	90	325	112	51	298	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	249	1868	833	257	1868	833	121	359	117	88	424	87
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	321	3554	1585	338	3554	1585	205	990	322	120	1171	240
Grp Volume(v), veh/h	58	1430	107	84	1525	65	527	0	0	414	0	0
Grp Sat Flow(s),veh/h/ln	321	1777	1585	338	1777	1585	1517	0	0	1531	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	10.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	30.7	0.0	0.0	20.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.17		0.21	0.12		0.16
Lane Grp Cap(c), veh/h	249	1868	833	257	1868	833	596	0	0	599	0	0
V/C Ratio(X)	0.23	0.77	0.13	0.33	0.82	0.08	0.88	0.00	0.00	0.69	0.00	0.00
Avail Cap(c_a), veh/h	249	1868	833	257	1868	833	596	0	0	599	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.11	0.11	0.11	0.09	0.09	0.09	1.00	0.00	0.00	0.73	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	27.9	0.0	0.0	24.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.3	0.4	0.0	17.2	0.0	0.0	4.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.2	0.0	0.0	0.2	0.0	19.5	0.0	0.0	11.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.2	0.3	0.0	0.3	0.4	0.0	45.2	0.0	0.0	28.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	A	C	A	A
Approach Vol, veh/h	1595			1674			527			414		
Approach Delay, s/veh	0.3			0.4			45.2			28.8		
Approach LOS	A			A			D			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	52.0			38.0			52.0			38.0		
Change Period (Y+Rc), s	* 4.7			* 5.4			* 4.7			* 5.4		
Max Green Setting (Gmax), s	* 47			* 33			* 47			* 33		
Max Q Clear Time (g_c+I1), s	2.0			22.0			2.0			32.7		
Green Ext Time (p_c), s	33.5			2.0			30.8			0.0		

### Intersection Summary

HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

### Notes












\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 7: Wilshire Bl & Vermont Ave

07/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	1238	281	148	1405	130	150	1205	104	104	1225	126
Future Volume (veh/h)	177	1238	281	148	1405	130	150	1205	104	104	1225	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	192	1346	305	161	1527	141	163	1310	113	113	1332	137
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	1121	500	236	1115	497	236	873	75	229	924	553
Arrive On Green	0.12	0.42	0.42	0.09	0.31	0.31	0.09	0.26	0.26	0.03	0.09	0.09
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3311	285	1781	3554	1585
Grp Volume(v), veh/h	192	1346	305	161	1527	141	163	701	722	113	1332	137
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1819	1781	1777	1585
Q Serve(g_s), s	6.5	28.4	13.5	5.4	28.2	6.0	5.9	23.7	23.7	4.1	23.4	6.4
Cycle Q Clear(g_c), s	6.5	28.4	13.5	5.4	28.2	6.0	5.9	23.7	23.7	4.1	23.4	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	238	1121	500	236	1115	497	236	469	480	229	924	553
V/C Ratio(X)	0.81	1.20	0.61	0.68	1.37	0.28	0.69	1.50	1.50	0.49	1.44	0.25
Avail Cap(c_a), veh/h	238	1121	500	238	1115	497	238	469	480	238	924	553
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.55	0.55	0.55	1.00	1.00	1.00	1.00	1.00	1.00	0.38	0.38	0.38
Uniform Delay (d), s/veh	21.7	26.1	21.8	22.2	30.9	23.3	24.1	33.1	33.1	25.2	41.1	26.2
Incr Delay (d2), s/veh	10.7	95.5	3.0	7.7	172.1	1.4	8.2	234.2	237.8	0.6	201.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.4	35.1	7.5	4.7	57.6	4.3	5.3	61.8	64.0	3.1	52.4	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.4	121.7	24.9	29.9	203.0	24.7	32.3	267.3	270.9	25.8	242.3	26.6
LnGrp LOS	C	F	C	C	F	C	C	F	F	C	F	C
Approach Vol, veh/h	1843			1829			1586			1582		
Approach Delay, s/veh	96.3			174.0			244.8			208.1		
Approach LOS	F			F			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.7	33.7	13.6	29.0	13.6	33.9	13.2	29.3				
Change Period (Y+Rc), s	5.7	* 5.5	5.7	* 5.6	5.7	* 5.5	5.7	* 5.6				
Max Green Setting (Gmax), s	30.0	* 28	8.0	* 23	8.0	* 28	8.0	* 23				
Max Q Clear Time (g_c+I), s	19.5	30.2	7.9	25.4	7.4	30.4	6.1	25.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				

### Intersection Summary

HCM 6th Ctrl Delay 177.4




HCM 6th LOS F

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC  
10: Project Driveway & Alley




07/08/2022

Intersection						
Int Delay, s/veh	4.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	44	2	44	87	0
Future Vol, veh/h	15	44	2	44	87	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	48	2	48	95	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	64	0	92	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1538	-	908	1031
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	970	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1538	-	907	1031
Mov Cap-2 Maneuver	-	-	-	-	907	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	969	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		9.4	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	907	-	-	1538	-	
HCM Lane V/C Ratio	0.104	-	-	0.001	-	
HCM Control Delay (s)	9.4	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	



HCM 6th TWSC  
11: Berendo St & Alley

07/08/2022



















Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	71	230	37	20	352
Future Vol, veh/h	60	71	230	37	20	352
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	77	250	40	22	383
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	697	270	0	0	290	0
Stage 1	270	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	407	769	-	-	1272	-
Stage 1	775	-	-	-	-	-
Stage 2	658	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	398	769	-	-	1272	-
Mov Cap-2 Maneuver	398	-	-	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	14.1	0	0.4			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	539	1272	-	
HCM Lane V/C Ratio	-	-	0.264	0.017	-	
HCM Control Delay (s)	-	-	14.1	7.9	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	1.1	0.1	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	1261	24	0	1053	0	19
Future Vol, veh/h	1261	24	0	1053	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1371	26	0	1145	0	21
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	699
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	382
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	382
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		15	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	382	-	-	-		
HCM Lane V/C Ratio	0.054	-	-	-		
HCM Control Delay (s)	15	-	-	-		
HCM Lane LOS	C	-	-	-		
HCM 95th %tile Q(veh)	0.2	-	-	-		

# HCM 6th Signalized Intersection Summary

## 1: Berendo St & 6th St

07/08/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	1329	66	55	1173	56	92	211	71	22	98	79
Future Volume (veh/h)	54	1329	66	55	1173	56	92	211	71	22	98	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	1445	72	60	1275	61	100	229	77	24	107	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	228	1510	75	131	1513	72	196	406	123	102	368	265
Arrive On Green	0.44	0.44	0.44	0.88	0.88	0.88	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	410	3445	171	344	3453	165	305	1024	311	88	929	668
Grp Volume(v), veh/h	59	743	774	60	655	681	406	0	0	217	0	0
Grp Sat Flow(s),veh/h/ln	410	1777	1840	344	1777	1841	1640	0	0	1685	0	0
Q Serve(g_s), s	7.4	24.2	24.5	1.8	10.4	10.5	6.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	17.9	24.2	24.5	26.3	10.4	10.5	11.4	0.0	0.0	5.1	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.09	0.25		0.19	0.11		0.40
Lane Grp Cap(c), veh/h	228	779	806	131	779	807	725	0	0	735	0	0
V/C Ratio(X)	0.26	0.95	0.96	0.46	0.84	0.84	0.56	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	228	779	806	131	779	807	725	0	0	735	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.0	16.3	16.3	16.7	2.7	2.7	14.2	0.0	0.0	12.5	0.0	0.0
Incr Delay (d2), s/veh	2.7	22.9	23.2	11.2	10.7	10.5	3.1	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	19.2	19.9	1.9	6.0	6.1	7.9	0.0	0.0	3.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	39.2	39.6	27.9	13.4	13.2	17.3	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	C	D	D	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h	1576			1396			406			217		
Approach Delay, s/veh	38.7			13.9			17.3			13.5		
Approach LOS	D			B			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	31.0			29.0			31.0			29.0		
Change Period (Y+Rc), s	* 4.7			* 5.2			* 4.7			* 5.2		
Max Green Setting (Gmax), s	* 26			* 24			* 26			* 24		
Max Q Clear Time (g_c+I1), s	28.3			7.1			26.5			13.4		
Green Ext Time (p_c), s	0.0			1.1			0.0			1.9		

### Intersection Summary

HCM 6th Ctrl Delay	25.1
HCM 6th LOS	C

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 2: New Hampshire Ave & 6th St

07/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	1367	71	91	1273	71	79	331	104	41	221	40
Future Volume (veh/h)	42	1367	71	91	1273	71	79	331	104	41	221	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	1486	77	99	1384	77	86	360	113	45	240	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	1621	84	142	1615	90	140	426	126	116	485	80
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	363	3438	178	329	3423	190	193	1167	345	131	1330	220
Grp Volume(v), veh/h	46	766	797	99	717	744	559	0	0	328	0	0
Grp Sat Flow(s), veh/h/ln	363	1777	1838	329	1777	1836	1705	0	0	1681	0	0
Q Serve(g_s), s	6.7	24.0	24.3	4.0	21.4	21.6	10.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	28.3	24.0	24.3	28.3	21.4	21.6	18.4	0.0	0.0	8.3	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.10	0.15		0.20	0.14		0.13
Lane Grp Cap(c), veh/h	161	838	867	142	838	866	692	0	0	682	0	0
V/C Ratio(X)	0.29	0.91	0.92	0.70	0.86	0.86	0.81	0.00	0.00	0.48	0.00	0.00
Avail Cap(c_a), veh/h	161	838	867	142	838	866	692	0	0	682	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.64	0.64	0.64	0.09	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.0	14.7	14.8	29.6	14.0	14.1	17.7	0.0	0.0	14.7	0.0	0.0
Incr Delay (d2), s/veh	4.4	16.1	16.3	16.6	7.3	7.3	1.0	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	1.5	17.3	18.0	3.6	12.7	13.1	7.8	0.0	0.0	6.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.5	30.8	31.1	46.2	21.3	21.4	18.7	0.0	0.0	17.2	0.0	0.0
LnGrp LOS	C	C	C	D	C	C	B	A	A	B	A	A
Approach Vol, veh/h	1609			1560			559			328		
Approach Delay, s/veh	31.0			22.9			18.7			17.2		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	33.0			27.0			33.0			27.0		
Change Period (Y+Rc), s	* 4.7			5.1			* 4.7			5.1		
Max Green Setting (Gmax), s	* 28			21.9			* 28			21.9		
Max Q Clear Time (g_c+I1), s	30.3			10.3			30.3			20.4		
Green Ext Time (p_c), s	0.0			1.6			0.0			0.6		

### Intersection Summary

HCM 6th Ctrl Delay	25.1
HCM 6th LOS	C

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 3: Vermont Ave & 6th St

07/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	1105	103	205	978	182	90	1244	255	106	1230	96
Future Volume (veh/h)	122	1105	103	205	978	182	90	1244	255	106	1230	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	133	1201	112	223	1063	198	98	1352	277	115	1337	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	1482	138	136	1603	715	157	1516	676	140	2061	160
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.85	0.85	0.85	0.43	0.43	0.43
Sat Flow, veh/h	440	3286	306	419	3554	1585	370	3554	1585	309	4831	376
Grp Volume(v), veh/h	133	648	665	223	1063	198	98	1352	277	115	942	499
Grp Sat Flow(s), veh/h/ln	440	1777	1815	419	1777	1585	370	1777	1585	309	1702	1803
Q Serve(g_s), s	19.5	28.4	28.5	12.1	21.1	7.1	18.7	21.0	3.5	17.4	19.7	19.7
Cycle Q Clear(g_c), s	40.6	28.4	28.5	40.6	21.1	7.1	38.4	21.0	3.5	38.4	19.7	19.7
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	175	802	819	136	1603	715	157	1516	676	140	1452	769
V/C Ratio(X)	0.76	0.81	0.81	1.64	0.66	0.28	0.63	0.89	0.41	0.82	0.65	0.65
Avail Cap(c_a), veh/h	175	802	819	136	1603	715	157	1516	676	140	1452	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.23	0.23	0.23	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	21.3	21.4	42.5	19.3	15.5	18.5	5.3	4.0	40.5	20.5	20.5
Incr Delay (d2), s/veh	7.0	2.1	2.1	318.0	2.2	1.0	1.7	0.9	0.2	39.9	2.3	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7	14.2	14.5	27.0	13.5	4.7	2.6	3.1	1.3	7.4	12.5	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	23.5	23.5	360.5	21.5	16.5	20.2	6.2	4.2	80.4	22.7	24.7
LnGrp LOS	D	C	C	F	C	B	C	A	A	F	C	C
Approach Vol, veh/h	1446			1484			1727			1556		
Approach Delay, s/veh	25.5			71.8			6.7			27.6		
Approach LOS	C			E			A			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	46.0			44.0			46.0			44.0		
Change Period (Y+Rc), s	* 5.4			* 5.6			* 5.4			* 5.6		
Max Green Setting (Gmax), s	* 41			* 38			* 41			* 38		
Max Q Clear Time (g_c+I1), s	42.6			40.4			42.6			40.4		
Green Ext Time (p_c), s	0.0			0.0			0.0			0.0		

### Intersection Summary

HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.











# HCM 6th Signalized Intersection Summary

## 4: Catalina St & Wilshire Bl

07/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1464	138	83	1424	45	68	265	81	61	268	77
Future Volume (veh/h)	60	1464	138	83	1424	45	68	265	81	61	268	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	1591	150	90	1548	49	74	288	88	66	291	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	1410	629	257	1961	875	104	327	93	97	343	93
Arrive On Green	0.40	0.40	0.40	0.03	0.18	0.18	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	319	3554	1585	1781	3554	1585	170	973	278	151	1019	275
Grp Volume(v), veh/h	65	1591	150	90	1548	49	450	0	0	441	0	0
Grp Sat Flow(s),veh/h/ln	319	1777	1585	1781	1777	1585	1421	0	0	1446	0	0
Q Serve(g_s), s	12.2	35.7	5.7	2.4	37.4	2.3	1.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	35.7	35.7	5.7	2.4	37.4	2.3	28.1	0.0	0.0	26.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.16		0.20	0.15		0.19
Lane Grp Cap(c), veh/h	123	1410	629	257	1961	875	524	0	0	532	0	0
V/C Ratio(X)	0.53	1.13	0.24	0.35	0.79	0.06	0.86	0.00	0.00	0.83	0.00	0.00
Avail Cap(c_a), veh/h	123	1410	629	278	1961	875	530	0	0	538	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	40.9	27.1	18.1	20.3	31.8	17.4	28.4	0.0	0.0	27.7	0.0	0.0
Incr Delay (d2), s/veh	15.2	67.4	0.9	0.1	0.3	0.0	13.2	0.0	0.0	10.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.5	39.1	3.9	1.4	19.8	1.2	16.4	0.0	0.0	15.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.2	94.5	19.0	20.4	32.1	17.4	41.6	0.0	0.0	38.1	0.0	0.0
LnGrp LOS	E	F	B	C	C	B	D	A	A	D	A	A
Approach Vol, veh/h	1806			1687			450			441		
Approach Delay, s/veh	86.9			31.1			41.6			38.1		
Approach LOS	F			C			D			D		
Timer - Assigned Phs	2		4		5	6	8					
Phs Duration (G+Y+Rc), s	54.4		35.6		13.9	40.4	35.6					
Change Period (Y+Rc), s	* 4.7		* 5.4		* 5	* 4.7	* 5.4					
Max Green Setting (Gmax), s	* 49		* 31		* 10	* 34	* 31					
Max Q Clear Time (g_c+I1), s	39.4		28.3		4.4	37.7	30.1					
Green Ext Time (p_c), s	7.2		0.7		0.1	0.0	0.2					

### Intersection Summary

HCM 6th Ctrl Delay 55.8

HCM 6th LOS E

### Notes









\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 5: Wilshire Bl & Berendo St

07/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	1721	46	57	1742	72	60	142	49	55	168	77
Future Volume (veh/h)	61	1721	46	57	1742	72	60	142	49	55	168	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	1871	50	62	1893	78	65	154	53	60	183	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1868	833	80	1868	833	159	362	114	128	372	156
Arrive On Green	0.35	0.35	0.35	1.00	1.00	1.00	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	222	3554	1585	233	3554	1585	303	998	315	222	1026	431
Grp Volume(v), veh/h	66	1871	50	62	1893	78	272	0	0	327	0	0
Grp Sat Flow(s),veh/h/ln	222	1777	1585	233	1777	1585	1616	0	0	1680	0	0
Q Serve(g_s), s	0.0	47.3	1.9	0.0	47.3	0.0	0.0	0.0	0.0	2.2	0.0	0.0
Cycle Q Clear(g_c), s	47.3	47.3	1.9	47.3	47.3	0.0	10.8	0.0	0.0	13.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.24		0.19	0.18		0.26
Lane Grp Cap(c), veh/h	80	1868	833	80	1868	833	635	0	0	656	0	0
V/C Ratio(X)	0.82	1.00	0.06	0.77	1.01	0.09	0.43	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	80	1868	833	80	1868	833	635	0	0	656	0	0
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.51	0.51	0.51	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.8	29.2	14.4	23.7	0.0	0.0	21.6	0.0	0.0	22.4	0.0	0.0
Incr Delay (d2), s/veh	8.6	6.7	0.0	30.4	18.3	0.1	2.1	0.0	0.0	2.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	24.6	1.0	3.4	7.4	0.0	8.1	0.0	0.0	9.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	35.8	14.5	54.0	18.3	0.1	23.7	0.0	0.0	25.1	0.0	0.0
LnGrp LOS	E	F	B	D	F	A	C	A	A	C	A	A
Approach Vol, veh/h	1987				2033		272				327	
Approach Delay, s/veh	36.1				18.7		23.7				25.1	
Approach LOS	D				B		C				C	
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	52.0		38.0		52.0		38.0					
Change Period (Y+Rc), s	* 4.7		* 5.4		* 4.7		* 5.4					
Max Green Setting (Gmax), s	* 47		* 33		* 47		* 33					
Max Q Clear Time (g_c+I1), s	49.3		15.0		49.3		12.8					
Green Ext Time (p_c), s	0.0		1.9		0.0		1.6					
Intersection Summary												
HCM 6th Ctrl Delay			27.0									
HCM 6th LOS			C									
Notes												

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 6: Wilshire Bl & New Hampshire Ave

07/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	1377	91	76	1356	53	100	365	141	42	296	71
Future Volume (veh/h)	43	1377	91	76	1356	53	100	365	141	42	296	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	1497	99	83	1474	58	109	397	153	46	322	77
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	1868	833	248	1868	833	118	328	121	80	429	97
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	339	3554	1585	319	3554	1585	197	905	333	99	1185	269
Grp Volume(v), veh/h	47	1497	99	83	1474	58	659	0	0	445	0	0
Grp Sat Flow(s),veh/h/ln	339	1777	1585	319	1777	1585	1435	0	0	1553	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	10.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	32.6	0.0	0.0	21.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.17		0.23	0.10		0.17
Lane Grp Cap(c), veh/h	258	1868	833	248	1868	833	566	0	0	607	0	0
V/C Ratio(X)	0.18	0.80	0.12	0.34	0.79	0.07	1.16	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	258	1868	833	248	1868	833	566	0	0	607	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	0.00	0.76	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	30.1	0.0	0.0	24.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.3	0.3	0.0	91.7	0.0	0.0	5.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.2	0.0	0.0	0.2	0.0	38.8	0.0	0.0	13.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.1	0.3	0.0	0.3	0.3	0.0	121.8	0.0	0.0	30.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	F	A	A	C	A	A
Approach Vol, veh/h	1643			1615			659			445		
Approach Delay, s/veh	0.3			0.3			121.8			30.6		
Approach LOS	A			A			F			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	52.0			38.0			52.0			38.0		
Change Period (Y+Rc), s	* 4.7			* 5.4			* 4.7			* 5.4		
Max Green Setting (Gmax), s	* 47			* 33			* 47			* 33		
Max Q Clear Time (g_c+I1), s	2.0			23.8			2.0			34.6		
Green Ext Time (p_c), s	32.5			2.0			31.7			0.0		

### Intersection Summary

HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

### Notes












\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 7: Wilshire Bl & Vermont Ave

07/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	1201	136	182	1168	116	156	1280	134	164	1199	165
Future Volume (veh/h)	159	1201	136	182	1168	116	156	1280	134	164	1199	165
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	1305	148	198	1270	126	170	1391	146	178	1303	179
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	1054	470	238	1058	472	237	891	93	240	982	438
Arrive On Green	0.12	0.39	0.39	0.09	0.30	0.30	0.09	0.27	0.27	0.03	0.09	0.09
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3247	339	1781	3554	1585
Grp Volume(v), veh/h	173	1305	148	198	1270	126	170	757	780	178	1303	179
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1809	1781	1777	1585
Q Serve(g_s), s	6.0	26.7	5.8	6.9	26.8	5.5	6.1	24.7	24.7	6.3	24.9	9.6
Cycle Q Clear(g_c), s	6.0	26.7	5.8	6.9	26.8	5.5	6.1	24.7	24.7	6.3	24.9	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	236	1054	470	238	1058	472	237	488	497	240	982	438
V/C Ratio(X)	0.73	1.24	0.31	0.83	1.20	0.27	0.72	1.55	1.57	0.74	1.33	0.41
Avail Cap(c_a), veh/h	238	1054	470	238	1058	472	238	488	497	240	982	438
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.49	0.49	0.49	1.00	1.00	1.00	1.00	1.00	1.00	0.23	0.23	0.23
Uniform Delay (d), s/veh	22.1	27.2	20.9	23.1	31.6	24.1	23.6	32.6	32.7	25.1	40.9	34.0
Incr Delay (d2), s/veh	5.6	111.2	0.9	21.3	99.2	1.4	9.8	258.8	266.2	2.9	149.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	36.5	3.8	7.5	37.7	3.9	5.6	69.7	72.6	4.3	43.3	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.7	138.5	21.8	44.4	130.8	25.5	33.4	291.5	298.8	28.0	189.9	34.6
LnGrp LOS	C	F	C	D	F	C	C	F	F	C	F	C
Approach Vol, veh/h	1626			1594			1707			1660		
Approach Delay, s/veh	116.1			111.7			269.1			155.8		
Approach LOS	F			F			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.6	32.3	13.6	30.5	13.7	32.2	13.8	30.3				
Change Period (Y+Rc), s	5.7	* 5.5	5.7	* 5.6	5.7	* 5.5	5.7	* 5.6				
Max Green Setting (Gmax), s	30.0	* 27	8.0	* 25	8.0	* 27	8.1	* 25				
Max Q Clear Time (g_c+10), s	19.0	28.8	8.1	26.9	8.9	28.7	8.3	26.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				

### Intersection Summary

HCM 6th Ctrl Delay 164.7




HCM 6th LOS F

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC  
10: Project Driveway & Alley

07/08/2022

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	83	4	83	67	0
Future Vol, veh/h	2	83	4	83	67	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	90	4	90	73	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	92	0	145	47
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	98	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1503	-	847	1022
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	926	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1503	-	844	1022
Mov Cap-2 Maneuver	-	-	-	-	844	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	923	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.3		9.7		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	844	-	-	1503	-	
HCM Lane V/C Ratio	0.086	-	-	0.003	-	
HCM Control Delay (s)	9.7	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	






HCM 6th TWSC  
11: Berendo St & Alley

07/08/2022

Intersection

Int Delay, s/veh 3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	65	85	248	52	34	287
Future Vol, veh/h	65	85	248	52	34	287
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	92	270	57	37	312

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	685	299	0
Stage 1	299	-	-
Stage 2	386	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	414	741	-
Stage 1	752	-	-
Stage 2	687	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	399	741	-
Mov Cap-2 Maneuver	399	-	-
Stage 1	752	-	-
Stage 2	662	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	540	1233
HCM Lane V/C Ratio	-	-	0.302	0.03
HCM Control Delay (s)	-	-	14.5	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.3	0.1

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	1294	9	0	1159	0	45
Future Vol, veh/h	1294	9	0	1159	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1407	10	0	1260	0	49
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	709
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	377
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	377
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		16	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	377	-	-	-		
HCM Lane V/C Ratio	0.13	-	-	-		
HCM Control Delay (s)	16	-	-	-		
HCM Lane LOS	C	-	-	-		
HCM 95th %tile Q(veh)	0.4	-	-	-		



## MEMORANDUM

**TO:** Wes Pringle, Los Angeles Department of Transportation

**FROM:** Jonathan Chambers, P.E.

**DATE:** May 16, 2023

**RE:** Updated Transportation Analysis for the  
638 S. Berendo Street Residential Project  
Los Angeles, California

**Ref:** J1896

---

Gibson Transportation Consulting, Inc. (GTC) was asked by Berendo, Inc. to prepare updated transportation analyses for the revised 638 S. Berendo Street residential development (Project) in the Wilshire Center/Koreatown community of the City of Los Angeles (City). The analyses herein were conducted for the Project in accordance with *Transportation Assessment Guidelines* (Los Angeles Department of Transportation [LADOT], August 2022) (TAG).

## ORIGINAL PROJECT

The Project was previously proposed as a 22-story residential development with up to 343 apartment units (including 38 affordable housing units) and 25,725 square feet (sf) of open space (Original Project). The Original Project did not propose to provide any on-site vehicular parking for residents, as allowed pursuant to *Transit Oriented Communities Affordable Housing Incentive Program Guidelines* (Los Angeles Department of City Planning, Revised February 26, 2018). Service access to the Project site would have been provided via a driveway to the existing alley along the northern border of the Project site, which provides access to S. Berendo Street and 6<sup>th</sup> Street. The Project site would include the adjacent two- and three-story Roseberry Building, which would remain in place. The surface parking lot at the Project site would be removed, and replacement parking for the Roseberry Building would be provided within 750 feet of the Project site in compliance with Los Angeles Municipal Code (LAMC) requirements.

*Transportation Assessment for the 638 S. Berendo Street Residential Project* (GTC, July 2022) (Original Project TA) was prepared to analyze potential transportation impacts of the Original Project in accordance with the TAG. It found that the Original Project would not result in any significant transportation impacts under the California Environmental Quality Act (CEQA), including on the basis of vehicle miles traveled (VMT). It would, therefore, not require any mitigation measures. Additionally, it estimated that the Original Project would generate an estimated 133 new morning peak hour trips and 154 afternoon peak hour trips, including

opposite-direction “dead-head” trips by rideshare drivers when picking up or dropping off passengers.<sup>1</sup> Seven signalized intersections were analyzed in the vicinity of the Project site and the Original Project was found to have a minimal effect on intersection delay (though two surrounding intersections were forecast to operate at LOS E or F under Future with Project Conditions).

LADOT issued a Transportation Assessment Letter on August 4, 2022 (DOT Case No. CEN21-51893) confirming the findings of the Original Project TA and recommending that the Original Project be subject to the terms of the City’s updated Transportation Demand Management (TDM) Ordinance upon its adoption.<sup>2</sup>

## **REVISED PROJECT**

The Project has since been downsized. It is now proposed as an eight-story residential development with up to 163 apartment units (including 18 units designated for Extremely Low Income residents) (Revised Project). It would provide 12,226 sf of open space. It would also provide 39 on-site parking spaces at the ground level and in one subterranean level. Vehicular access to resident parking would be provided via a driveway to the existing alley in approximately the same location as under the Original Project. The Revised Project would provide 118 bicycle parking spaces (including 107 long-term and 11 short-term) in accordance with LAMC requirements. The Project site would similarly include the Roseberry Building, and replacement parking would be provided off-site as proposed with the Original Project. The Revised Project site plan is provided in Figure 1.

## **CEQA Analysis**

The Original Project TA analyzed potential CEQA transportation impacts under each of the thresholds identified in the TAG. The only meaningful changes affecting transportation between the Original Project and the Revised Project are a reduction in residential units from 343 to 163 units and the provision of 39 on-site parking spaces (compared to no on-site parking in the Original Project). As such, the Original Project TA’s analysis of consistency with plans, programs, ordinances, and policies (TAG Threshold T-1) and of geometric design hazards (TAG Threshold T-3) continue to be applicable to the Revised Project and, thus, the Revised Project would have no significant impacts under those thresholds.

The VMT analysis (TAG Threshold T-2.1) was updated for the Revised Project using the same assumptions as used in the Original Project TA. The results are provided in Table 1 and the detailed VMT calculator output is provided in the Attachment. As shown, the Project would generate 479 daily trips, 1,323 daily VMT, and a household VMT per capita of 3.6, which is substantially below the significant impact threshold of 7.6. Therefore, like the Original Project, the Revised Project would not result in a significant VMT impact, and no mitigation would be required.

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<sup>1</sup> As the Original Project proposed no on-site parking for residents, it was anticipated that approximately 25% of Original Project trips would be made by rideshare services such as Uber and Lyft. Other resident trips were assumed to park at nearby private parking lots and structures available for monthly lease.

<sup>2</sup> As of the time of preparation of this memorandum, the updated TDM Ordinance has not yet been adopted.

### **Non-CEQA Analysis**

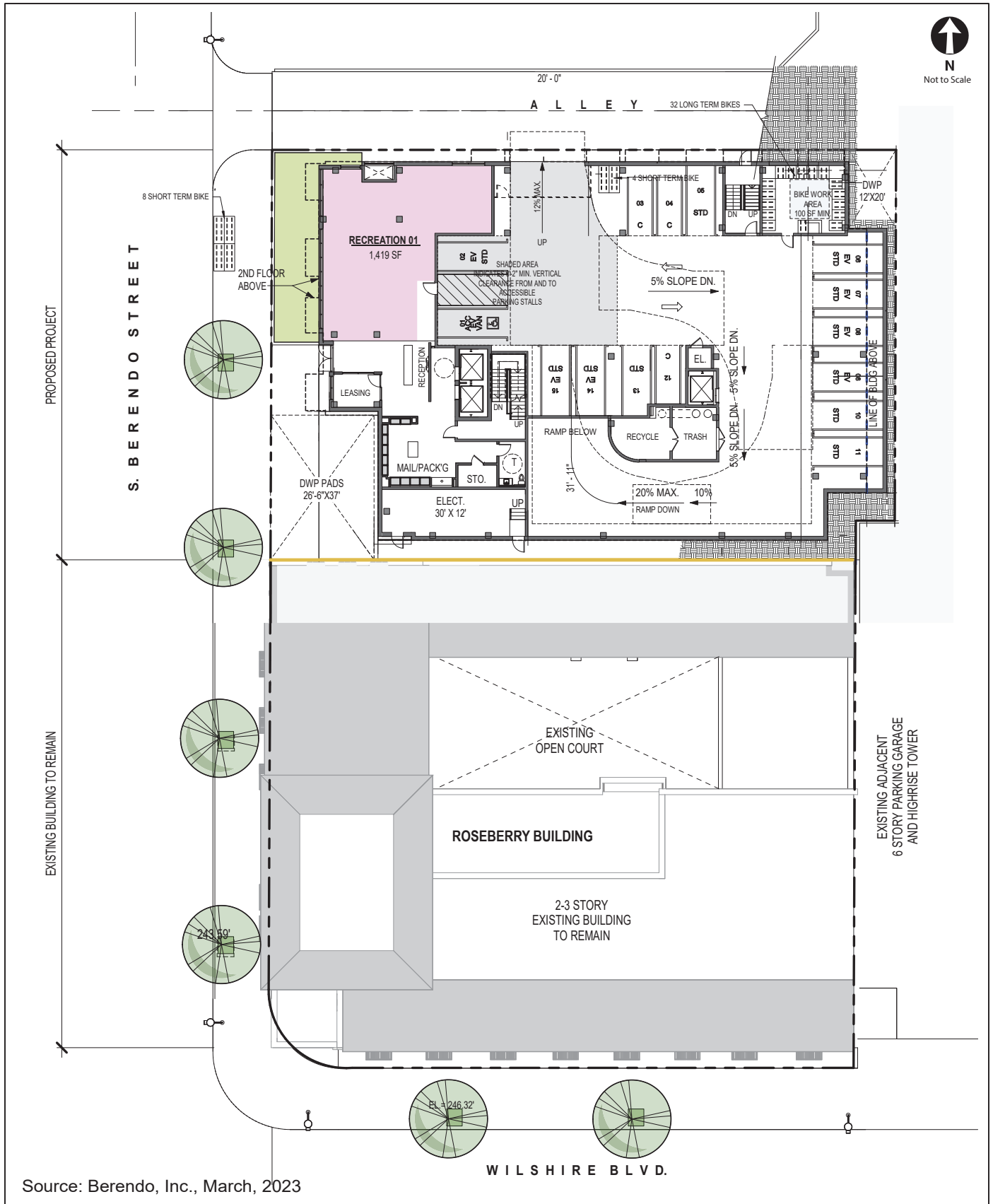
The Revised Project trip generation estimate is provided in Table 2 using the same rates and assumptions as the Original Project TA (particularly, the assumption that 25% of resident trips would be made by rideshare). As shown, the Revised Project is estimated to generate a total of 64 trips during the morning peak hour and 74 trips during the afternoon peak hour. This is less than half of the peak hour trips estimated for the Original Project.

Because the Revised Project would generate fewer peak hour trips than the Original Project, it would have a lesser effect on the operating conditions of surrounding intersections as the minimal effects identified in the Original Project TA. No further analysis is required.

### **CONCLUSION**

The Revised Project would not generate any significant impacts under the City's CEQA thresholds and would have a minimal effect on operating conditions at the surrounding intersections. Therefore, the conclusions LADOT reached regarding the Original Project in its August 2022 Transportation Assessment Letter are similarly valid for the Revised Project. No further analysis is required.





Source: Berendo, Inc., March, 2023

REVISED PROJECT SITE PLAN

FIGURE  
1

**TABLE 1**  
**VMT ANALYSIS SUMMARY**

<b>Project Information</b>	
<b>Address</b>	638 S. Berendo Street
<b>Project Land Uses</b>	<b>Size</b>
Multi-Family Housing	163 units
<b>Project Location Characteristics [a]</b>	
Area Planning Commission	Central
Travel Behavior Zone [b]	Urban
Maximum VMT Reduction [c]	75%
<b>Project VMT Analysis [d]</b>	
Daily Vehicle Trips	479
Daily VMT	3,233
Total Household VMT	1,323
Household VMT per Capita [e]	3.6
Impact Threshold	6.0
<b>Significant Impact</b>	<b>NO</b>
Total Work VMT	0
Work VMT per Employee [f]	--
Impact Threshold	N/A
<b>Significant Impact</b>	<b>NO</b>

Notes:

- [a] Project Analysis is from VMT Calculator output reports provided in Appendix D.
- [b] "Urban" TBZs are characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) as high-density neighborhoods characterized by multi-story buildings with a dense road network.
- [c] The maximum allowable VMT reduction is based on the Project's designated TBZ.
- [d] The Project TDM Measures (incorporated in the VMT Calculator as Project Design Features) include a reduced parking supply and the provision of bicycle parking per LAMC requirements.
- [e] Household VMT per Capita is based on the "home-based work production" trip types.
- [f] Work VMT per Employee is based on the "home-based work attraction" trip types.

**TABLE 2**  
**REVISED PROJECT TRIP GENERATION ESTIMATES**

Land Use	ITE Code	Size	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
<b><u>Trip Generation Rates</u></b> [a]								
Multi-family Housing (High-Rise)	222	per du	24%	76%	0.31	61%	39%	0.36
<b><u>Revised Project, Before Rideshare</u></b>								
Multi-Family Housing (High-Rise)	222	163 du	12	39	51	36	23	59
[b] Rideshare Opposite-Way Trips - 25%			10	3	13	6	9	15
<b>TOTAL REVISED PROJECT TRIPS, WITH RIDESHARE</b>			22	42	64	42	32	74
[c] <b>Total Original Project Trips, With Rideshare</b>			46	87	133	87	67	154

Notes:

du: dwelling unit

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

[b] Because the Project would not provide any on-site parking spaces, a portion of Project trips are explicitly assumed to be rideshare trips (i.e., Uber or Lyft). These operations involve both an inbound and outbound trip (by the same vehicle) whether picking up or dropping off passengers. Therefore, the estimate includes opposite way trips to represent the rideshare vehicle arriving empty prior to picking up passengers or departing empty after dropping them off.

[c] From Original Project TA, Table 5A.

***Attachment***

***VMT Calculator Output***

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



## Project Information

**Project:** 638 Berendo Street  
**Scenario:** Revised Project  
**Address:** 638 S BERENDO ST, 90010



## TDM Strategies

Select each section to show individual strategies  
 Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

**Max Home Based TDM Achieved?**  
**Max Work Based TDM Achieved?**

Proposed Project **No** With Mitigation **No**  
 Proposed Project **No** With Mitigation **No**

**A Parking**

Reduce Parking Supply  city code parking provision for the project site  
☒ Proposed Prj ☐ Mitigation  actual parking provision for the project site

Unbundle Parking  monthly parking cost (dollar) for the project site  
☐ Proposed Prj ☐ Mitigation

Parking Cash-Out  percent of employees eligible  
☐ Proposed Prj ☐ Mitigation

Price Workplace Parking  daily parking charge (dollar)  
☐ Proposed Prj ☐ Mitigation  percent of employees subject to priced parking

Residential Area Parking Permits  cost (dollar) of annual permit  
☐ Proposed Prj ☐ Mitigation

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

## Analysis Results

Proposed Project	With
<b>479</b> Daily Vehicle Trips	<b>479</b> Daily Vehicle Trips
<b>3,233</b> Daily VMT	<b>3,233</b> Daily VMT
<b>3.6</b> Household VMT per Capita	<b>3.6</b> Household VMT
<b>N/A</b> Work VMT per Employee	<b>N/A</b> Work VMT per Employee

### Significant VMT Impact?

<b>Household: No</b> Threshold = 6.0 15% Below APC	<b>Household: No</b> Threshold = 6.0 15% Below APC
<b>Work: N/A</b> Threshold = 7.6 15% Below APC	<b>Work: N/A</b> Threshold = 7.6 15% Below APC





# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: April 20, 2023

Project Name: 638 Berendo Street

Project Scenario: Revised Project

Project Address: 638 S BERENDO ST, 90010



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	163	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: April 20, 2023

Project Name: 638 Berendo Street

Project Scenario: Revised Project

Project Address: 638 S BERENDO ST, 90010



Version 1.3

Analysis Results			
Total Employees: 0			
Total Population: 367			
Proposed Project		With Mitigation	
479	Daily Vehicle Trips	479	Daily Vehicle Trips
3,233	Daily VMT	3,233	Daily VMT
3.6	Household VMT per Capita	3.6	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: April 20, 2023

Project Name: 638 Berendo Street

Project Scenario: Revised Project

Project Address: 638 S BERENDO ST, 90010



Version 1.3

TDM Strategy Inputs			
Strategy Type	Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	163
		Actual parking provision (spaces)	39
	Unbundle parking	Monthly cost for parking (\$)	\$0
	Parking cash-out	Employees eligible (%)	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00
		Employees subject to priced parking (%)	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0
(cont. on following page)			

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: April 20, 2023

Project Name: 638 Berendo Street

Project Scenario: Revised Project

Project Address: 638 S BERENDO ST, 90010



Version 1.3

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	Reduction in headways (increase in frequency) (%)	0%	0%
	Reduce transit headways	Existing transit mode share (as a percent of total daily trips) (%)	0%
		Lines within project site improved (<50%, >=50%)	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0
		Employees and residents eligible (%)	0%
	Transit subsidies	Employees and residents eligible (%)	0%
		Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%
	Promotions and marketing	Employees and residents participating (%)	0%
(cont. on following page)			

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: April 20, 2023

Project Name: 638 Berendo Street

Project Scenario: Revised Project

Project Address: 638 S BERENDO ST, 90010



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
	Employer sponsored vanpool or shuttle	Degree of implementation (low, medium, high)	0	0
		Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: April 20, 2023

Project Name: 638 Berendo Street

Project Scenario: Revised Project

Project Address: 638 S BERENDO ST, 90010



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	0	0
Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming improvements (%)	0%	0%
		Intersections with traffic calming improvements (%)	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	0	0

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: April 20, 2023  
 Project Name: 638 Berendo Street  
 Project Scenario: Revised Project  
 Project Address: 638 S BERENDO ST, 90010



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: April 20, 2023  
 Project Name: 638 Berendo Street  
 Project Scenario: Revised Project  
 Project Address: 638 S BERENDO ST, 90010



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy, Cont.

#### Place type: Urban

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

### Final Combined & Maximum TDM Effect

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL		13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
MAX. TDM EFFECT		13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

NOTE:  $(1 - [(1-A) * (1-B) \dots])$  reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: April 20, 2023

Project Name: 638 Berendo Street

Project Scenario: Revised Project

Project Address: 638 S BERENDO ST, 90010



Version 1.3

### MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	146	-28.1%	105	7.3	1,066	767
Home Based Other Production	405	-62.7%	151	5.0	2,025	755
Non-Home Based Other Production	189	-9.0%	172	8.6	1,625	1,479
Home-Based Work Attraction	0	0.0%	0	6.8	0	0
Home-Based Other Attraction	193	-57.5%	82	5.4	1,042	443
Non-Home Based Other Attraction	46	-10.9%	41	6.7	308	275

### MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.0%	91	667	-13.0%	91	667
Home Based Other Production	-13.0%	131	656	-13.0%	131	656
Non-Home Based Other Production	-13.0%	150	1,286	-13.0%	150	1,286
Home-Based Work Attraction	-13.0%	0	0	-13.0%	0	0
Home-Based Other Attraction	-13.0%	71	385	-13.0%	71	385
Non-Home Based Other Attraction	-13.0%	36	239	-13.0%	36	239

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 367

Total Employees: 0

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	<b>1,323</b>	<b>1,323</b>
<i>Total Home Based Work Attraction VMT</i>	<b>0</b>	<b>0</b>
<i>Total Home Based VMT Per Capita</i>	<b>3.6</b>	<b>3.6</b>
<i>Total Work Based VMT Per Employee</i>	<b>N/A</b>	<b>N/A</b>

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

638 S Berendo Street  
DOT Case No. CEN23-55530

Date: June 8, 2023

To: Brenda Kahinju, Administrative Clerk  
Department of City Planning



From: Wes Pringle, Transportation Engineer  
Department of Transportation

Subject: **UPDATED TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED RESIDENTIAL DEVELOPMENT PROJECT LOCATED AT 638 SOUTH BERENDO STREET**

On August 4, 2022, the Los Angeles Department of Transportation (LADOT) issued a revised transportation assessment report to the Department of City Planning (**Attachment A**) for the proposed residential development project located at 638 South Berendo Street based on the transportation analysis prepared by Gibson Transportation Consulting, Inc., dated July 2022. However, since the report was released, the project description has been modified and an addendum transportation analysis dated May 16, 2023 was prepared by Gibson Transportation Consulting, Inc.

The current project proposal as it compares to the original project is as follows:

Land Use	Original Project (2021)	Previous Project (2022)	Current Project (2023)
Apartments (market-rate)	343 Dwelling Units (DU)	343 DU	163 DU
Affordable Units	38 DU	38 DU	18 DU
Size	26,165 Square Feet (SF)	25,725 SF	12,226 SF
Vehicular Parking	45 spaces	0 spaces	39 spaces
Bicycle Parking	177 spaces (161 long-term & 16 short-term)	0 spaces	118 spaces (107 long-term & 11 short-term)
<b>Site Access (Ground Level &amp; Subterranean Parking)</b>	Driveway within existing alley along the northern border of Project site	Driveway within existing alley along the northern border of Project site	Driveway within existing alley along the northern border of Project site

The May 16, 2023 addendum transportation analysis included CEQA and non-CEQA transportation analyses. The revised project scope proposes a reduction in residential units from 343 to 163 units and the provision of 39 on-site parking spaces as opposed to no on-site parking spaces under the Original Project (updated site plan is provided as **Attachment B**). The project is located in the Central Area Planning Commission (APC). The revised project is projected to have a Household VMT per capita of 3.6 and a Work VMT per capita of zero. These are under the impact thresholds for the Central APC; therefore it is concluded that the revised project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment C**.

The revised project is estimated to generate less than half of the peak hour trips estimated for the original project. LADOT concurs with the analysis included in the May 16, 2023 addendum which concluded that the trips generated by the revised project will not likely result in adverse circulation conditions at surrounding intersections.

LADOT concurs with the results of the revised analysis that the expected impacts of the revised project would continue to be less than significant. All of the project requirements that are identified in LADOT's November 1, 2021 letter (**Attachment A**) shall remain in effect.



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

Attachments

*H:\Letters\2023\CEN21-51893\_638 Berendo St Residential\_rev.docx*

c: Heather Hutt/Hakeem Parke-Davis, Council District 10  
Hokchi Chiu, Central District, BOE  
Bhuvan Bajaj, Hollywood-Wilshire District, DOT  
Taimour Tanavoli, Case Management Office, DOT  
Jonathan Chambers, Gibson Transportation Consulting, Inc.

# Attachment A

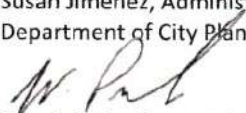
FORM GEN. 160A (Rev. 1/82)

## CITY OF LOS ANGELES INTER-DEPARTMENTAL CORRESPONDENCE

638 South Berendo Street  
DOT Case No. CEN21-51893

Date: August 4, 2022

To: Susan Jimenez, Administrative Clerk  
Department of City Planning

From:   
Wes Pringle, Transportation Engineer  
Department of Transportation

Subject: **UPDATED TRANSPORTATION ASSESSMENT FOR THE PROPOSED RESIDENTIAL DEVELOPMENT PROJECT LOCATED AT 638 SOUTH BERENDO STREET (PREVIOUSLY 650 SOUTH BERENDO STREET) (CPC-2018-6005-CA/ENV-2019-4121-ND)**

On November 1, 2021 the Los Angeles Department of Transportation (LADOT) issued a transportation assessment letter to the Department of City Planning (**Attachment A**) for the proposed residential development project located at 650 South Berendo Street; the project address has since been updated to be 638 South Berendo Street. The transportation analysis report was prepared by Gibson Transportation Consulting Inc. (Gibson). However, since the issuance of the November 1, 2021 LADOT assessment letter, the project scope was modified and Gibson has submitted an updated transportation analysis report (dated July 2022). The project modifications are outlined below:

- Project address changed to 638 South Berendo Street from 650 South Berendo Street.
- On-site parking removed; previous project proposed 45 vehicular parking spaces in a subterranean lot.
- Project scope changed to 25,725 square feet of open space from 26,165 square feet.
- Replacement off-site vehicular parking location changed from 3255 Wilshire Boulevard to 3200 Wilshire Boulevard.

The July 2022 updated transportation analysis included CEQA and non-CEQA transportation analyses. The revised project scope removes the originally proposed 45 on-site subterranean vehicular parking spaces (updated site plan is provided as **Attachment B**). The proposed project replaces a surface parking lot (currently serving the Roseberry Building) and the revised analysis has changed the assumed replacement off-site parking from 3255 Wilshire Boulevard to 3200 Wilshire Boulevard.

The project is located in the Central Area Planning Commission (APC). The revised project is projected to have a Household VMT per capita of 3.6 and a Work VMT per capita of zero. These are under the impact thresholds for the Central APC; therefore it is concluded that the revised project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment C**.

LADOT concurs with the circulation analysis included in the July 2022 transportation analysis which concluded that trips generated by the revised project will not result in adverse circulation conditions at the report's study intersections. A copy of the analysis table summarizing these potential deficiencies is provided as **Attachment D** to this report.

LADOT concurs with the conclusion of the updated transportation analysis report; the expected impacts of the revised project would continue to be less than significant. All of the project requirements that are identified in LADOT's November 1, 2021 assessment letter (**Attachment A**) shall remain in effect.

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

*J:\Letters\2022\CEN21-51893\_638 Berendo\_tm\_update*

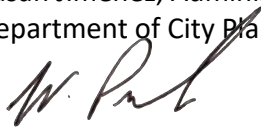
c:       Hakeem Parke-Davis , Council District 10  
          Bhuvan Bajaj, Hollywood/Wilshire District, DOT  
          Taimour Tanavoli, Case Management Office, DOT  
          Hok Chi Chiu, Central District, BOE  
          Jonathan Chambers, Gibson Transportation Consulting, Inc.

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

650 South Berendo Street  
DOT Case No. CEN21-51893

Date: November 1, 2021

To: Susan Jimenez, Administrative Clerk  
Department of City Planning

From:  Wes Pringle, Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION ANALYSIS FOR THE PROPOSED RESIDENTIAL DEVELOPMENT  
PROJECT LOCATED AT 650 SOUTH BERENDO STREET (CPC-2018-6005-CA/ENV-  
2019-4121-ND)**

The Department of Transportation (DOT) has reviewed the transportation impact study, dated September 2021, prepared by Gibson Transportation Consulting, Inc (Gibson) for the proposed residential development, located at 650 South Berendo Street. In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

## **DISCUSSION AND FINDINGS**

### **A. Project Description**

The proposed project includes construction of a twenty-two story residential development. The project will include 343 apartment units (38 of which will be affordable units) and 26,165 square feet of open space. The existing site includes two parcels (Los Angeles County Assessor parcel numbers 5502-026-021 and 5502-026-022), occupied by a surface parking lot and a two- and three-story building. The proposed development would replace the surface lot, and the existing building would remain in place (south of the residential development). The project site is generally bounded by Wilshire Boulevard to the south, Berendo Street to the west, an alley to the north, and existing commercial development to the east. The project is expected to be completed by year 2026.

### **B. CEQA Screening Threshold**

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 10<sup>th</sup> Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project does exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page,

with the corresponding net daily trips estimate, is provided as **Attachment A** to this report.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact under any of the above thresholds. The Project's impacts per Thresholds T-2.1 is determined by using the VMT calculator and is discussed below. A copy of the VMT Calculator summary reports is provided as **Attachment B** to this report.

C. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as a criteria in determining transportation impacts under CEQA. The new DOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central Los Angeles APC, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

Included in the VMT report as inputs are the following project design features: reduced parking supply and bicycle parking per LAMC.

As cited in the transportation assessment report, the proposed project is projected to have a Household VMT per capita of 3.8 and no Work VMT. Therefore, it is concluded that implementation of the Project would have a less than significant Household and Work VMT impact.

D. Safety, Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other



improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a summary of vehicle queuing, including the change in future queue levels with and without the project. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

E. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. Based on the Project's trip generation estimates, and traffic distribution pattern detailed later in this report, the Project would **not** add 25 or more peak hour trips to any freeway off-ramp, thus a complete freeway off-ramp analysis was not required.

## PROJECT REQUIREMENTS

A. Highway Dedication and Street Widening Requirements

Per the Mobility Element 2035 of the General Plan, **Wilshire Boulevard** has been designated as an Avenue I which would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. **Berendo Street** has been designated a Local Street which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

B. Parking Requirements

The project would provide 45 vehicular parking spaces that would be located on two subterranean parking levels. The project will also provide 161 long-term bicycle spaces and 16 short-term bicycle spaces. Vehicular access to the site will be provided via one driveway located on the existing adjacent alley. Pedestrian access to the site will be located on South Berendo Street.

The project is replacing a surface lot that serves a building that will remain. LAMC requires that the 64 removed spaces in this lot are to be replaced within 750 feet of the building that is remaining. Gibson did not identify a location for this replacement parking in the transportation assessment study. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

C. Project Access and Circulation

The conceptual site plan (see **Attachment D**) is acceptable to DOT. However, the review of this study does not constitute approval of the dimensions for any new proposed driveway. This requires 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 and prevent last minute building design changes, the applicant

should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design.

D. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, DOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

E. Worksite Traffic Control Plan

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

E. Development Review Fees

Section 19.15 of the Los Angeles Municipal Code 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 Pete Eyre of my staff at (213) 972-4913.

Attachments

*L:\letters\2021\CEN21-51893\_650 Berendo\_Residential\_Expedite*

c: Hakeen Parke-Davis, Council District 10  
Bhuvan Bajaj, Hollywood-Wilshire District, DOT  
Taimour Tanavoli, Case Management, DOT  
Matthew Masuda, Central District, BOE  
Janet Ye, Gibson Transportation Inc.

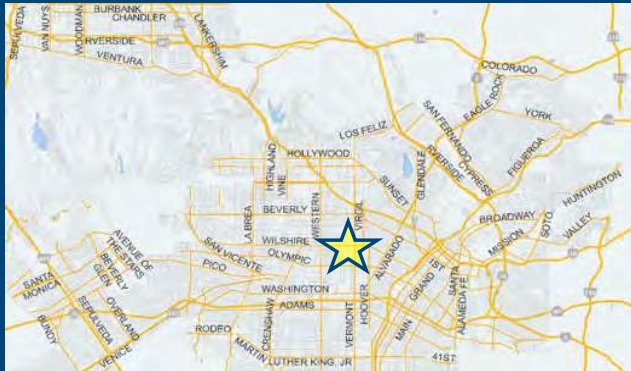
# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

**Project:** 650 Berendo Street  
**Scenario:** Project  
**Address:** 650 S BERENDO ST, 90010



**Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?**

☒ Yes ☐ No

## Existing Land Use

**Land Use Type** **Value** **Unit**  
Housing | Single Family DU



Click here to add a single custom land use type (will be included in the above list)

## Proposed Project Land Use

**Land Use Type** **Value** **Unit**  
Housing | Multi-Family 343 DU



Click here to add a single custom land use type (will be included in the above list)

## Project Screening Summary

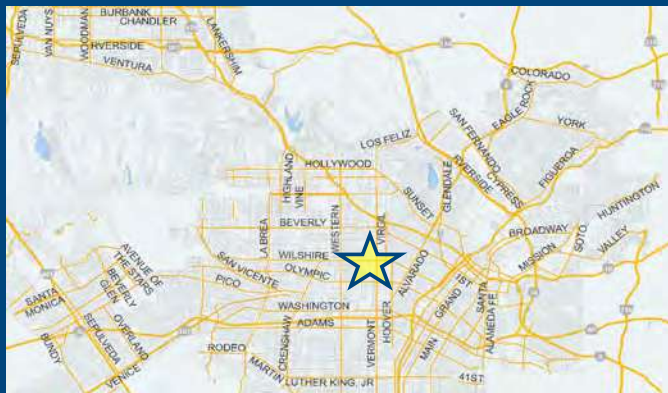
Existing Land Use	Proposed Project
0 Daily Vehicle Trips	1,194 Daily Vehicle Trips
0 Daily VMT	8,031 Daily VMT
<b>Tier 1 Screening Criteria</b>	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
<b>Tier 2 Screening Criteria</b>	
The net increase in daily trips < 250 trips	1,194 Net Daily Trips
The net increase in daily VMT ≤ 0	8,031 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
<b>The proposed project is required to perform VMT analysis.</b>	

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



## Project Information

**Project:** 650 Berendo Street  
**Scenario:** Project  
**Address:** 650 S BERENDO ST, 90010



Proposed Project Land Use Type	Value	Unit
Housing   Multi-Family	343	D

## TDM Strategies

Select each section to show individual strategies  
 Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

**Max Home Based TDM Achieved?** Proposed Project: No With Mitigation: No  
**Max Work Based TDM Achieved?** Proposed Project: No With Mitigation: No

**A**
**Parking**

**Reduce Parking Supply**

☒ Proposed Prj
 ☐ Mitigation

city code parking provision for the project site  
 actual parking provision for the project site

**Unbundle Parking**

☐ Proposed Prj
 ☐ Mitigation

monthly parking cost (dollar) for the project site

**Parking Cash-Out**

☐ Proposed Prj
 ☐ Mitigation

percent of employees eligible

**Price Workplace Parking**

☐ Proposed Prj
 ☐ Mitigation

daily parking charge (dollar)  
 percent of employees subject to priced parking

**Residential Area Parking Permits**

☐ Proposed Prj
 ☐ Mitigation

cost (dollar) of annual permit

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

## Analysis Results

Proposed Project	With Mitigation
<b>1,039</b> Daily Vehicle Trips	<b>1,039</b> Daily Vehicle Trips
<b>6,983</b> Daily VMT	<b>6,983</b> Daily VMT
<b>3.8</b> Household VMT per Capita	<b>3.8</b> Household VMT per Capita
<b>N/A</b> Work VMT per Employee	<b>N/A</b> Work VMT per Employee
Significant VMT Impact?	
<b>Household: No</b> Threshold = 6.0 15% Below APC	<b>Household: No</b> Threshold = 6.0 15% Below APC
<b>Work: N/A</b> Threshold = 7.6 15% Below APC	<b>Work: N/A</b> Threshold = 7.6 15% Below APC

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: August 12, 2021

Project Name: 650 Berendo Street

Project Scenario: Project

Project Address: 650 S BERENDO ST, 90010



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	343	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

Project and Analysis Overview



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: August 12, 2021

Project Name: 650 Berendo Street

Project Scenario: Project

Project Address: 650 S BERENDO ST, 90010



Version 1.3

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: August 12, 2021

Project Name: 650 Berendo Street

Project Scenario: Project

Project Address: 650 S BERENDO ST, 90010



Version 1.3

Analysis Results			
Total Employees: 0			
Total Population: 773			
Proposed Project		With Mitigation	
1,039	Daily Vehicle Trips	1,039	Daily Vehicle Trips
6,983	Daily VMT	6,983	Daily VMT
3.8	Household VMT per Capita	3.8	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: August 12, 2021

Project Name: 650 Berendo Street

Project Scenario: Project

Project Address: 650 S BERENDO ST, 90010



Version 1.3

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	401	401
		Actual parking provision (spaces)	45	45
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
		Daily parking charge (\$)	\$0.00	\$0.00
	Price workplace parking	Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: August 12, 2021

Project Name: 650 Berendo Street

Project Scenario: Project

Project Address: 650 S BERENDO ST, 90010



Version 1.3

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	Reduction in headways (increase in frequency) (%)	0%	0%
	Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
	Lines within project site improved (<50%, >=50%)	0	0
	Degree of implementation (low, medium, high)	0	0
	Employees and residents eligible (%)	0%	0%
	Transit subsidies		
	Employees and residents eligible (%)	0%	0%
	Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	\$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%
	Promotions and marketing	Employees and residents participating (%)	0%
(cont. on following page)			

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: August 12, 2021

Project Name: 650 Berendo Street

Project Scenario: Project

Project Address: 650 S BERENDO ST, 90010



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commuter Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: August 12, 2021

Project Name: 650 Berendo Street

Project Scenario: Project

Project Address: 650 S BERENDO ST, 90010



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	0	0
Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming improvements (%)	0%	0%
		Intersections with traffic calming improvements (%)	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	0	0

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: August 12, 2021  
 Project Name: 650 Berendo Street  
 Project Scenario: Project  
 Project Address: 650 S BERENDO ST, 90010



Version 1.3

TDM Adjustments by Trip Purpose & Strategy														
Place type: Urban														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: August 12, 2021  
 Project Name: 650 Berendo Street  
 Project Scenario: Project  
 Project Address: 650 S BERENDO ST, 90010



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Bicycle Infrastructure</b>	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

### Final Combined & Maximum TDM Effect

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
<b>COMBINED TOTAL</b>		13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
<b>MAX. TDM EFFECT</b>		13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%

**= Minimum (X%, 1-[(1-A)\*(1-B)...])**  
 where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

Note: (1-[(1-A)\*(1-B)...]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: August 12, 2021

Project Name: 650 Berendo Street

Project Scenario: Project

Project Address: 650 S BERENDO ST, 90010



Version 1.3

### MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	307	-25.4%	229	7.3	2,241	1,672
Home Based Other Production	851	-59.2%	347	5.0	4,255	1,735
Non-Home Based Other Production	397	-7.8%	366	8.6	3,414	3,148
Home-Based Work Attraction	0	0.0%	0	6.8	0	0
Home-Based Other Attraction	406	-59.6%	164	5.4	2,192	886
Non-Home Based Other Attraction	96	-8.3%	88	6.7	643	590

### MXD Methodology with TDM Measures

	Proposed Project			Project with Mitigation Measures		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.0%	199	1,454	-13.0%	199	1,454
Home Based Other Production	-13.0%	302	1,509	-13.0%	302	1,509
Non-Home Based Other Production	-13.0%	318	2,737	-13.0%	318	2,737
Home-Based Work Attraction	-13.0%	0	0	-13.0%	0	0
Home-Based Other Attraction	-13.0%	143	770	-13.0%	143	770
Non-Home Based Other Attraction	-13.0%	77	513	-13.0%	77	513

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 773

Total Employees: 0

APC: Central

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	2,963	2,963
Total Home Based Work Attraction VMT	0	0
Total Home Based VMT Per Capita	3.8	3.8
Total Work Based VMT Per Employee	N/A	N/A

**TABLE 13**  
**FUTURE CONDITIONS (YEAR 2026)**  
**INTERSECTION LEVELS OF SERVICE**

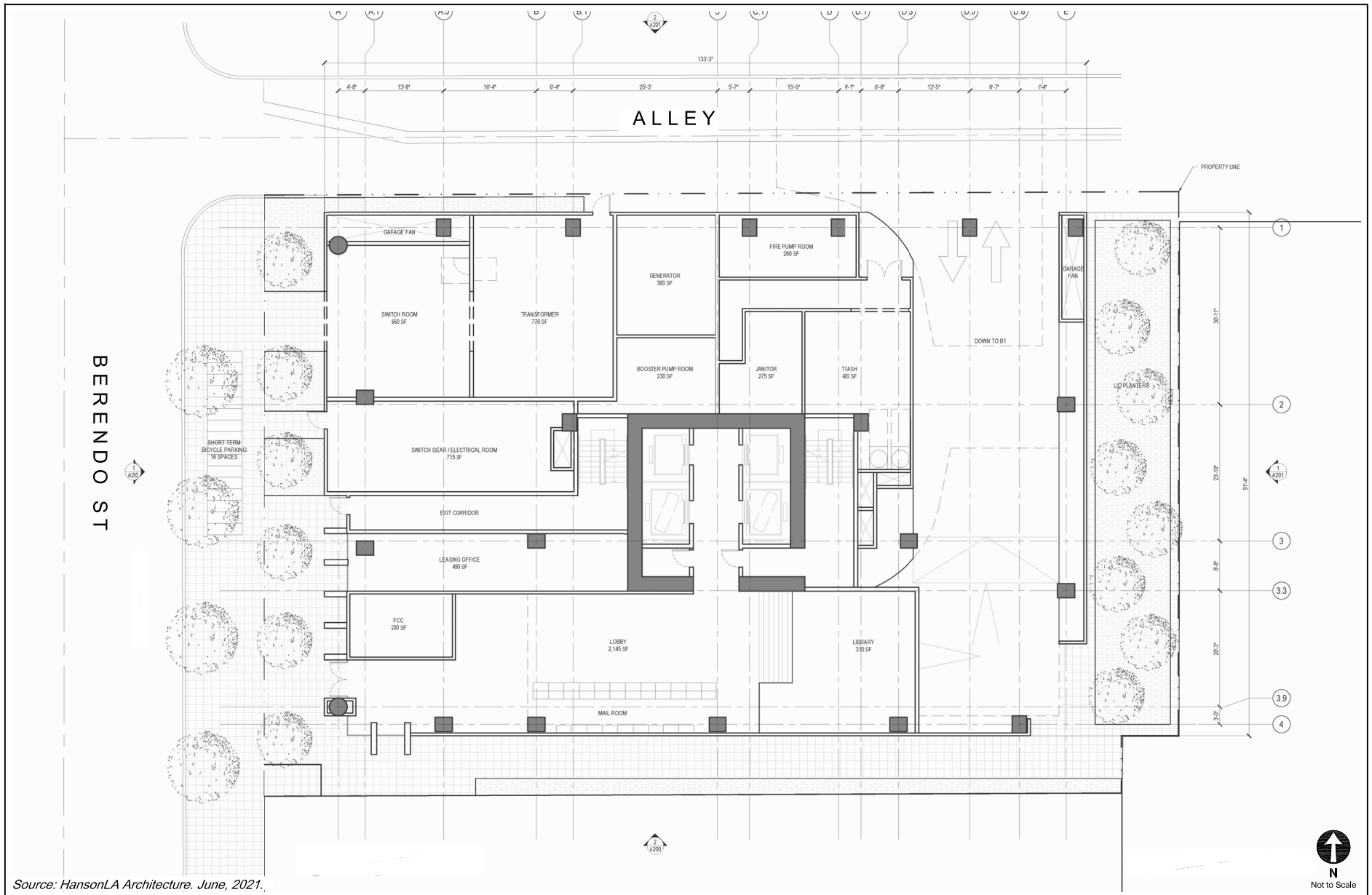
No	Intersection	Peak Hour	Future Conditions		Future with Project Conditions	
			Delay [a]	LOS	Delay [a]	LOS
1.	Berendo Street & 6th Street	AM	23.3	C	23.3	C
		PM	24.6	C	25.2	C
2.	New Hampshire Avenue & 6th Street	AM	15.3	B	15.7	B
		PM	24.5	C	25.1	C
3.	Vermont Avenue & 6th Street	AM	27.7	C	28.4	C
		PM	30.5	C	31.0	C
4.	Catalina Street & Wilshire Boulevard	AM	43.2	D	44.5	D
		PM	54.1	D	55.8	E
5.	Berendo Street & Wilshire Boulevard	AM	26.4	C	26.7	C
		PM	26.7	C	27.4	C
6.	New Hampshire Avenue & Wilshire Boulevard	AM	8.7	A	8.7	A
		PM	20.9	C	26.0	C
7.	Vermont Avenue & Wilshire Boulevard	AM	175.4	F	176.6	F
		PM	162.0	F	164.4	F

Notes:

Delay is measured in seconds per vehicle. LOS = Level of Service.

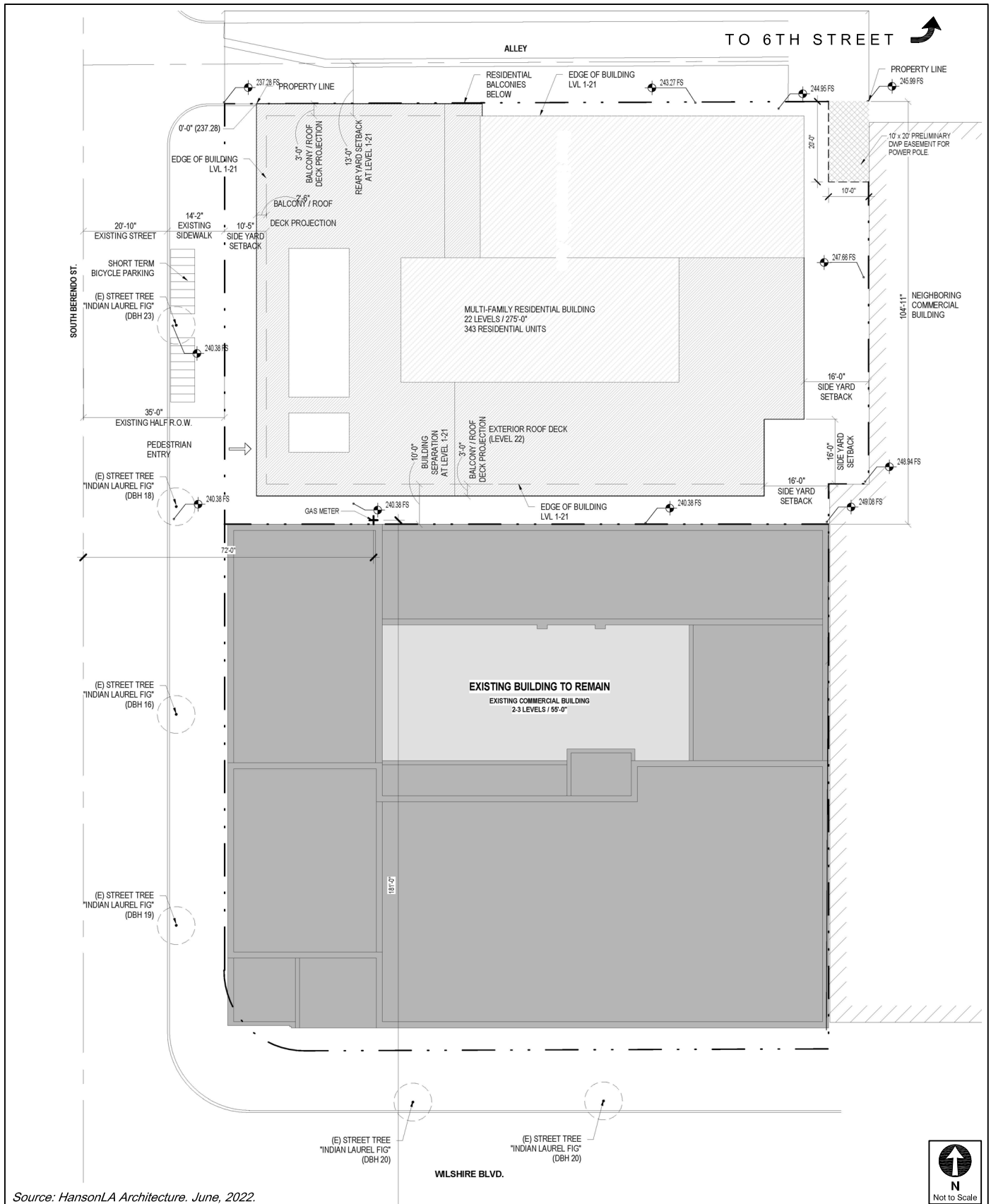
[a] Intersection analysis based on HCM 6th Edition Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.





PROJECT SITE PLAN

FIGURE  
1



## PROJECT SITE PLAN

FIGURE  
1

## CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

**Project:** 638 Berendo Street  
**Scenario:** Project  
**Address:** 638 S BERENDO ST, 90010



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

☐ Yes ☐ No

## Existing Land Use

Land Use Type	Value	Unit
Housing   Single Family		DU

[Click here to add a single custom land use type \(will be included in the above list\)](#)

## Proposed Project Land Use

Land Use Type	Value	Unit
Housing   Multi-Family	343	DU
Housing   Multi-Family	343	DU

[Click here to add a single custom land use type \(will be included in the above list\)](#)

## Project Screening Summary

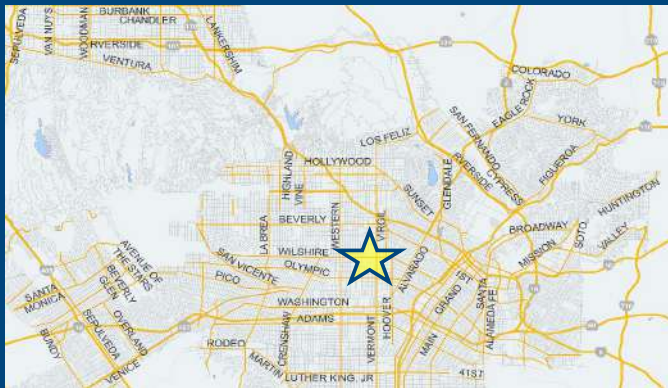
Existing Land Use	Proposed Project
0 Daily Vehicle Trips	1,157 Daily Vehicle Trips
0 Daily VMT	7,810 Daily VMT
<b>Tier 1 Screening Criteria</b>	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
<b>Tier 2 Screening Criteria</b>	
The net increase in daily trips < 250 trips	1,157 Net Daily Trips
The net increase in daily VMT ≤ 0	7,810 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
<b>The proposed project is required to perform VMT analysis.</b>	

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



## Project Information

**Project:** 638 Berendo Street  
**Scenario:** Project  
**Address:** 638 S BERENDO ST, 90010



### Proposed Project Land Use Type

Housing | Multi-Family

**Value**  
343

**Unit**  
D

## TDM Strategies

Select each section to show individual strategies

Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

**Max Home Based TDM Achieved?**

Proposed Project  
**No**

With Mitigation  
**No**

**Max Work Based TDM Achieved?**

**No**

**No**

**A**

### Parking

Reduce Parking Supply

401

city code parking provision for the project site

☒ Proposed Prj ☐ Mitigation

0

actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☐ Mitigation

175

monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

50

percent of employees eligible

Price Workplace Parking

☐ Proposed Prj ☐ Mitigation

6.00

daily parking charge (dollar)

50

percent of employees subject to priced parking

Residential Area Parking

☐ Proposed Prj ☐ Mitigation

200

cost (dollar) of annual permit

**B**

### Transit

**C**

### Education & Encouragement

**D**

### Commute Trip Reductions

**E**

### Shared Mobility

**F**

### Bicycle Infrastructure

**G**

### Neighborhood Enhancement

## Analysis Results

### Proposed Project

**1,007**

Daily Vehicle Trips

**6,792**

Daily VMT

**3.6**

Household VMT per Capita

**N/A**

Work VMT per Employee

### With Mitigation

**1,007**

Daily Vehicle Trips

**6,792**

Daily VMT

**3.6**

Household VMT per Capita

**N/A**

Work VMT per Employee

### Significant VMT Impact?

**Household: No**

Threshold = 6.0  
15% Below APC

**Household: No**

Threshold = 6.0  
15% Below APC

**Work: N/A**

Threshold = 7.6  
15% Below APC

**Work: N/A**

Threshold = 7.6  
15% Below APC

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: July 6, 2022

Project Name: 638 Berendo Street

Project Scenario: Project

Project Address: 638 S BERENDO ST, 90010



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	343	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down	0.000	ksf
	Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: July 6, 2022

Project Name: 638 Berendo Street

Project Scenario: Project

Project Address: 638 S BERENDO ST, 90010



Version 1.3

Analysis Results			
Total Employees: 0			
Total Population: 773			
Proposed Project		With Mitigation	
1,007	Daily Vehicle Trips	1,007	Daily Vehicle Trips
6,792	Daily VMT	6,792	Daily VMT
3.6	Household VMT per Capita	3.6	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: July 6, 2022

Project Name: 638 Berendo Street

Project Scenario: Project

Project Address: 638 S BERENDO ST, 90010



Version 1.3

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	401	401
		Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: July 6, 2022

Project Name: 638 Berendo Street

Project Scenario: Project

Project Address: 638 S BERENDO ST, 90010



Version 1.3

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	Reduction in headways (increase in frequency) (%)	0%	0%
	Reduce transit headways	Existing transit mode share (as a percent of total daily trips) (%)	0%
		Lines within project site improved (<50%, >=50%)	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0
		Employees and residents eligible (%)	0%
	Transit subsidies	Employees and residents eligible (%)	0%
		Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%
	Promotions and marketing	Employees and residents participating (%)	0%
(cont. on following page)			

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: July 6, 2022

Project Name: 638 Berendo Street

Project Scenario: Project

Project Address: 638 S BERENDO ST, 90010



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
	Employer sponsored vanpool or shuttle	Degree of implementation (low, medium, high)	0	0
		Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: July 6, 2022

Project Name: 638 Berendo Street

Project Scenario: Project

Project Address: 638 S BERENDO ST, 90010



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	0	0
Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming improvements (%)	0%	0%
		Intersections with traffic calming improvements (%)	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	0	0



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: July 6, 2022  
 Project Name: 638 Berendo Street  
 Project Scenario: Project  
 Project Address: 638 S BERENDO ST, 90010



Version 1.3

TDM Adjustments by Trip Purpose & Strategy														
Place type: Urban														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: July 6, 2022  
 Project Name: 638 Berendo Street  
 Project Scenario: Project  
 Project Address: 638 S BERENDO ST, 90010



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy, Cont.

#### Place type: Urban

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Bicycle Infrastructure</b>	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

### Final Combined & Maximum TDM Effect

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
<b>COMBINED TOTAL</b>		13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
<b>MAX. TDM EFFECT</b>		13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%

**= Minimum (X%, 1-[(1-A)\*(1-B)...])**  
 where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

Note: (1-[(1-A)\*(1-B)...]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: July 6, 2022

Project Name: 638 Berendo Street

Project Scenario: Project

Project Address: 638 S BERENDO ST, 90010



Version 1.3

### MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	307	-28.0%	221	7.3	2,241	1,613
Home Based Other Production	851	-62.9%	316	5.0	4,255	1,580
Non-Home Based Other Production	397	-9.1%	361	8.6	3,414	3,105
Home-Based Work Attraction	0	0.0%	0	6.8	0	0
Home-Based Other Attraction	406	-57.6%	172	5.4	2,192	929
Non-Home Based Other Attraction	96	-9.4%	87	6.7	643	583

### MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.0%	192	1,403	-13.0%	192	1,403
Home Based Other Production	-13.0%	275	1,374	-13.0%	275	1,374
Non-Home Based Other Production	-13.0%	314	2,700	-13.0%	314	2,700
Home-Based Work Attraction	-13.0%	0	0	-13.0%	0	0
Home-Based Other Attraction	-13.0%	150	808	-13.0%	150	808
Non-Home Based Other Attraction	-13.0%	76	507	-13.0%	76	507

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 773

Total Employees: 0

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
Total Home Based Production VMT	2,777	2,777
Total Home Based Work Attraction VMT	0	0
Total Home Based VMT Per Capita	3.6	3.6
Total Work Based VMT Per Employee	N/A	N/A

**TABLE 13**  
**FUTURE CONDITIONS (YEAR 2026)**  
**INTERSECTION LEVELS OF SERVICE**

No	Intersection	Peak Hour	Future Conditions		Future with Project Conditions	
			Delay [a]	LOS	Delay [a]	LOS
1.	Berendo Street & 6th Street	AM	23.3	C	23.5	C
		PM	24.6	C	25.1	C
2.	New Hampshire Avenue & 6th Street	AM	15.3	B	15.8	B
		PM	24.5	C	25.1	C
3.	Vermont Avenue & 6th Street	AM	27.7	C	28.8	C
		PM	30.5	C	31.8	C
4.	Catalina Street & Wilshire Boulevard	AM	43.2	D	45.0	D
		PM	54.1	D	55.8	E
5.	Berendo Street & Wilshire Boulevard	AM	26.4	C	26.6	C
		PM	26.7	C	27.0	C
6.	New Hampshire Avenue & Wilshire Boulevard	AM	8.7	A	8.8	A
		PM	20.9	C	21.8	C
7.	Vermont Avenue & Wilshire Boulevard	AM	175.4	F	177.4	F
		PM	162.0	F	164.7	F

Notes:

Delay is measured in seconds per vehicle. LOS = Level of Service.

[a] Intersection analysis based on HCM 6th Edition Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.





CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



Project Information

Project: 638 Berendo Street  
Revised Project  
Scenario: 638 S BERENDO ST, 90010  
Address:



Proposed Project Land Use Type: Housing | Multi-Family  
Value: 163  
Unit: D

TDM Strategies

Select each section to show individual strategies  
Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

Max Home Based TDM Achieved? No  
Max Work Based TDM Achieved? No

**A** **Parking**

**Reduce Parking Supply**  
☒ Proposed Prj ☐ Mitigation  
city code parking provision for the project site: 163  
actual parking provision for the project site: 39

**Unbundle Parking**  
☐ Proposed Prj ☐ Mitigation  
monthly parking cost (dollar) for the project site: 175

**Parking Cash-Out**  
☐ Proposed Prj ☐ Mitigation  
percent of employees eligible: 50

**Price Workplace Parking**  
☐ Proposed Prj ☐ Mitigation  
daily parking charge (dollar): 6.00  
percent of employees subject to priced parking: 50

**Residential Area Parking Permits**  
☐ Proposed Prj ☐ Mitigation  
cost (dollar) of annual permit: 200

**B** **Transit**

**C** **Education & Encouragement**

**D** **Commute Trip Reductions**

**E** **Shared Mobility**

**F** **Bicycle Infrastructure**

**G** **Neighborhood Enhancement**

Analysis Results

Proposed Project	With
479 Daily Vehicle Trips	479 Daily Vehicle Trips
3,233 Daily VMT	3,233 Daily VMT
3.6 Household VMT per Capita	3.6 Household VMT
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	Work: N/A Threshold = 7.6 15% Below APC



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: April 20, 2023

Project Name: 638 Berendo Street

Project Scenario: Revised Project

Project Address: 638 S BERENDO ST, 90010



Version 1.3

Project Information			
Land Use Type	Value	Units	
Housing	Single Family	0	DU
	Multi Family	163	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
	General Retail	0.000	ksf
Retail	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
	General Office	0.000	ksf
Office	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: April 20, 2023  
Project Name: 638 Berendo Street  
Project Scenario: Revised Project  
Project Address: 638 S BERENDO ST, 90010



Version 1.3

Analysis Results			
Total Employees: 0 Total Population: 367			
Proposed Project		With Mitigation	
479 3,233	Daily Vehicle Trips Daily VMT	479 3,233	Daily Vehicle Trips Daily VMT
3.6 N/A	Household VMT per Capita Work VMT per Employee	3.6 N/A	Household VMT per Capita Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

Version 1.3

Date: April 20, 2023

(cont. on following page)

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: April 20, 2023  
Project Name: 638 Berendo Street  
Project Scenario: Revised Project  
Project Address: 638 S BERENDO ST, 90010



Version 1.3

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	Reduction in headways (increase in frequency) (%)	0%	0%
	Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
	Lines within project site improved (<50%, >=50%)	0	0
	Degree of implementation (low, medium, high)	0	0
	Employees and residents eligible (%)	0%	0%
	Employees and residents eligible (%)	0%	0%
Education & Encouragement	Transit subsidies	\$0.00	\$0.00
	Amount of transit subsidy per passenger (daily equivalent) (\$)		
	Voluntary travel behavior change program	0%	0%
	Promotions and marketing	0%	0%
(cont. on following page)			



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: April 20, 2023  
Project Name: 638 Berendo Street  
Project Scenario: Revised Project  
Project Address: 638 S BERENDO ST, 90010



Version 1.3

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
<b>Commuter Trip Reductions</b>	Required commute trip reduction program	0%	0%
	Alternative Work Schedules and Telecommute	0%	0%
	Type of program	0	0
	Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	0%	0%
<b>Shared Mobility</b>	Ride-share program	0	0
	Car share	0%	0%
	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	0	0
	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
<b>School Mobility</b>	School carpool program	0	0
	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)			

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: April 20, 2023  
Project Name: 638 Berendo Street  
Project Scenario: Revised Project  
Project Address: 638 S BERENDO ST, 90010



Version 1.3

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
<b>Bicycle Infrastructure</b>	Implement/improve on-street bicycle facility	0	0
	Include Bike parking per LAMC	Yes	Yes
	Include secure bike parking and showers	0	0
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0%	0%
		0%	0%
	Pedestrian network improvements	0	0

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: April 20, 2023  
 Project Name: 638 Berendo Street  
 Project Scenario: Revised Project  
 Project Address: 638 S BERENDO ST, 90010



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

	Home Based Work			Home Based Other			Non-Home Based Other			Non-Home Based Other			Source
	Production		Attraction	Production		Attraction	Production		Attraction	Production		Attraction	
	Proposed	Mitigated		Proposed	Mitigated		Proposed	Mitigated		Proposed	Mitigated		
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Shared Mobility	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: April 20, 2023

Project Name: 638 Berendo Street

Project Scenario: Revised Project

Project Address: 638 S BERENDO ST, 90010



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

	Home Based Work Production				Home Based Other Attraction				Non-Home Based Other Production				Source	
	Proposed		Mitigated		Proposed		Mitigated		Proposed		Mitigated		Attraction	
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Bicycle Infrastructure</b>	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

### Final Combined & Maximum TDM Effect

	Home Based Work Production				Home Based Other Attraction				Non-Home Based Other Production				Attraction	
	Proposed		Mitigated		Proposed		Mitigated		Proposed		Mitigated		Proposed	
	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
<b>COMBINED TOTAL</b>	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
<b>MAX. TDM EFFECT</b>	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%

$$= \text{Minimum } (X\%, 1 - [(1-A) * (1-B)...])$$

where X% =

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

Note:  $(1 - [(1-A) * (1-B)...])$  reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: April 20, 2023  
 Project Name: 638 Berendo Street  
 Project Scenario: Revised Project  
 Project Address: 638 S BERENDO ST, 90010



Version 1.3

### MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	146	-28.1%	105	7.3	1,066	767
Home Based Other Production	405	-62.7%	151	5.0	2,025	755
Non-Home Based Other Production	189	-9.0%	172	8.6	1,625	1,479
Home-Based Work Attraction	0	0.0%	0	6.8	0	0
Home-Based Other Attraction	193	-57.5%	82	5.4	1,042	443
Non-Home Based Other Attraction	46	-10.9%	41	6.7	308	275

### MXD Methodology with TDM Measures

	Proposed Project			Project with Mitigation Measures		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.0%	91	667	-13.0%	91	667
Home Based Other Production	-13.0%	131	656	-13.0%	131	656
Non-Home Based Other Production	-13.0%	150	1,286	-13.0%	150	1,286
Home-Based Work Attraction	-13.0%	0	0	-13.0%	0	0
Home-Based Other Attraction	-13.0%	71	385	-13.0%	71	385
Non-Home Based Other Attraction	-13.0%	36	239	-13.0%	36	239

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 367  
 Total Employees: 0  
 APC: Central

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	1,323	1,323
Total Home Based Work Attraction VMT	0	0
Total Home Based VMT Per Capita	3.6	3.6
Total Work Based VMT Per Employee	N/A	N/A





## MEMORANDUM

**TO:** W. Scott Dobbins, President, 3275 Wilshire, LP

**FROM:** Jonathan Chambers, P.E.

**DATE:** July 31, 2023

**RE:** Transportation Effects of Removal of Replacement Parking for the  
638 S. Berendo Street Residential Project  
Los Angeles, California

**Ref:** J1896

---

Gibson Transportation Consulting, Inc. prepared *Updated Transportation Analysis for the 638 S. Berendo Street Residential Project* (May 16, 2023) (Transportation Analysis) for the 638 S. Berendo Street residential development (Project) in the City of Los Angeles. The Transportation Analysis was reviewed and approved by the Los Angeles Department of Transportation in a memorandum dated June 8, 2023.

The Transportation Analysis assumed that the Project, which would be built on the existing parking lot for the adjacent Roseberry Building, would provide new off-site parking spaces (64 spaces) for the Roseberry Building within 750 feet. Under new plans by the Applicant (3275 Wilshire, LP), the Project would no longer provide replacement parking for the Roseberry Building as allowed by Assembly Bill 2097, which prohibits a local jurisdiction from imposing minimum parking requirements on a development project located within 0.5 miles of a major public transit stop.

This change does not affect the results or conclusions of the Transportation Analysis. The Transportation Analysis made clear that the replacement parking could be located anywhere within 750 feet of the Roseberry Building<sup>1</sup>. With this change, the Roseberry Building would still generate trips, but whatever parking those patrons use would not be provided as a component of the Project. Such parking may be separately designated (not as a part of the Project) or patrons may use street parking or unaffiliated third-party parking lots. These trips would continue to park nearby, as assumed in the Transportation Analysis and, therefore, there would be no effect on the Transportation Analysis results or conclusions.

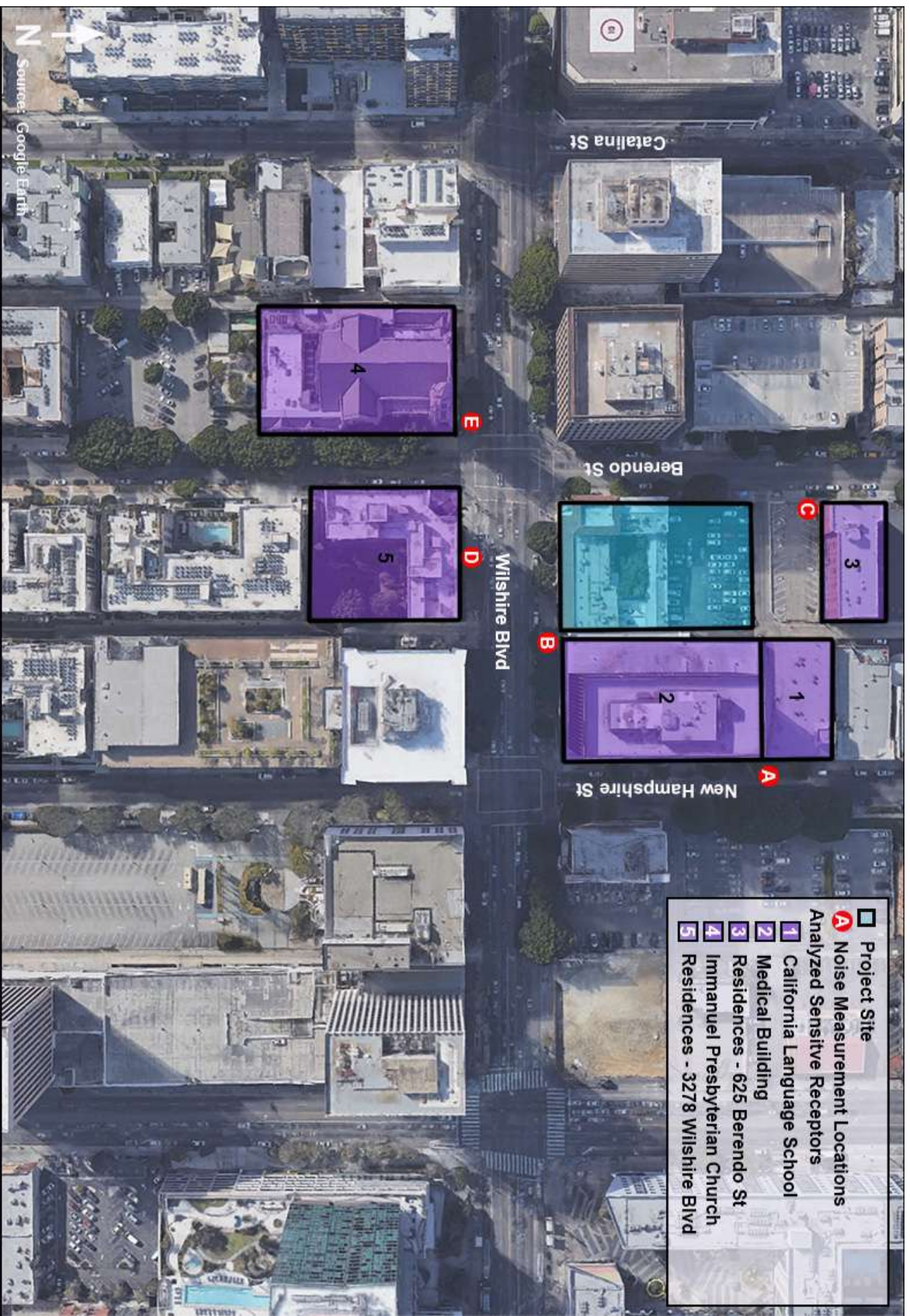
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<sup>1</sup> For the purpose of conducting a quantitative analysis, the Transportation Analysis assumed that Roseberry Building parking would be provided at 3200 Wilshire Boulevard as a representative option.



DOUGLASKIM+ASSOCIATES,LLC

## AMBIENT NOISE MEASUREMENTS



Source: Google Earth



DOUGLAS KIM + ASSOCIATES, LLC

- ☐ Project Site
- ☒ Noise Measurement Locations
- ☒ Analyzed Sensitive Receptors
- 1 California Language School
- 2 Medical Building
- 3 Residences - 625 Berendo St
- 4 Immanuel Presbyterian Church
- 5 Residences - 3278 Wilshire Blvd

Figure 1

Noise Measurement Locations



# Session Report

4/23/2021

## Information Panel

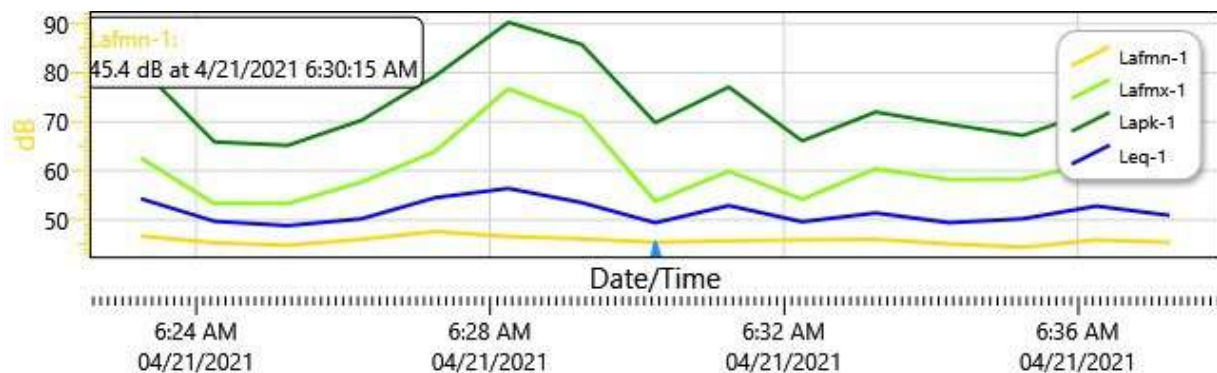
Name	California Language School
Comments	
Start Time	4/21/2021 6:22:15 AM
Stop Time	4/21/2021 6:37:18 AM
Run Time	00:15:03
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

## Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	52.2 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	FAST	Bandwidth	1	OFF

## Logged Data Chart

California Language School: Logged Data Chart



## Logged Data Table

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1
-----------	--------	---------	---------	-------

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1
4/21/2021 6:23:15 AM	81	46.7	62.6	54.3
6:24:15 AM	65.9	45.3	53.3	49.7
6:25:15 AM	65.2	44.8	53.3	48.8
6:26:15 AM	70.3	46	57.7	50.2
6:27:15 AM	79.3	47.6	63.9	54.5
6:28:15 AM	90.3	46.6	76.7	56.4
6:29:15 AM	85.8	46.1	71.1	53.5
6:30:15 AM	69.8	45.4	53.8	49.4
6:31:15 AM	77.1	45.7	59.9	52.9
6:32:15 AM	66.1	45.9	54.2	49.6
6:33:15 AM	72	46	60.4	51.4
6:34:15 AM	69.5	45.1	58.2	49.4
6:35:15 AM	67.2	44.4	58.3	50.2
6:36:15 AM	72.4	45.9	61.6	52.8
6:37:15 AM	76.5	45.4	61.2	50.9



# Session Report

4/23/2021

## Information Panel

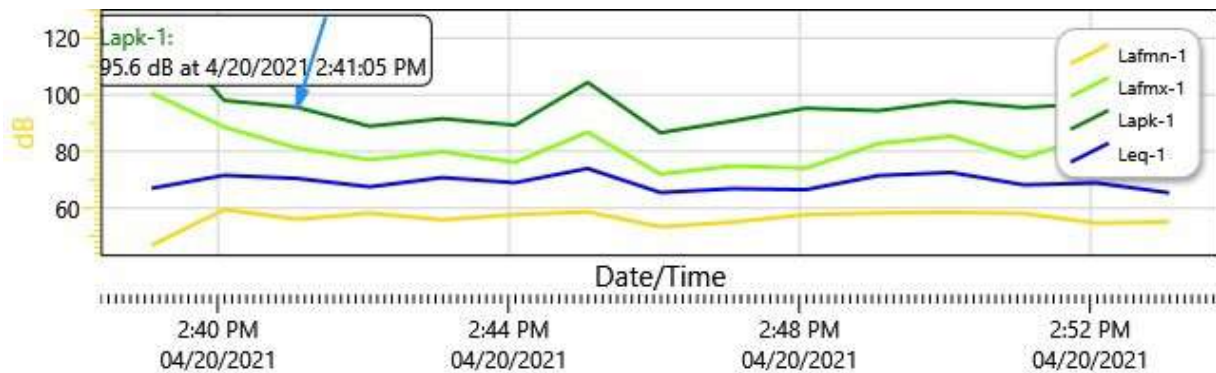
Name	Children's Hospital - 3250 Wilshire Boulevard
Comments	
Start Time	4/20/2021 2:38:05 PM
Stop Time	4/20/2021 2:53:14 PM
Run Time	00:15:09
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

## Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	69.7 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	FAST	Bandwidth	1	OFF

## Logged Data Chart

Children's Hospital - 3250 Wilshire Boulevard: Logged Data Chart



## Logged Data Table

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1
-----------	--------	---------	---------	-------

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1
4/20/2021 2:39:05 PM	126.3	46.9	100.6	67
2:40:05 PM	98	59.5	88.6	71.6
2:41:05 PM	95.6	56.1	81.2	70.5
2:42:05 PM	88.9	58.2	77.1	67.5
2:43:05 PM	91.6	55.9	79.9	70.8
2:44:05 PM	89.3	57.7	76.2	69
2:45:05 PM	104.4	58.7	86.8	74
2:46:05 PM	86.6	53.4	72	65.5
2:47:05 PM	90.8	55.1	74.9	66.9
2:48:05 PM	95.3	57.7	74.1	66.5
2:49:05 PM	94.4	58.3	82.8	71.5
2:50:05 PM	97.7	58.5	85.4	72.6
2:51:05 PM	95.5	58.1	77.8	68.2
2:52:05 PM	97	54.7	85.9	68.9
2:53:05 PM	86.2	55.2	74	65.4

# Session Report

4/23/2021

## Information Panel

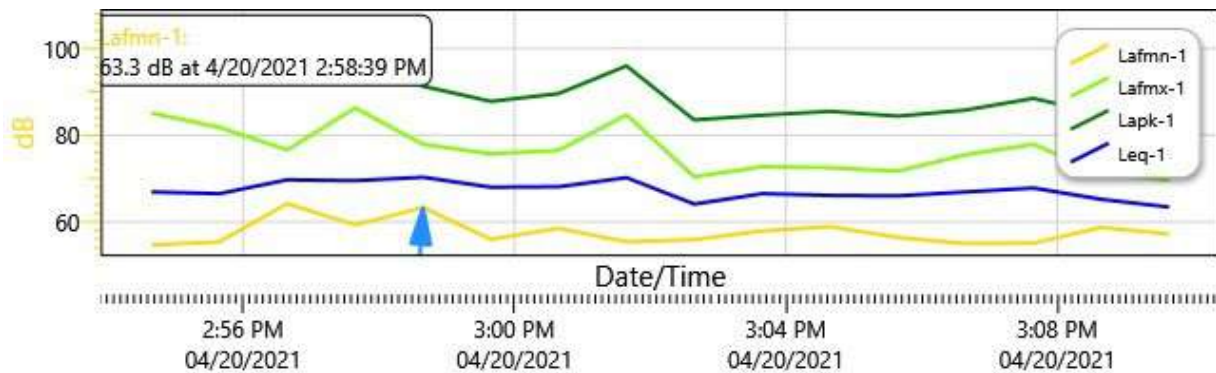
Name	Clinica Kheir, 3255 Wilshire Boulevard
Comments	
Start Time	4/20/2021 2:53:39 PM
Stop Time	4/20/2021 3:10:15 PM
Run Time	00:16:36
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

## Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	67.5 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	FAST	Bandwidth	1	OFF

## Logged Data Chart

Clinica Kheir, 3255 Wilshire Boulevard: Logged Data Chart



## Logged Data Table

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1
-----------	--------	---------	---------	-------

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1
4/20/2021 2:54:39 PM	106.5	54.6	85.1	66.9
2:55:39 PM	103.5	55.4	81.8	66.5
2:56:39 PM	92.9	64.2	76.6	69.7
2:57:39 PM	99.4	59.3	86.3	69.5
2:58:39 PM	91.3	63.3	77.9	70.3
2:59:39 PM	87.8	56	75.7	68
3:00:39 PM	89.6	58.5	76.5	68.1
3:01:39 PM	96	55.4	84.7	70.2
3:02:39 PM	83.5	55.9	70.4	64.1
3:03:39 PM	84.6	57.9	72.7	66.5
3:04:39 PM	85.5	58.9	72.5	66.1
3:05:39 PM	84.4	56.4	71.7	66
3:06:39 PM	85.8	55	75.5	66.9
3:07:39 PM	88.5	55.1	77.9	67.8
3:08:39 PM	84.9	58.7	71.1	65.2
3:09:39 PM	87.5	57.2	69.6	63.4

# Session Report

4/23/2021

## Information Panel

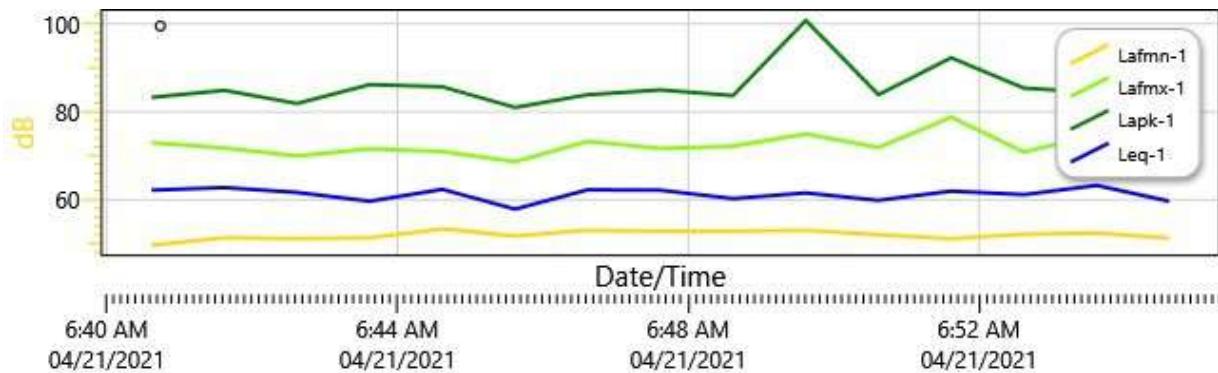
Name	Mid-Wilshire Apartments
Comments	
Start Time	4/21/2021 6:39:37 AM
Stop Time	4/21/2021 6:55:15 AM
Run Time	00:15:38
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

## Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	61.3 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	FAST	Bandwidth	1	OFF

## Logged Data Chart

Mid-Wilshire Apartments: Logged Data Chart



## Logged Data Table

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1
-----------	--------	---------	---------	-------



Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1
4/21/2021 6:40:37 AM	83.3	49.7	73	62.2
6:41:37 AM	84.9	51.4	71.8	62.8
6:42:37 AM	81.9	51.2	70	61.7
6:43:37 AM	86.2	51.4	71.6	59.7
6:44:37 AM	85.7	53.4	71	62.4
6:45:37 AM	81	51.8	68.7	57.9
6:46:37 AM	83.9	53.1	73.3	62.3
6:47:37 AM	85	52.9	71.7	62.2
6:48:37 AM	83.7	52.9	72.2	60.3
6:49:37 AM	100.8	53.1	75	61.6
6:50:37 AM	83.9	52.1	71.9	59.9
6:51:37 AM	92.3	51.2	78.8	62
6:52:37 AM	85.4	52.2	70.9	61.2
6:53:37 AM	84.4	52.5	74.8	63.3
6:54:37 AM	81.9	51.3	70.3	59.7

# Session Report

4/23/2021

## Information Panel

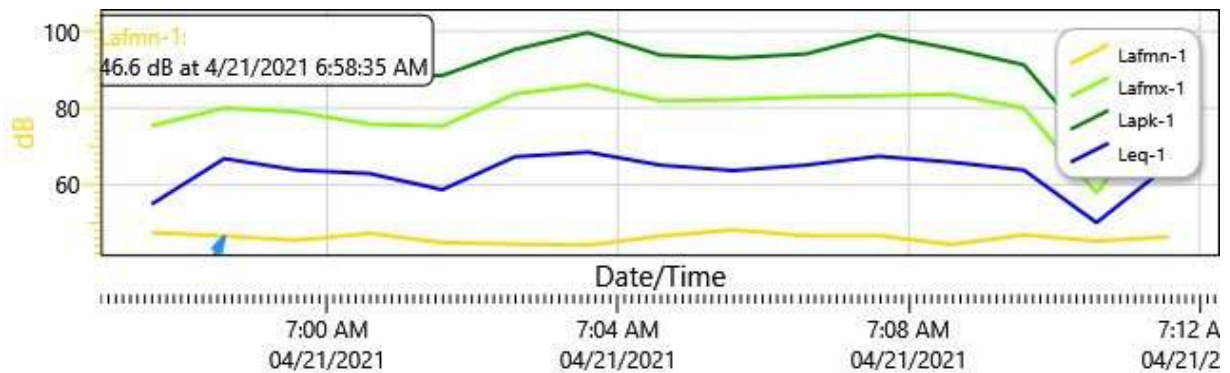
Name	Talmadge Apartments - 3278 Wilshire Boulevard
Comments	
Start Time	4/21/2021 6:56:35 AM
Stop Time	4/21/2021 7:11:46 AM
Run Time	00:15:11
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

## Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	64.8 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	FAST	Bandwidth	1	OFF

## Logged Data Chart

Talmadge Apartments - 3278 Wilshire Boulevard: Logged Data Chart



## Logged Data Table

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1
-----------	--------	---------	---------	-------

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1
4/21/2021 6:57:35 AM	102.9	47.5	75.4	54.9
6:58:35 AM	91.9	46.6	80	66.8
6:59:35 AM	91.4	45.5	79	63.8
7:00:35 AM	87.7	47.3	75.8	62.9
7:01:35 AM	88.5	44.9	75.3	58.7
7:02:35 AM	95.3	44.5	83.7	67.3
7:03:35 AM	99.7	44.2	86.1	68.5
7:04:35 AM	93.8	46.6	81.9	65.1
7:05:35 AM	93.1	48.2	82.2	63.7
7:06:35 AM	94.1	46.7	82.9	65.1
7:07:35 AM	99.1	46.7	83.2	67.4
7:08:35 AM	95.5	44.4	83.6	65.9
7:09:35 AM	91.3	46.9	80	63.8
7:10:35 AM	69.1	45.3	57.9	50.1
7:11:35 AM	93.7	46.4	82.2	65.2



DOUGLASKIM+ASSOCIATES,LLC

## CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

Source name	Size m/m²	Reference	Level		Corrections		
			Day dB(A)	Night dB(A)	Cwall dB	CI dB	CT dB
Construction Site	1410 m²	Lw/unit	109.7	-	-	-	-



## Contribution levels of the receivers

Source name		Level	
		Day	Night
		dB(A)	
California Language School	GF	41.0	0.0
Construction Site		41.0	-
Immanuel Presbyterian Church	GF	45.2	0.0
Construction Site		45.2	-
Medical Building, 3255 Wilshire Blvd.	GF	42.4	0.0
Construction Site		42.4	-
Residences - 625 Berendo St.	GF	58.0	0.0
Construction Site		58.0	-
Residences, 3278 Wilshire Blvd.	GF	47.9	0.0
Construction Site		47.9	-

## Receiver list

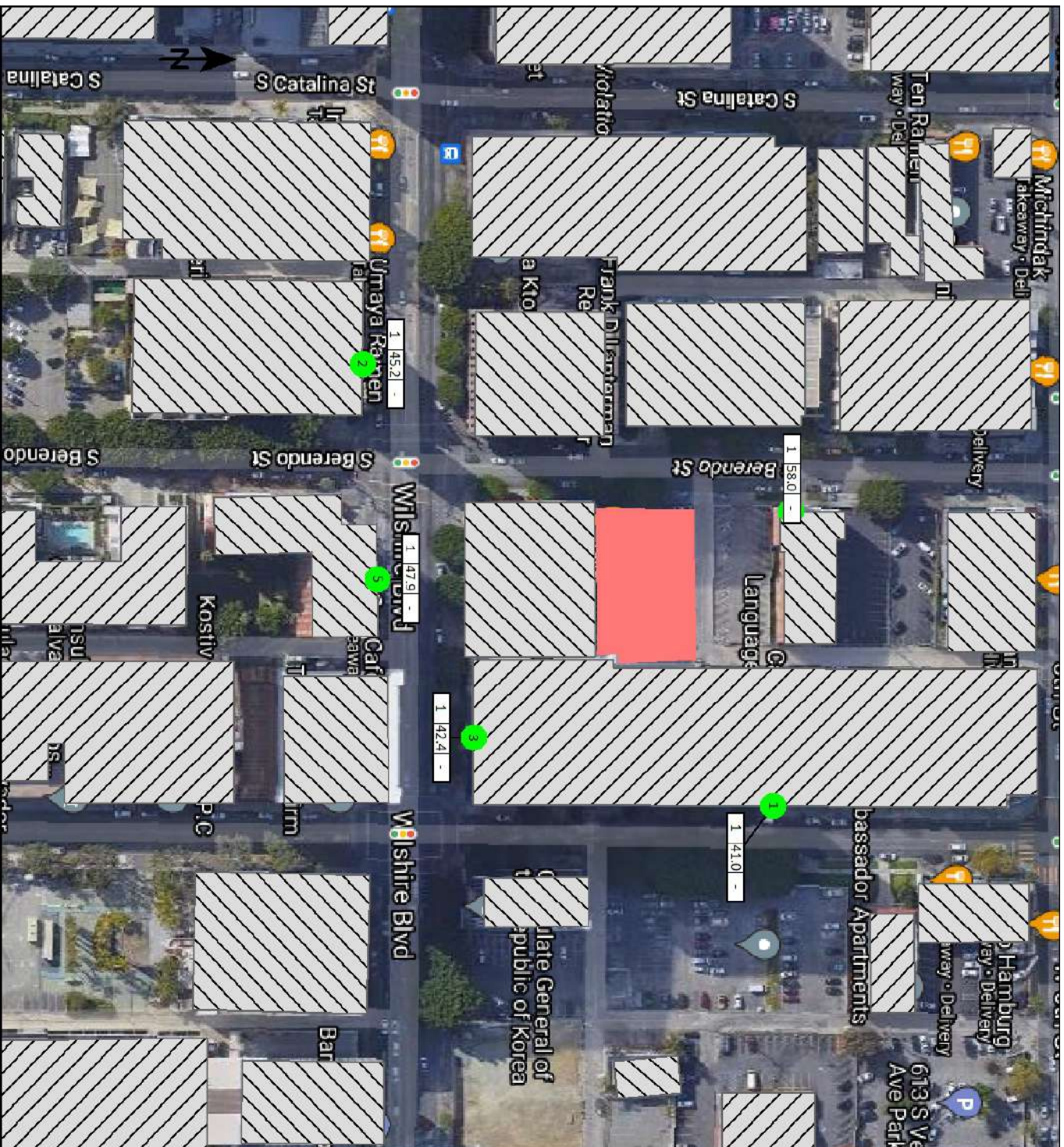
No.	Receiver name	Coordinates		Building side	Floor	Height abv.grd. m	Limit		Level		Conflict	
		X	Y				Day	Night	Day	Night	Day	Night
		in meter					dB(A)		dB(A)		dB	
1	California Language School	11380674.3	3769873.89	East	GF	74.76	-	-	41.0	0.0	-	-
2	Immanuel Presbyterian Church	11380538.7	3769747.89	North	GF	77.89	-	-	45.2	0.0	-	-
3	Medical Building, 3255 Wilshire Blvd	11380653.5	3769781.96	South	GF	77.36	-	-	42.4	0.0	-	-
4	Residences - 625 Berendo St	11380583.9	3769879.37	West	GF	71.68	-	-	58.0	0.0	-	-
5	Residences, 3278 Wilshire Blvd	11380604.8	3769752.54	North	GF	77.75	-	-	47.9	0.0	-	-

## Mean propagation

Source	Source type	Time slice	L'w dB(A)	Lw dB(A)	KI dB	KT dB	DΩ dB	S m	Adiv dB	Agr dB	Abar dB	Aatm dB	Amisc dB	ADI dB	dLrefl dB	Ls dB(A)	Cmet dB	dLothor/dB	dLw dB	ZR dB	Lr dB(A)
Immanuel Presbyterian Church , GF																					
1	Area	Day	-31.5	0.0	0.0	0.0	3.0	109.4	-51.8	-4.1	-13.5	-0.2	0.0	0.0	2.1	-64.5	0.0	108.7	109.7	0.0	45.2
1		Night	-31.5	0.0	0.0	0.0	3.0	109.4	-51.8	-4.1	-13.5	-0.2	0.0	0.0	2.1	-64.5	0.0	-936.5	0.0	0.0	0.0
Residences, 3278 Wilshire Blvd. , GF																					
1	Area	Day	-31.5	0.0	0.0	0.0	3.0	82.46	-49.3	-4.3	-19.5	-0.2	0.0	0.0	8.5	-61.8	0.0	108.7	109.7	0.0	47.9
1		Night	-31.5	0.0	0.0	0.0	3.0	82.46	-49.3	-4.3	-19.5	-0.2	0.0	0.0	8.5	-61.8	0.0	-939.2	0.0	0.0	0.0
Medical Building, 3255 Wilshire Blvd. , GF																					
1	Area	Day	-31.5	0.0	0.0	0.0	3.0	69.55	-47.8	-4.3	-20.6	-0.1	0.0	0.0	2.6	-67.3	0.0	108.7	109.7	0.0	42.4
1		Night	-31.5	0.0	0.0	0.0	3.0	69.55	-47.8	-4.3	-20.6	-0.1	0.0	0.0	2.6	-67.3	0.0	-933.7	0.0	0.0	0.0
Residences - 625 Berendo St. , GF																					
1	Area	Day	-31.5	0.0	0.0	0.0	3.0	48.55	-44.7	-2.6	-17.9	-0.1	0.0	0.0	10.6	-51.7	0.0	108.7	109.7	0.0	58.0
1		Night	-31.5	0.0	0.0	0.0	3.0	48.55	-44.7	-2.6	-17.9	-0.1	0.0	0.0	10.6	-51.7	0.0	-949.3	0.0	0.0	0.0
California Language School , GF																					
1	Area	Day	-31.5	0.0	0.0	0.0	3.0	75.77	-48.6	-4.4	-20.6	-0.1	0.0	0.0	2.0	-68.7	0.0	108.7	109.7	0.0	41.0
1		Night	-31.5	0.0	0.0	0.0	3.0	75.77	-48.6	-4.4	-20.6	-0.1	0.0	0.0	2.0	-68.7	0.0	-932.3	0.0	0.0	0.0

# Mean propagation

Source	Source type	Time slice	L'w dB(A)	Lw dB(A)	KI dB	KT dB	DΩ dB	S m	Adiv dB	Agr dB	Abar dB	Aatm dB	Amisc dB	ADI dB	dLrefl dB	Ls dB(A)	Cmet dB	dLothor/dB	dLw dB	ZR dB	Lr dB(A)
Immanuel Presbyterian Church , GF																					
1	Area	Day	-31.5	0.0	0.0	0.0	3.0	109.4	-51.8	-4.1	-13.5	-0.2	0.0	0.0	2.1	-64.5	0.0	108.7	109.7	0.0	45.2
1		Night	-31.5	0.0	0.0	0.0	3.0	109.4	-51.8	-4.1	-13.5	-0.2	0.0	0.0	2.1	-64.5	0.0	-936.5	0.0	0.0	0.0
Residences, 3278 Wilshire Blvd. , GF																					
1	Area	Day	-31.5	0.0	0.0	0.0	3.0	82.46	-49.3	-4.3	-19.5	-0.2	0.0	0.0	8.5	-61.8	0.0	108.7	109.7	0.0	47.9
1		Night	-31.5	0.0	0.0	0.0	3.0	82.46	-49.3	-4.3	-19.5	-0.2	0.0	0.0	8.5	-61.8	0.0	-939.2	0.0	0.0	0.0
Medical Building, 3255 Wilshire Blvd. , GF																					
1	Area	Day	-31.5	0.0	0.0	0.0	3.0	69.55	-47.8	-4.3	-20.6	-0.1	0.0	0.0	2.6	-67.3	0.0	108.7	109.7	0.0	42.4
1		Night	-31.5	0.0	0.0	0.0	3.0	69.55	-47.8	-4.3	-20.6	-0.1	0.0	0.0	2.6	-67.3	0.0	-933.7	0.0	0.0	0.0
Residences - 625 Berendo St. , GF																					
1	Area	Day	-31.5	0.0	0.0	0.0	3.0	48.55	-44.7	-2.6	-17.9	-0.1	0.0	0.0	10.6	-51.7	0.0	108.7	109.7	0.0	58.0
1		Night	-31.5	0.0	0.0	0.0	3.0	48.55	-44.7	-2.6	-17.9	-0.1	0.0	0.0	10.6	-51.7	0.0	-949.3	0.0	0.0	0.0
California Language School , GF																					
1	Area	Day	-31.5	0.0	0.0	0.0	3.0	75.77	-48.6	-4.4	-20.6	-0.1	0.0	0.0	2.0	-68.7	0.0	108.7	109.7	0.0	41.0
1		Night	-31.5	0.0	0.0	0.0	3.0	75.77	-48.6	-4.4	-20.6	-0.1	0.0	0.0	2.0	-68.7	0.0	-932.3	0.0	0.0	0.0



638 South Berendo Street

### Signs and symbols

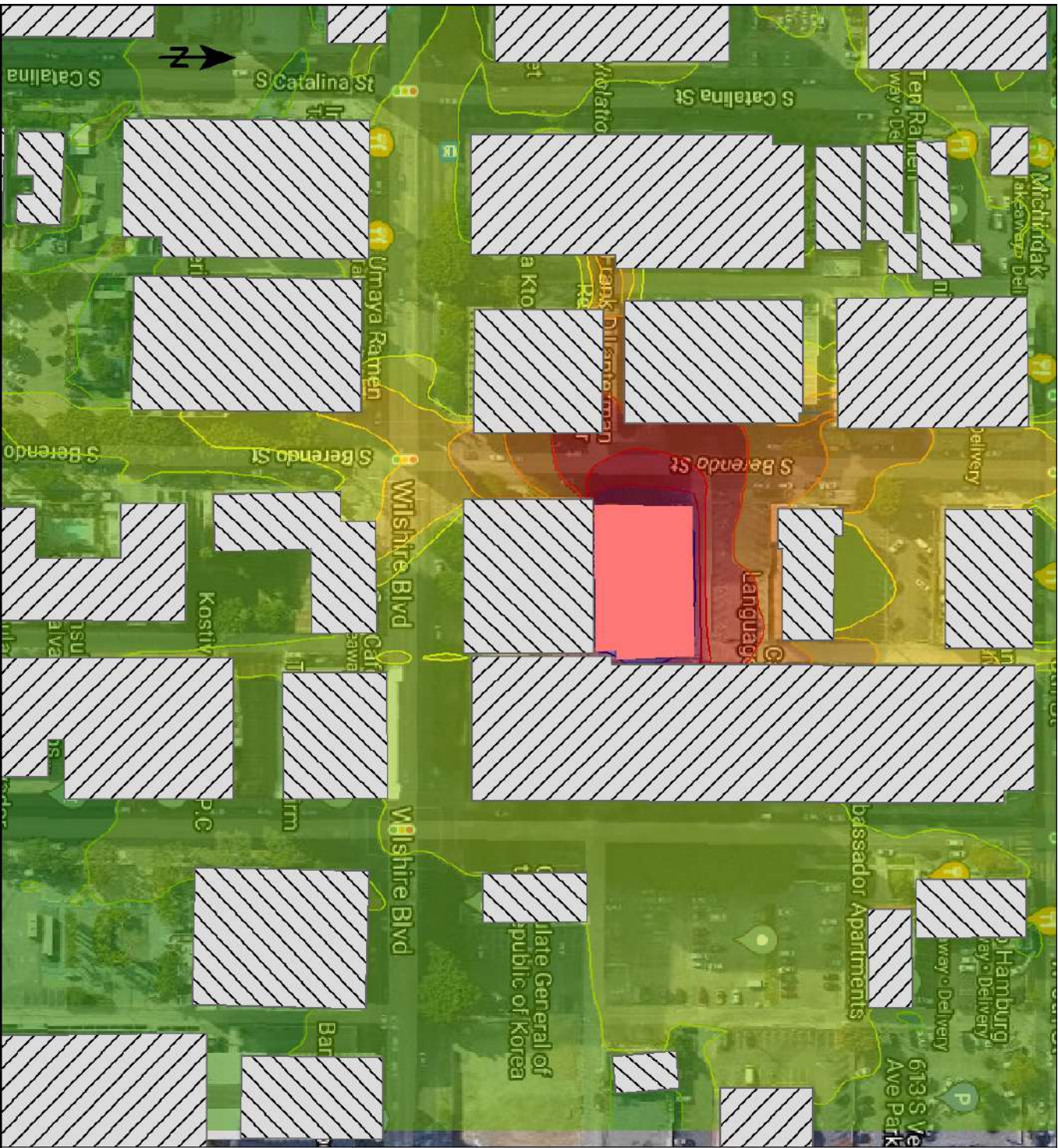
-  Building
-  Analyzed Sensitive Receptor
-  Construction Site

1 : 129  
 0 25 50 100 150 200  
 feet



DOUGLAS KIM + ASSOCIATES, LLC





638 South Berendo Street

### Signs and symbols

- Building
- Construction Site

### Levels in dB(A)



1 : 129



DOUGLASKIM+ASSOCIATES, LLC

## Construction Noise Impacts



DOUGLAS KIM + ASSOCIATES

Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
California Language School	52.2	41.0	52.5	0.3	No
Immanuel Presbyterian Church	64.8	45.2	64.8	0.0	No
Medical Building, 3255 Wilshire Bl.	67.5	42.4	67.5	0.0	No
Residences- 625 Berendo St.	61.3	58.0	63.0	1.7	No
Residences - 3278 Wilshire Bl.	67.1	47.9	67.2	0.1	No



DOUGLASKIM+ASSOCIATES,LLC

## DEMOLITION ANALYSIS



Douglas Kim + Associates, LLC

CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Pounds per Cub	Tons	Truck Capacity (CY)	Truck Trips	Source
Construction and Debris	0	0	-	484	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators <i>Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. General Building Formula</i>
General Building		12	-	1,000	-	10	-	Federal Emergency Management Agency. Debris Estimating Field Guide (FEMA 329), September 2010. Single Family Residence Formula, assumes 1 story, Medium vegetative cover multiplier (1.3)
Single Family Residence	-	12	-	1,000	-	10	-	
Multi-Family Residence		12	-	1,000	-	10	-	
Mobile Home			-	1,000	-	10	-	
Mixed Debris			-	480	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
Vegetative Debris (Hardwoods)			-	500	-	10	-	
Vegetative Debris (Softwoods)			-	333	-	10	-	
Asphalt or concrete (Construction)	16,500	0.5	306	2,400	367	10	61	
TOTAL			306		367		61	



DOUGLASKIM+ASSOCIATES,LLC

## TRAFFIC NOISE CALCULATIONS



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: BERENDO STREET

E/W STREET: WILSHIRE BLVD

PERIOD: AM PEAK HOUR

DATE: Tue

October 18, 2011

15-MINUTE TOTALS	WESTBOUND		EASTBOUND		NORTHBOUND		SOUTHBOUND		TOTAL
	L	T	L	T	L	T	L	T	
7:00 - 7:15	3	253	4	0	3	8	2	2	15
7:15 - 7:30	6	282	4	3	5	9	4	4	479
7:30 - 7:45	6	297	5	6	11	15	4	10	563
7:45 - 8:00	16	307	8	11	11	27	5	6	725
8:00 - 8:15	12	328	7	14	14	39	8	13	840
8:15 - 8:30	10	353	6	13	11	27	6	12	895
8:30 - 8:45	6	365	9	12	5	22	5	10	826
8:45 - 9:00	7	371	6	12	4	21	3	12	827
9:00 - 9:15	7	356	10	10	8	21	7	29	771
9:15 - 9:30	6	320	10	12	6	19	5	10	729
9:30 - 9:45	9	277	11	9	9	15	9	6	669
9:45 - 10:00	5	249	11	10	9	14	4	12	643
TOTALS									596



BERENDO STREET

70 186 47

50 → 30

1370 → 1353

AM PEAK HOUR: 7:45 - 8:45

58 → 44

WILSHIRE BLVD

41 115 24

41 → 24

WILSHIRE BLVD

1-HOUR TOTALS	WESTBOUND		EASTBOUND		NORTHBOUND		SOUTHBOUND		TOTAL
	L	T	L	T	L	T	L	T	
7:00 - 8:00	31	1,139	21	20	30	59	15	25	87
7:15 - 8:15	40	1,214	24	34	41	90	21	35	131
7:30 - 8:30	44	1,285	26	44	47	108	23	41	169
7:45 - 8:45	44	1,353	30	50	41	115	24	47	186
8:00 - 9:00	35	1,417	28	51	34	109	22	46	166
8:15 - 9:15	30	1,445	31	47	28	91	21	44	143
8:30 - 9:30	26	1,412	35	46	23	83	20	40	120
8:45 - 9:45	29	1,324	37	43	27	76	24	40	102
9:00 - 10:00	27	1,202	42	41	32	69	25	41	96
TOTALS									2,637

PERIOD: PM PEAK HOUR

DATE: Tue

October 18, 2011

15-MINUTE TOTALS	WESTBOUND		EASTBOUND		NORTHBOUND		SOUTHBOUND		TOTAL
	L	T	L	T	L	T	L	T	
3:00 - 3:15	11	275	17	11	3	16	7	16	11
3:15 - 3:30	11	287	15	7	9	20	8	19	14
3:30 - 3:45	19	294	16	11	14	34	6	5	23
3:45 - 4:00	14	327	21	19	12	39	9	7	29
4:00 - 4:15	19	298	18	14	14	21	8	12	29
4:15 - 4:30	11	299	17	12	10	23	10	9	25
4:30 - 4:45	12	303	10	13	11	22	19	7	26
4:45 - 5:00	10	321	11	10	10	20	10	11	40
5:00 - 5:15	12	327	13	8	14	22	11	11	40
5:15 - 5:30	12	342	11	12	13	27	6	11	39
5:30 - 5:45	13	337	10	13	14	35	11	10	33
5:45 - 6:00	10	347	12	13	10	36	8	30	30
TOTALS									838

BERENDO STREET

63 142 40

46 → 46

WILSHIRE BLVD

1319 → 1353

PM PEAK HOUR: 5:00 - 6:00

38 → 47

WILSHIRE BLVD

51 120 39

51 → 39

WILSHIRE BLVD

1-HOUR TOTALS	WESTBOUND		EASTBOUND		NORTHBOUND		SOUTHBOUND		TOTAL
	L	T	L	T	L	T	L	T	
3:00 - 4:00	55	1,183	69	48	38	109	31	26	87
3:15 - 4:15	63	1,206	70	51	49	114	31	31	100
3:30 - 4:30	63	1,218	72	56	50	117	33	33	106
3:45 - 4:45	56	1,227	66	58	47	105	46	35	109
4:00 - 5:00	52	1,221	56	49	45	86	47	39	120
4:15 - 5:15	45	1,250	51	43	45	87	50	38	131
4:30 - 5:30	46	1,293	45	43	48	91	46	40	145
4:45 - 5:45	47	1,327	45	43	51	104	38	43	152
5:00 - 6:00	47	1,353	46	46	51	120	39	40	142
TOTALS									63
									3,304 *

Crain & Associates  
300 Corporate Pointe, Suite 470  
Culver City, CA 90230  
Tel: (310) 473-6508

## TRAFFIC VOLUME ADJUSTMENTS

North/South Berendo Street  
 East/West Wilshire Boulevard  
 Year 2011  
 Hour 7:45-8:45 A.M.  
 Source [https://navigatela.lacity.org/dot/traffic\\_data/manual\\_counts/42213\\_BERWIL111018.pdf](https://navigatela.lacity.org/dot/traffic_data/manual_counts/42213_BERWIL111018.pdf)



	NB Approach	SB Approach	EB Approach	WB Approach
LT	41	47	50	44
TH	115	186	1370	1353
RT	24	70	58	30
Total	180	303	1478	1427





2011	180	303	1,478	1,427	
2012	182	306	1,493	1,441	
2013	184	309	1,508	1,456	
2014	185	312	1,523	1,470	
2015	187	315	1,538	1,485	
2016	189	318	1,553	1,500	
2017	191	322	1,569	1,515	
2018	193	325	1,585	1,530	
2019	195	328	1,600	1,545	
2020	197	331	1,616	1,561	
2021	199	335	1,633	1,576	
2022	201	338	1,649	1,592	
<b>2023</b>	<b>203</b>	<b>341</b>	<b>1,665</b>	<b>1,608</b>	3,273

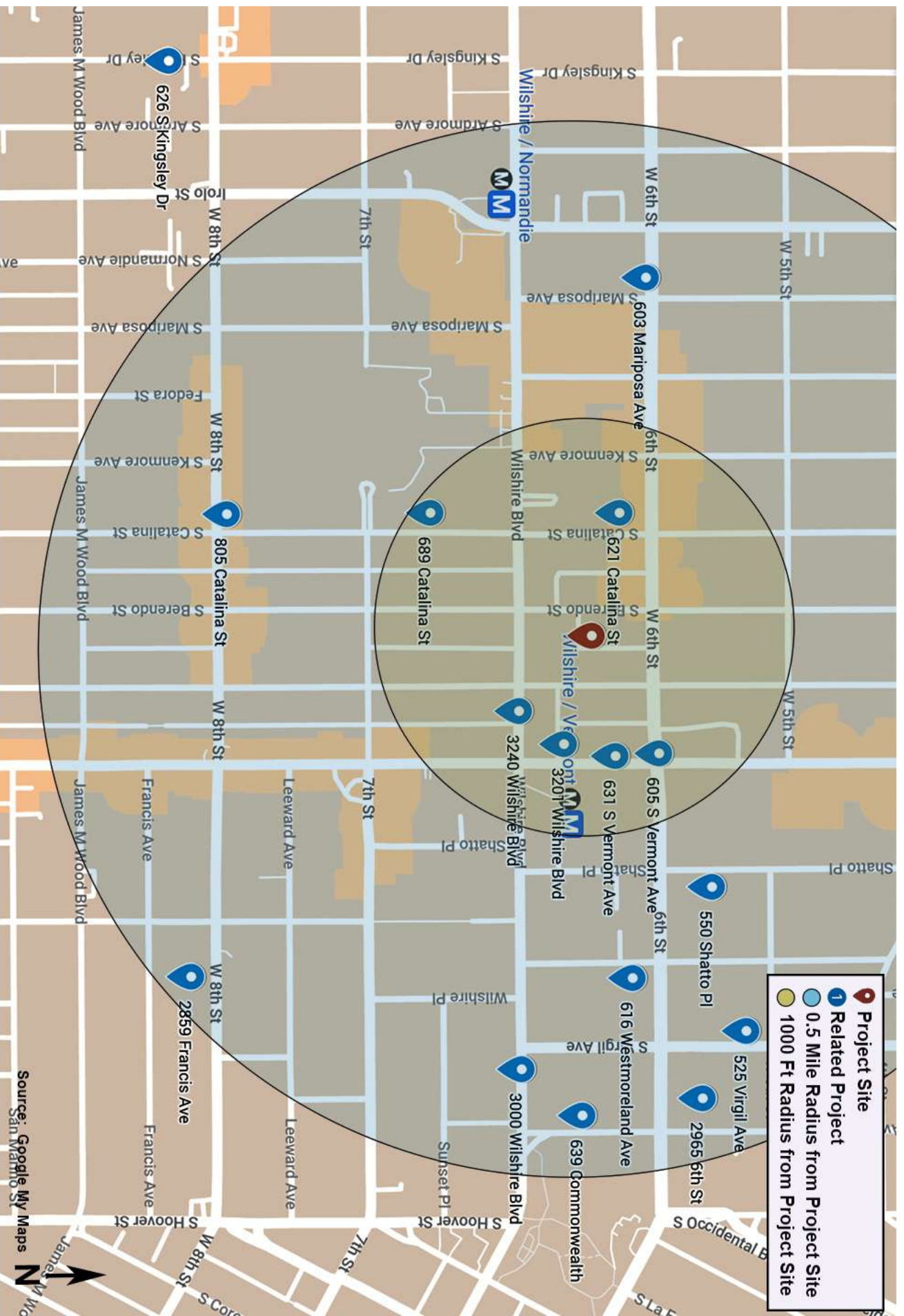
	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	156	263	1,281	1,237	6,048,810	82.5%
MDT	24	41	199	192	940,092	12.8%
HDT	1	1	5	5	25,348	0.3%
Buses	0	0	2	2	9,386	0.1%
MCY	4	7	35	34	167,287	2.3%
Aux	4	6	30	29	142,856	1.9%
Total	189	318	1,553	1,500	7,333,779	100.0%



DOUGLASKIM+ASSOCIATES,LLC

## CUMULATIVE PROJECTS

-  Project Site
-  Related Project
-  0.5 Mile Radius from Project Site
-  1000 Ft Radius from Project Site



Source: Google My Maps



DOUGLASKIM+ASSOCIATES, LLC

CLATS

Case Logging and Tracking System

RELATED PROJECTS

Centroid Info:

PROJ ID: 55530

Address: 638 S BERENDO ST  
LOS ANGELES, CA 90010

Lat/Long: 34.0626, -118.294

Buffer Radius: 0.5 mile

Search

Column

Record Count: 16 | Record Per Page: All Records

Results generated since: (5/24/2023 12:25:32 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
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42114	Metro	HWD	13	2014	Hotel & Restaurant	99 room hotel, 545 SF Addition to restaurant	2965 W 6th St	03/13/2015	0.4	<table><tr><th>Land_Use</th><th>Unit_ID</th><th>size</th><th>Net_AM_Trips</th><th>Net_PM_Trips</th><th>Net_Daily_Trips</th><th>NetAMin</th><th>NetAMOut</th><th>NetPMIn</th><th>NetPMOut</th><th>Comments</th></tr><tr><td>Other</td><td>Rooms</td><td>99</td><td>44</td><td>50</td><td>688</td><td>26</td><td>18</td><td>25</td><td>25</td><td></td></tr><tr><td></td><td></td><td>44</td><td>50</td><td>688</td><td></td><td>26</td><td>18</td><td>25</td><td>25</td><td></td></tr></table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMin	NetAMOut	NetPMIn	NetPMOut	Comments	Other	Rooms	99	44	50	688	26	18	25	25				44	50	688		26	18	25	25	
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMin	NetAMOut	NetPMIn	NetPMOut	Comments																																	
Other	Rooms	99	44	50	688	26	18	25	25																																		
		44	50	688		26	18	25	25																																		

43945	Metro	HWD	10	2015	Mixed-Use Revised	103 Apartments, 30937 SF Museum	605 S Vermont av	12/23/2015	0.1	<table><tr><th>Land_Use</th><th>Unit_ID</th><th>size</th><th>Net_AM_Trips</th><th>Net_PM_Trips</th><th>Net_Daily_Trips</th><th>NetAMin</th><th>NetAMOut</th><th>NetPMIn</th><th>NetPMOut</th><th>Comments</th></tr><tr><td>Apartments</td><td>Units</td><td>103</td><td>56</td><td>79</td><td>755</td><td>17</td><td>39</td><td>42</td><td>37</td><td>Total includes transit credit</td></tr><tr><td>Other</td><td>S.F. Gross Area</td><td>30937</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>land use=museum</td></tr><tr><td></td><td></td><td>56</td><td>79</td><td>755</td><td></td><td>17</td><td>39</td><td>42</td><td>37</td><td></td></tr></table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMin	NetAMOut	NetPMIn	NetPMOut	Comments	Apartments	Units	103	56	79	755	17	39	42	37	Total includes transit credit	Other	S.F. Gross Area	30937								land use=museum			56	79	755		17	39	42	37	
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMin	NetAMOut	NetPMIn	NetPMOut	Comments																																												
Apartments	Units	103	56	79	755	17	39	42	37	Total includes transit credit																																												
Other	S.F. Gross Area	30937								land use=museum																																												
		56	79	755		17	39	42	37																																													

46255	Metro	HWD	10	2017	Residential	61 Apartments(In Const 2023)	689 S Catalina st	10/10/2017	0.2	<table><tr><th>Land_Use</th><th>Unit_ID</th><th>size</th><th>Net_AM_Trips</th><th>Net_PM_Trips</th><th>Net_Daily_Trips</th><th>NetAMin</th><th>NetAMOut</th><th>NetPMIn</th><th>NetPMOut</th><th>Comments</th></tr><tr><td>Apartments</td><td>Total Units</td><td>61</td><td>28</td><td>34</td><td>365</td><td>5</td><td>23</td><td>22</td><td>12</td><td></td></tr><tr><td></td><td></td><td>28</td><td>34</td><td>365</td><td></td><td>5</td><td>23</td><td>23</td><td>22</td><td></td></tr></table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMin	NetAMOut	NetPMIn	NetPMOut	Comments	Apartments	Total Units	61	28	34	365	5	23	22	12				28	34	365		5	23	23	22	
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMin	NetAMOut	NetPMIn	NetPMOut	Comments																																	
Apartments	Total Units	61	28	34	365	5	23	22	12																																		
		28	34	365		5	23	23	22																																		

50399	Metro	HWD	13	2020	Mixed-Use	367 Apts inc affordable housing, 11965 SF Office, 24435 SF Restaurant	550 S SHATTO PL	10/01/2020	0.2	<table><tr><th>Land_Use</th><th>Unit_ID</th><th>size</th><th>Net_AM_Trips</th><th>Net_PM_Trips</th><th>Net_Daily_Trips</th><th>NetAMin</th><th>NetAMOut</th><th>NetPMIn</th><th>NetPMOut</th><th>Comments</th></tr><tr><td>Apartments</td><td>Total Units</td><td>367</td><td>146</td><td>240</td><td>2446</td><td>10</td><td>136</td><td>170</td><td>70</td><td>42 affordable apts &amp; 54 co-living housing units</td></tr><tr><td>Office</td><td>S.F. Gross Area</td><td>11965</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>Existing office building to be re-purposed</td></tr><tr><td>Other</td><td>S.F. Gross Area</td><td>24435</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>Restaurant use</td></tr><tr><td></td><td></td><td>146</td><td>240</td><td>2446</td><td></td><td>10</td><td>136</td><td>170</td><td>70</td><td></td></tr></table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMin	NetAMOut	NetPMIn	NetPMOut	Comments	Apartments	Total Units	367	146	240	2446	10	136	170	70	42 affordable apts & 54 co-living housing units	Office	S.F. Gross Area	11965								Existing office building to be re-purposed	Other	S.F. Gross Area	24435								Restaurant use			146	240	2446		10	136	170	70	
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMin	NetAMOut	NetPMIn	NetPMOut	Comments																																																							
Apartments	Total Units	367	146	240	2446	10	136	170	70	42 affordable apts & 54 co-living housing units																																																							
Office	S.F. Gross Area	11965								Existing office building to be re-purposed																																																							
Other	S.F. Gross Area	24435								Restaurant use																																																							
		146	240	2446		10	136	170	70																																																								

51236	Metro	HWD	10	2021	Wilshire Mixed Use	Tech Memo (Const start 2022)	3545 W Wilshire BL	03/11/2021	0.5	<table><tr><th>Land_Use</th><th>Unit_ID</th><th>size</th><th>Net_AM_Trips</th><th>Net_PM_Trips</th><th>Net_Daily_Trips</th><th>NetAMin</th><th>NetAMOut</th><th>NetPMIn</th><th>NetPMOut</th><th>Comments</th></tr><tr><td>Retail</td><td>S.F. Gross Area</td><td>3166</td><td>34</td><td>38</td><td>427</td><td>18</td><td>16</td><td>23</td><td>15</td><td></td></tr><tr><td>Retail</td><td>S.F. Gross Area</td><td>6400</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>Restaurant</td></tr></table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMin	NetAMOut	NetPMIn	NetPMOut	Comments	Retail	S.F. Gross Area	3166	34	38	427	18	16	23	15		Retail	S.F. Gross Area	6400								Restaurant
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMin	NetAMOut	NetPMIn	NetPMOut	Comments																																	
Retail	S.F. Gross Area	3166	34	38	427	18	16	23	15																																		
Retail	S.F. Gross Area	6400								Restaurant																																	



		34	38	427	18	16	23	15
--	--	----	----	-----	----	----	----	----

Land Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
81 Apts & 11 (Affordable)										
Apartment Units	Total	81	23	6	155	7	17	5	1	Net proj trips using 7k/sf health club as existing use
Other	Total Units	11								Affordable housing family
		23	6	155	7	17	5	1		

Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	163	64	74	479	22	42	42	32	
		64		74	479		22	42	42	32

<a href="#"><u>33710</u></a>	Metro	MTR	10	2006	Mixed-Use	224	Condominium	Units 7000 SF	805 S Catalina St	06/11/2007	0.4	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
												Condominiums	Total Units	300																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
												Retail		S.F. Gross Area	5000	137	167	1935	24	119	110	57	Trip totals reflects credits for existing uses.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									

[illegible]

<a href="#">533204</a> Metro MTR 13 2022 Use Proj WilsHire affordable). 867 sf attached retail.	3000 W WILSHIRE BL 07/26/2022 0.4	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMMin	NetAMOut	NetPMMin	NetPMOut	Comments
		190 apt units (19 affordable).	Total	171	20	17	342	-20	42	27	-10	Market Rate Apt units
			Apartments									
			Total	19								Affordable units
			S.F. Gross Area	876								
			Retail		20	17	342	-20	42	27	-10	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
113 Apartments,	Total Units	113 34	41	388	6	28	28	13		Credit applied for existing uses and transit use.
14 Affordable Units, 350 SF retail [12% aff]	Total Units	14								land use=affordable housing
	S.F. Gross Area	350								
		34	41	388	6	28	28	13		

<a href="#">4Z4Z0</a>	Metro	MTR	13	2018	525 S VIRGIL MU	113 work res dwelling units, 19 affordable family unit, 34.6ksf office	525 S VIRGIL AV	11/21/2018	0.4	<table border="1"> <thead> <tr> <th>Land Use</th><th>Unit ID</th><th>size</th><th>Net_AM_Trips</th><th>Net_PM_Trips</th><th>Net_Daily_Trips</th><th>NetAmin</th><th>NetAMout</th><th>NetPmin</th><th>NetPMout</th><th>Comments</th></tr> </thead> <tbody> <tr> <td>Total Apartments</td><td>Total Units</td><td>113</td><td>32</td><td>40</td><td>604</td><td>-5</td><td>37</td><td>34</td><td>6</td><td>Total Net Project Trips</td></tr> <tr> <td>Other</td><td>Total Units</td><td>19</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>Affordable Housing Units</td></tr> </tbody> </table>	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAmin	NetAMout	NetPmin	NetPMout	Comments	Total Apartments	Total Units	113	32	40	604	-5	37	34	6	Total Net Project Trips	Other	Total Units	19								Affordable Housing Units
Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAmin	NetAMout	NetPmin	NetPMout	Comments																																	
Total Apartments	Total Units	113	32	40	604	-5	37	34	6	Total Net Project Trips																																	
Other	Total Units	19								Affordable Housing Units																																	

Office	S.F. Gross Area	34654							
		32	40	604	-5	37	34	6	

50315	Metro MTR 1	2020	2859 Francis Residential Project	8 sty res bldg (110 units)inc affordable hsg. Pkg on 1 subter lev	2859 W Francis ave	11/05/2020	0.5	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
								Total	110	40	48	508	10	30	29	19	includes affordable housing	
								Apartment Units										
									40	48	508	10	30	29	29	19		

<a href="#">44279</a>	Metro	MTR	10	2016	Mixed use apartment+ retail, 355 unit apartment	3240 W Wilshire blvd	07/06/2016	0.1	<b>Land Use</b>	<b>Unit_ID</b>	<b>Unit_size</b>	<b>Net_AM_Trips</b>	<b>Net_PM_Trips</b>	<b>Net_Daily_Trips</b>	<b>NetAMin</b>	<b>NetAMOut</b>	<b>NetPMin</b>	<b>NetPMOut</b>	<b>Comments</b>
									Other	Total	162	188	112	1353	15	173	89	23	Total Project Trips: hotel
									Apartment's	Total	545								
									S.F.										
									Retail	Gross Area	5222								Shopping Center
											<b>188</b>	<b>112</b>	<b>1353</b>		<b>15</b>	<b>173</b>	<b>89</b>	<b>23</b>	

[illegible]

Land Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAmIn	NetAmOut	NetPMin	NetPMOut	Comments
Apartment	Total	77								
Other	S.F. Net Area	2360								RESTAURANT
Retail	S.F. Net Area	745	31	36	446	1	30	31	5	TOTAL NET PROJECT TRIPS
			31	36	446	1	30	31	5	

Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total	77								
	Units									
Other	S.F. Net Area	2360								RESTAURANT
Retail	S.F. Net Area	745	31	36	446	1	30	31	5	TOTAL NET PROJECT TRIPS
		31	36	446		1	30	31	5	



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## RELATED PROJECT TRIP GENERATION ESTIMATES

Query

Filter

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

310

LAND USE GROUP:

(300-399) Lodging

LAND USE :

310 - Hotel

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Rooms

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:

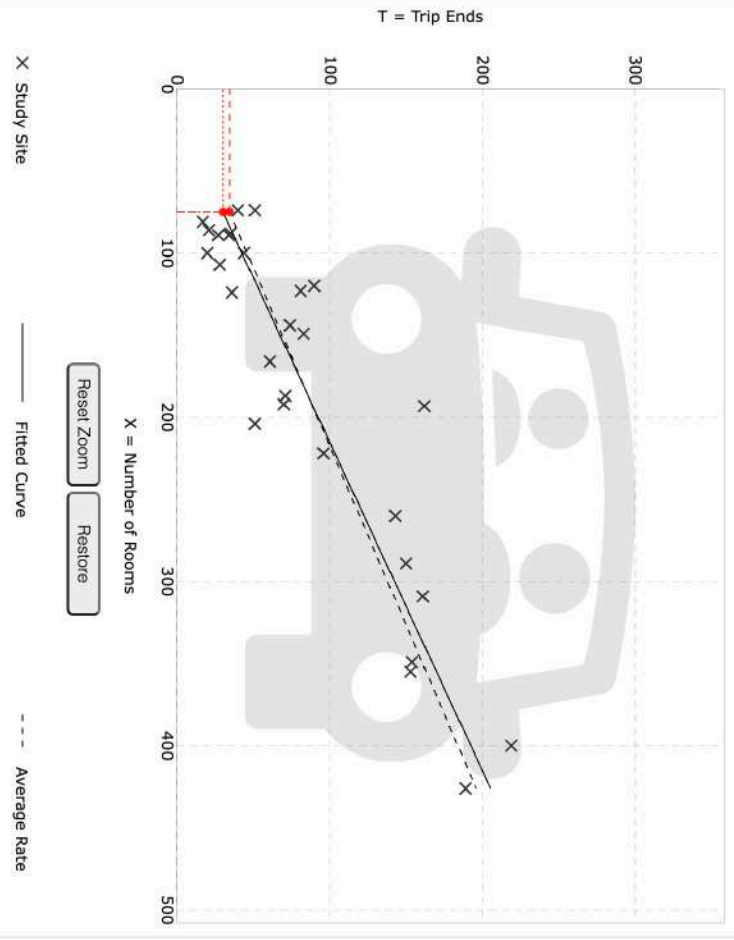
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

75

Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.  
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:

Hotel (310) [Click for Description and Data Plots](#)

Independent Variable:

Rooms

Time Period:

Weekday  
Peak Hour of Adjacent Street Traffic  
One Hour Between 7 and 9 a.m.

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

28

Avg. Num. of Rooms:

182

Average Rate:

0.46

Range of Rates:

0.20 - 0.84

Standard Deviation:

0.14

Fitted Curve Equation:

T = 0.50(X) - 7.45

R<sup>2</sup>:

0.84

Directional Distribution:

56% entering, 44% exiting

Calculated Trip Ends:

Average Rate: 35 (Total), 19 (Entry), 16 (Exit)

Fitted Curve: 30 (Total), 17 (Entry), 13 (Exit)

Query Filter

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

310

LAND USE GROUP:

(300-399) Lodging

LAND USE :

310 - Hotel

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Rooms

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:

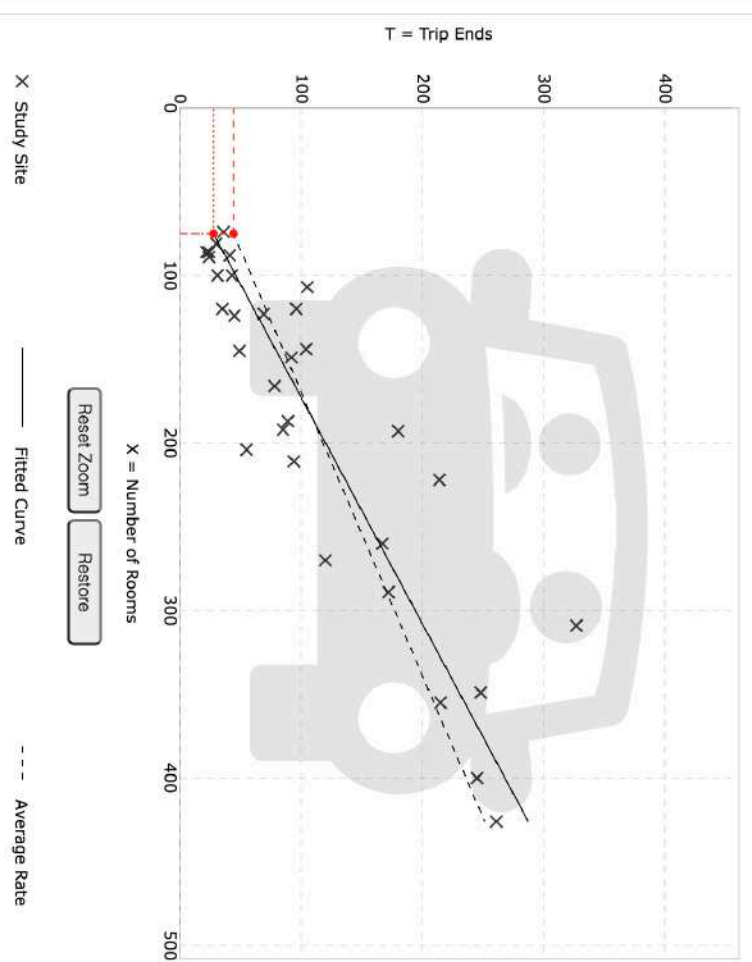
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

75

Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:	Hotel (310) <a href="#">Click for Description and Data Plots</a>
Independent Variable:	Rooms
Time Period:	Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	31
Avg. Num. of Rooms:	186
Average Rate:	0.59
Range of Rates:	0.26 - 1.06
Standard Deviation:	0.22
Fitted Curve Equation:	$T = 0.74(X) - 27.89$
R <sup>2</sup> :	0.78
Directional Distribution:	51% entering, 49% exiting
Calculated Trip Ends:	Average Rate: 44 (Total), 23 (Entry), 21 (Exit) Fitted Curve: 28 (Total), 14 (Entry), 14 (Exit)

Use the mouse wheel to Zoom Out or Zoom In.  
Hover the mouse pointer on data points to view X and T values.



Query Filter

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

822



LAND USE GROUP:

(800-899) Retail

LAND USE :

822 - Strip Retail Plaza (<40k)

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

1000 Sq. Ft. GLA

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:

Vehicle

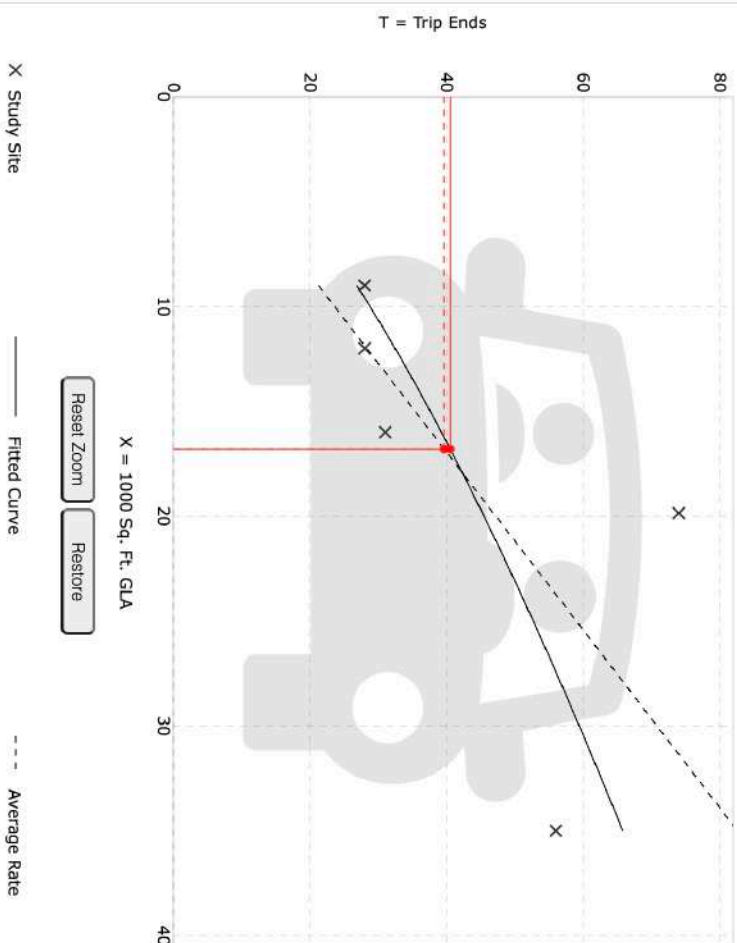
ENTER IV VALUE TO CALCULATE TRIPS:

16.8

Calculate

## Data Plot and Equation

Caution – Small Sample Size



## DATA STATISTICS

Land Use:

Strip Retail Plaza (<40k) (822) [Click for Description and Data Plots](#)

Independent Variable:

1000 Sq. Ft. GLA

Time Period:

Weekday  
Peak Hour of Adjacent Street Traffic  
One Hour Between 7 and 9 a.m.

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

5

Avg. 1000 Sq. Ft. GLA:

18

Average Rate:

2.36

Range of Rates:

1.60 - 3.73

Standard Deviation:

0.94

Fitted Curve Equation:

$\ln(T) = 0.66 \ln(X) + 1.84$

R<sup>2</sup>:

0.57

Directional Distribution:

60% entering, 40% exiting

Calculated Trip Ends:

Average Rate: 40 (Total), 24 (Entry), 16 (Exit)

Fitted Curve: 41 (Total), 24 (Entry), 17 (Exit)

Use the mouse wheel to Zoom Out or Zoom In.

Hover the mouse pointer on data points to view X and T values.

Query Filter

DATA SOURCE:  
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:  
822

LAND USE GROUP:  
(800-899) Retail

LAND USE :  
822 - Strip Retail Plaza (<40k)

LAND USE SUBCATEGORY:  
All Sites

SETTING/LOCATION:  
General Urban/Suburban

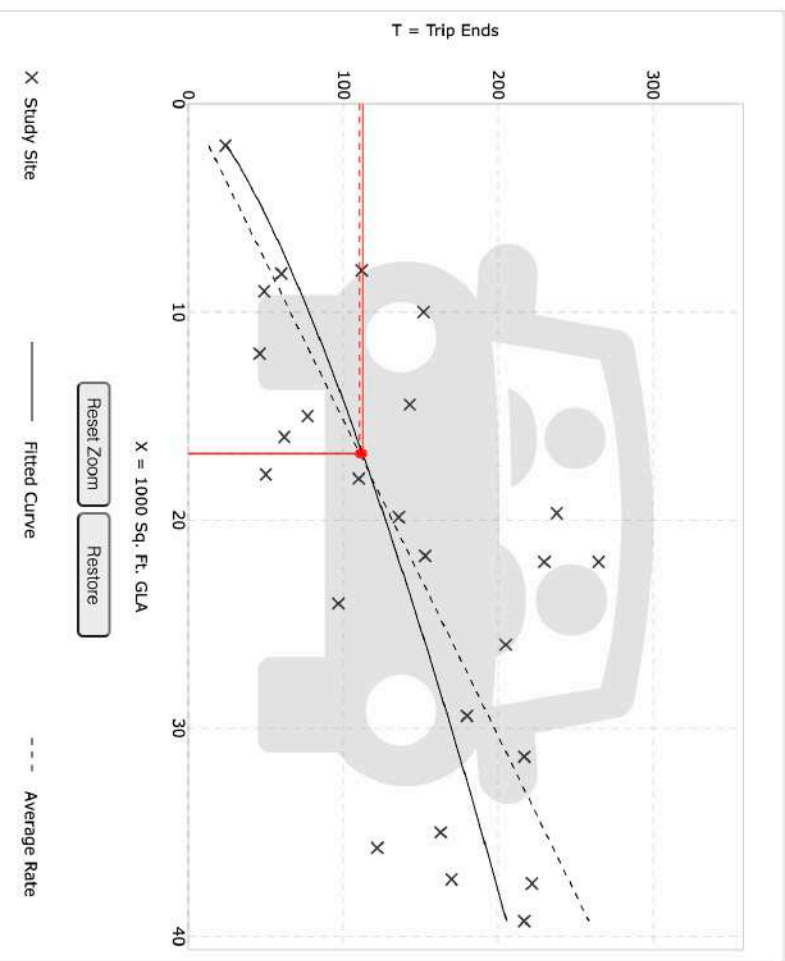
INDEPENDENT VARIABLE (IV):  
1000 Sq. Ft. GLA

TIME PERIOD:  
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:  
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:  
16.8 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.  
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:	Strip Retail Plaza (<40k) (822) <a href="#">Click for Description and Data Plots</a>
Independent Variable:	1000 Sq. Ft. GLA
Time Period:	Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	25
Avg. 1000 Sq. Ft. GLA:	21
Average Rate:	6.59
Range of Rates:	2.81 - 15.20
Standard Deviation:	2.94
Fitted Curve Equation:	$\ln(T) = 0.71 \ln(X) + 2.72$
R <sup>2</sup> :	0.56
Directional Distribution:	50% entering, 50% exiting
Calculated Trip Ends:	Average Rate: 111 (Total), 55 (Entry), 56 (Exit) Fitted Curve: 113 (Total), 56 (Entry), 57 (Exit)



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## CUMULATIVE CONSTRUCTION NOISE IMPACTS

Noise emissions of industry sources

Source name	Size m/m²	Reference	Level		Corrections		
			Day dB(A)	Night dB(A)	Cwall dB	CI dB	CT dB
Construction Site	1410 m²	Lw/unit	109.7	-	-	-	-
Related Project - 605 Vermont Ave.	2304 m²	Lw/unit	109.7	-	-	-	-
Related Project - 3240 Wilshire Bl.	2832 m²	Lw/unit	109.7	-	-	-	-
Related Project - 631 Vermont Ave.	2272 m²	Lw/unit	109.7	-	-	-	-
Related Project - 621 Catalina St.	2017 m²	Lw/unit	109.7	-	-	-	-
Related Project - 3201 Wilshire Bl.	1783 m²	Lw/unit	109.7	-	-	-	-

## Receiver list

No.	Receiver name	Coordinates		Building side	Floor	Height abv. grd. m	Limit		Level		Conflict	
		X	Y				Day	Night	Day	Night	Day	Night
		in meter					dB(A)		dB(A)		dB	
1	California Language School	11380674.3	3769873.89	East	GF	74.76	-	-	49.1	0.0	-	-
2	Immanuel Presbyterian Church	11380538.7	3769747.89	North	GF	77.89	-	-	44.2	0.0	-	-
3	Medical Building, 3255 Wilshire Blvd	11380653.5	3769781.96	South	GF	77.36	-	-	54.1	0.0	-	-
4	Residences - 625 Berendo St	11380583.9	3769879.37	West	GF	71.68	-	-	55.6	0.0	-	-
5	Residences, 3278 Wilshire Blvd	11380604.8	3769752.54	North	GF	77.75	-	-	47.9	0.0	-	-

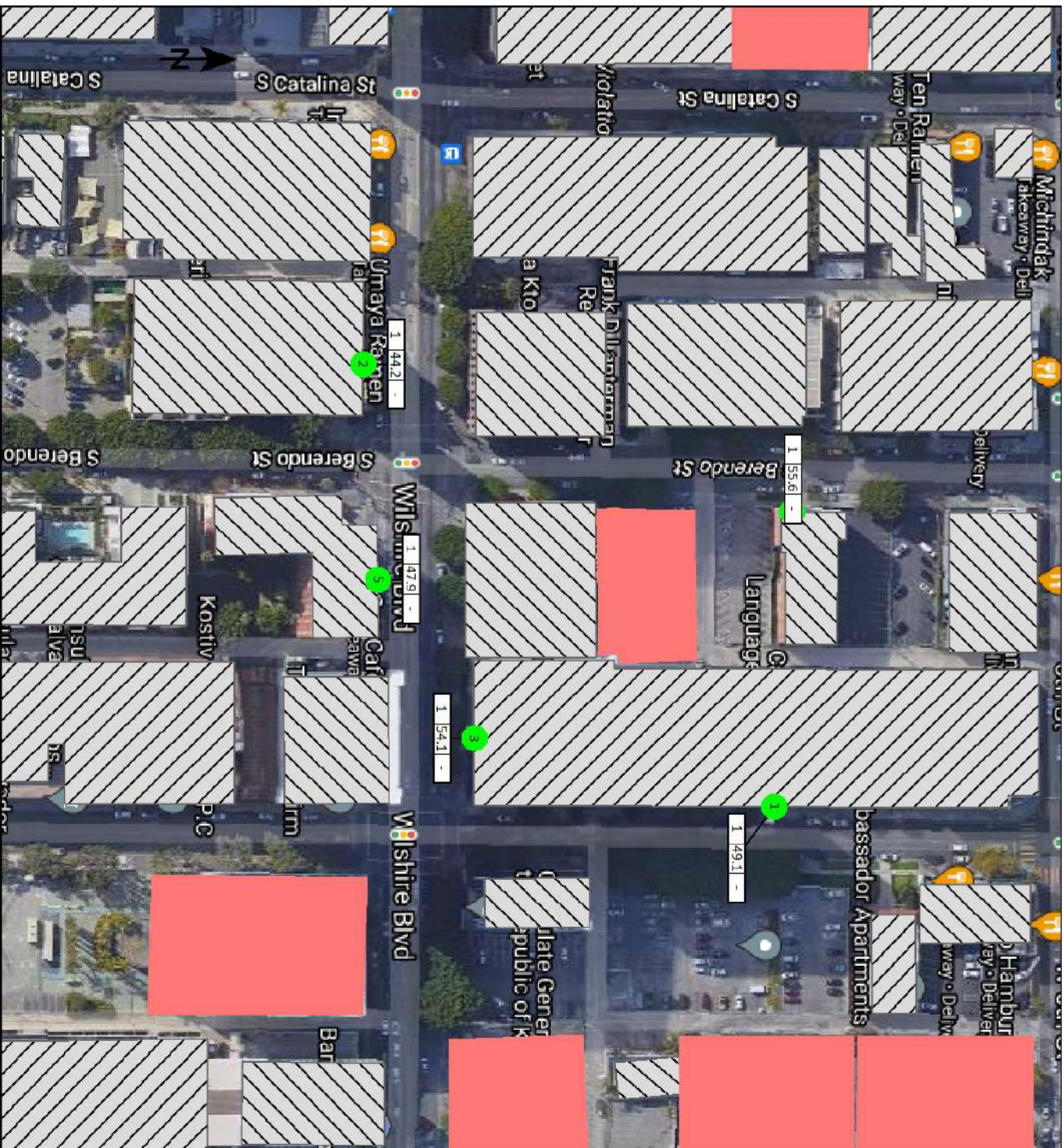


## Contribution levels of the receivers

Source name		Level	
		Day	Night
		dB(A)	
California Language School	GF	49.1	0.0
Construction Site		36.9	-
Related Project - 605 Vermont Ave.		38.9	-
Related Project - 621 Catalina St.		29.1	-
Related Project - 631 Vermont Ave.		44.9	-
Related Project - 3201 Wilshire Bl.		44.5	-
Related Project - 3240 Wilshire Bl.		39.4	-
Immanuel Presbyterian Church	GF	44.2	0.0
Construction Site		38.2	-
Related Project - 605 Vermont Ave.		29.5	-
Related Project - 621 Catalina St.		38.0	-
Related Project - 631 Vermont Ave.		32.3	-
Related Project - 3201 Wilshire Bl.		37.3	-
Related Project - 3240 Wilshire Bl.		37.4	-
Medical Building, 3255 Wilshire Blvd.	GF	54.1	0.0
Construction Site		39.4	-
Related Project - 605 Vermont Ave.		32.0	-
Related Project - 621 Catalina St.		30.1	-
Related Project - 631 Vermont Ave.		33.1	-
Related Project - 3201 Wilshire Bl.		42.3	-
Related Project - 3240 Wilshire Bl.		53.6	-
Residences - 625 Berendo St.	GF	55.6	0.0
Construction Site		55.5	-
Related Project - 605 Vermont Ave.		31.3	-
Related Project - 621 Catalina St.		34.1	-
Related Project - 631 Vermont Ave.		32.6	-
Related Project - 3201 Wilshire Bl.		31.4	-
Related Project - 3240 Wilshire Bl.		31.0	-
Residences, 3278 Wilshire Blvd.	GF	47.9	0.0
Construction Site		41.8	-
Related Project - 605 Vermont Ave.		32.1	-
Related Project - 621 Catalina St.		31.4	-
Related Project - 631 Vermont Ave.		35.2	-
Related Project - 3201 Wilshire Bl.		41.3	-
Related Project - 3240 Wilshire Bl.		44.2	-







638 South Berendo Street

### Signs and symbols

-  Building
-  Analyzed Sensitive Receptor
-  Construction Site

1 : 129  
 0 25 50 100 150 200 feet



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### **Cumulative Construction Noise Impacts**



DOUGLAS KIM + ASSOCIATES, LLC

<b>Reference</b>	15.24	meter
<b>Sound Pressure Level (Lp)</b>	75.0	dBA

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
California Language School	52.2	49.1	53.9	1.7	<b>No</b>
Immanuel Presbyterian Church	64.8	44.2	64.8	0.0	<b>No</b>
Medical Building, 3255 Wilshire Bl.	67.5	54.1	67.7	0.2	<b>No</b>
Residences- 625 Berendo St.	61.3	55.6	62.3	1.0	<b>No</b>
Residences - 3278 Wilshire Bl.	67.1	47.9	67.2	0.1	<b>No</b>

Note: Sound Power Level (Lw) assumes full sphere propagation



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## CONSTRUCTION VIBRATION CALCULATIONS



**Construction Vibration**

DOUGLAS KIM + ASSOCIATES, LLC

Receptor: 3275 Wilshire Boulevard Building  
 Equipment: Large Bulldozer, Auger Drill Rig

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	10
Vibration Level (in/sec)	<b>0.223</b>

Receptor: California Language School  
 Equipment: Large Bulldozer, Auger Drill Rig

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	10
Vibration Level (in/sec)	<b>0.223</b>

Receptor: Kheir Clinic Medical Facility  
 Equipment: Large Bulldozer, Auger Drill Rig

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	10
Vibration Level (in/sec)	<b>0.223</b>

Receptor: 3275 Wilshire Boulevard Building  
 Equipment: Small Dozer-Type Equipment



DOUGLAS KIM + ASSOCIATES, LLC

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	10
Vibration Level (in/sec)	<b>0.008</b>

Receptor: California Language School  
 Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	10
Vibration Level (in/sec)	<b>0.008</b>

Receptor: Kheir Clinic Medical Facility  
 Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	10
Vibration Level (in/sec)	<b>0.008</b>

**Sources**

California Department of Transportation (Caltrans), *Transportation and Construction Vibration Guidance Manual*, September 2013.  
 Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment*, May 2006

# 638 Berendo Street (Future) Detailed Report

## Table of Contents

- 1. Basic Project Information
  - 1.1. Basic Project Information
  - 1.2. Land Use Types
  - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
- 2. Emissions Summary
  - 2.1. Construction Emissions Compared Against Thresholds
  - 2.2. Construction Emissions by Year, Unmitigated
  - 2.3. Construction Emissions by Year, Mitigated
  - 2.4. Operations Emissions Compared Against Thresholds
  - 2.5. Operations Emissions by Sector, Unmitigated
  - 2.6. Operations Emissions by Sector, Mitigated
- 3. Construction Emissions Details
  - 3.1. Demolition (2024) - Unmitigated
  - 3.2. Demolition (2024) - Mitigated

3.3. Grading (2024) - Unmitigated

3.4. Grading (2024) - Mitigated

3.5. Building Construction (2024) - Unmitigated

3.6. Building Construction (2024) - Mitigated

3.7. Building Construction (2025) - Unmitigated

3.8. Building Construction (2025) - Mitigated

3.9. Architectural Coating (2025) - Unmitigated

3.10. Architectural Coating (2025) - Mitigated

3.11. Architectural Coating (2026) - Unmitigated

3.12. Architectural Coating (2026) - Mitigated

3.13. Trenching (2025) - Unmitigated

3.14. Trenching (2025) - Mitigated

#### 4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.1.2. Mitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.2. Electricity Emissions By Land Use - Mitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.2.4. Natural Gas Emissions By Land Use - Mitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.3.2. Mitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.4.2. Mitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.5.2. Mitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.6.2. Mitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.7.2. Mitigated

#### 4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.8.2. Mitigated

#### 4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.9.2. Mitigated

#### 4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

### 5. Activity Data

#### 5.1. Construction Schedule



## 5.2. Off-Road Equipment

### 5.2.1. Unmitigated

### 5.2.2. Mitigated

## 5.3. Construction Vehicles

### 5.3.1. Unmitigated

### 5.3.2. Mitigated

## 5.4. Vehicles

### 5.4.1. Construction Vehicle Control Strategies

## 5.5. Architectural Coatings

## 5.6. Dust Mitigation

### 5.6.1. Construction Earthmoving Activities

### 5.6.2. Construction Earthmoving Control Strategies

## 5.7. Construction Paving

## 5.8. Construction Electricity Consumption and Emissions Factors

## 5.9. Operational Mobile Sources

### 5.9.1. Unmitigated

### 5.9.2. Mitigated

## 5.10. Operational Area Sources

### 5.10.1. Hearths

#### 5.10.1.1. Unmitigated

#### 5.10.1.2. Mitigated

### 5.10.2. Architectural Coatings

### 5.10.3. Landscape Equipment

### 5.10.4. Landscape Equipment - Mitigated

## 5.11. Operational Energy Consumption

### 5.11.1. Unmitigated

### 5.11.2. Mitigated

## 5.12. Operational Water and Wastewater Consumption

### 5.12.1. Unmitigated

### 5.12.2. Mitigated

## 5.13. Operational Waste Generation

### 5.13.1. Unmitigated

### 5.13.2. Mitigated

## 5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

## 6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

## 7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

## 8. User Changes to Default Data

# 1. Basic Project Information

## 1.1. Basic Project Information

Data Field	Value
Project Name	638 Berendo Street (Future)
Construction Start Date	1/1/2024
Operational Year	2026
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	16.8
Location	638 S Berendo St, Los Angeles, CA 90005, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4012
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.22

## 1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
------------------	------	------	-------------	-----------------------	------------------------	--------------------------------	------------	-------------



Apartments Mid Rise	163	Dwelling Unit	0.83	86,700	605	—	367	—
Enclosed Parking with Elevator	103	Space	0.00	41,200	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Energy	E-15	Require All-Electric Development

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	3.36	20.4	21.4	0.07	0.63	4.21	4.84	0.59	1.58	2.17
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	3.35	20.7	19.6	0.07	0.63	4.21	4.84	0.59	1.58	2.17
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	1.75	7.20	10.3	0.02	0.24	1.57	1.81	0.22	0.47	0.69
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.32	1.31	1.88	< 0.005	0.04	0.29	0.33	0.04	0.09	0.13

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
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Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—
2024	1.35	20.4	17.6	0.07	0.63	4.21	4.84	0.59	1.58	2.17
2025	3.36	8.89	21.4	0.02	0.31	2.35	2.67	0.28	0.56	0.84
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2024	1.35	20.7	16.0	0.07	0.63	4.21	4.84	0.59	1.58	2.17
2025	3.35	9.01	19.6	0.02	0.31	2.35	2.67	0.28	0.56	0.84
2026	2.02	0.97	2.62	< 0.005	0.02	0.35	0.38	0.02	0.08	0.10
Average Daily	—	—	—	—	—	—	—	—	—	—
2024	0.80	7.20	10.3	0.02	0.24	1.57	1.81	0.22	0.47	0.69
2025	1.75	3.30	7.61	0.01	0.11	0.90	1.01	0.10	0.21	0.31
2026	0.35	0.17	0.47	< 0.005	< 0.005	0.06	0.07	< 0.005	0.01	0.02
Annual	—	—	—	—	—	—	—	—	—	—
2024	0.15	1.31	1.88	< 0.005	0.04	0.29	0.33	0.04	0.09	0.13
2025	0.32	0.60	1.39	< 0.005	0.02	0.17	0.19	0.02	0.04	0.06
2026	0.06	0.03	0.09	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—
2024	1.35	20.4	17.6	0.07	0.63	4.21	4.84	0.59	1.58	2.17
2025	3.36	8.89	21.4	0.02	0.31	2.35	2.67	0.28	0.56	0.84
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2024	1.35	20.7	16.0	0.07	0.63	4.21	4.84	0.59	1.58	2.17
2025	3.35	9.01	19.6	0.02	0.31	2.35	2.67	0.28	0.56	0.84

2026	2.02	0.97	2.62	< 0.005	0.02	0.35	0.38	0.02	0.08	0.10
Average Daily	—	—	—	—	—	—	—	—	—	—
2024	0.80	7.20	10.3	0.02	0.24	1.57	1.81	0.22	0.47	0.69
2025	1.75	3.30	7.61	0.01	0.11	0.90	1.01	0.10	0.21	0.31
2026	0.35	0.17	0.47	< 0.005	< 0.005	0.06	0.07	< 0.005	0.01	0.02
Annual	—	—	—	—	—	—	—	—	—	—
2024	0.15	1.31	1.88	< 0.005	0.04	0.29	0.33	0.04	0.09	0.13
2025	0.32	0.60	1.39	< 0.005	0.02	0.17	0.19	0.02	0.04	0.06
2026	0.06	0.03	0.09	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	4.64	1.50	22.3	0.03	0.06	2.29	2.35	0.06	0.58	0.64
Mit.	4.61	1.09	22.1	0.03	0.02	2.29	2.31	0.02	0.58	0.61
% Reduced	1%	27%	1%	9%	60%	—	1%	59%	—	5%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	3.50	1.49	10.6	0.03	0.05	2.29	2.34	0.05	0.58	0.63
Mit.	3.48	1.08	10.4	0.02	0.02	2.29	2.31	0.02	0.58	0.60
% Reduced	1%	27%	2%	10%	67%	—	1%	68%	—	5%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	4.26	1.57	18.4	0.03	0.05	2.27	2.32	0.05	0.58	0.63
Mit.	4.23	1.16	18.2	0.02	0.02	2.27	2.29	0.02	0.58	0.60
% Reduced	1%	26%	1%	10%	62%	—	1%	62%	—	5%

Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.78	0.29	3.35	< 0.005	0.01	0.41	0.42	0.01	0.11	0.11
Mit.	0.77	0.21	3.32	< 0.005	< 0.005	0.41	0.42	< 0.005	0.11	0.11
% Reduced	1%	26%	1%	10%	62%	—	1%	62%	—	5%

## 2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	1.50	0.99	11.1	0.03	0.02	2.29	2.31	0.02	0.58	0.60
Area	3.12	0.10	11.0	< 0.005	0.01	—	0.01	0.01	—	0.01
Energy	0.02	0.41	0.17	< 0.005	0.03	—	0.03	0.03	—	0.03
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	4.64	1.50	22.3	0.03	0.06	2.29	2.35	0.06	0.58	0.64
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	1.48	1.08	10.4	0.02	0.02	2.29	2.31	0.02	0.58	0.60
Area	2.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Energy	0.02	0.41	0.17	< 0.005	0.03	—	0.03	0.03	—	0.03
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	3.50	1.49	10.6	0.03	0.05	2.29	2.34	0.05	0.58	0.63
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	1.46	1.09	10.6	0.02	0.02	2.27	2.28	0.02	0.58	0.59

Area	2.77	0.07	7.56	< 0.005	< 0.005	—	< 0.005	0.01	—	0.01
Energy	0.02	0.41	0.17	< 0.005	0.03	—	0.03	0.03	—	0.03
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	4.26	1.57	18.4	0.03	0.05	2.27	2.32	0.05	0.58	0.63
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.27	0.20	1.94	< 0.005	< 0.005	0.41	0.42	< 0.005	0.11	0.11
Area	0.50	0.01	1.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.78	0.29	3.35	< 0.005	0.01	0.41	0.42	0.01	0.11	0.11

## 2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	1.50	0.99	11.1	0.03	0.02	2.29	2.31	0.02	0.58	0.60
Area	3.12	0.10	11.0	< 0.005	0.01	—	0.01	0.01	—	0.01
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	4.61	1.09	22.1	0.03	0.02	2.29	2.31	0.02	0.58	0.61



Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	1.48	1.08	10.4	0.02	0.02	2.29	2.31	0.02	0.58	0.60
Area	2.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	3.48	1.08	10.4	0.02	0.02	2.29	2.31	0.02	0.58	0.60
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	1.46	1.09	10.6	0.02	0.02	2.27	2.28	0.02	0.58	0.59
Area	2.77	0.07	7.56	< 0.005	< 0.005	—	< 0.005	0.01	—	0.01
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	4.23	1.16	18.2	0.02	0.02	2.27	2.29	0.02	0.58	0.60
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.27	0.20	1.94	< 0.005	< 0.005	0.41	0.42	< 0.005	0.11	0.11
Area	0.50	0.01	1.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.77	0.21	3.32	< 0.005	< 0.005	0.41	0.42	< 0.005	0.11	0.11

3. Construction Emissions Details

### 3.1. Demolition (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.51	4.69	5.79	0.01	0.19	—	0.19	0.17	—	0.17
Demolition	—	—	—	—	—	0.11	0.11	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.55	0.68	< 0.005	0.02	—	0.02	0.02	—	0.02
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.10	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.06	0.64	0.00	0.00	0.13	0.13	0.00	0.03	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	0.24	0.08	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

### 3.2. Demolition (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.51	4.69	5.79	0.01	0.19	—	0.19	0.17	—	0.17
Demolition	—	—	—	—	—	0.11	0.11	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.55	0.68	< 0.005	0.02	—	0.02	0.02	—	0.02
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.10	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.06	0.64	0.00	0.00	0.13	0.13	0.00	0.03	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.24	0.08	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

3.3. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.19	11.4	10.7	0.02	0.53	—	0.53	0.49	—	0.49

Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.19	11.4	10.7	0.02	0.53	—	0.53	0.49	—	0.49
Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.87	1.76	< 0.005	0.09	—	0.09	0.08	—	0.08
Dust From Material Movement	—	—	—	—	—	0.34	0.34	—	0.16	0.16
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.34	0.32	< 0.005	0.02	—	0.02	0.01	—	0.01
Dust From Material Movement	—	—	—	—	—	0.06	0.06	—	0.03	0.03
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.57	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.13	8.93	3.15	0.05	0.10	2.04	2.14	0.10	0.56	0.66



Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.48	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.13	9.25	3.12	0.05	0.10	2.04	2.14	0.10	0.56	0.66
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	1.55	0.51	0.01	0.02	0.33	0.35	0.02	0.09	0.11
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.28	0.09	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02

3.4. Grading (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.19	11.4	10.7	0.02	0.53	—	0.53	0.49	—	0.49
Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.19	11.4	10.7	0.02	0.53	—	0.53	0.49	—	0.49

Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.87	1.76	< 0.005	0.09	—	0.09	0.08	—	0.08
Dust From Material Movement	—	—	—	—	—	0.34	0.34	—	0.16	0.16
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.34	0.32	< 0.005	0.02	—	0.02	0.01	—	0.01
Dust From Material Movement	—	—	—	—	—	0.06	0.06	—	0.03	0.03
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.57	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.13	8.93	3.15	0.05	0.10	2.04	2.14	0.10	0.56	0.66
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.48	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.13	9.25	3.12	0.05	0.10	2.04	2.14	0.10	0.56	0.66
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	1.55	0.51	0.01	0.02	0.33	0.35	0.02	0.09	0.11
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.28	0.09	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02

3.5. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	2.43	3.03	0.01	0.11	—	0.11	0.10	—	0.10
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.44	0.55	< 0.005	0.02	—	0.02	0.02	—	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.60	0.64	10.2	0.00	0.00	1.76	1.76	0.00	0.41	0.41
Vendor	0.02	0.92	0.45	0.01	0.01	0.21	0.22	0.01	0.06	0.07
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.60	0.76	8.59	0.00	0.00	1.76	1.76	0.00	0.41	0.41
Vendor	0.02	0.95	0.46	0.01	0.01	0.21	0.22	0.01	0.06	0.07
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.26	0.33	3.92	0.00	0.00	0.76	0.76	0.00	0.18	0.18
Vendor	0.01	0.42	0.20	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.06	0.72	0.00	0.00	0.14	0.14	0.00	0.03	0.03
Vendor	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	2.43	3.03	0.01	0.11	—	0.11	0.10	—	0.10
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.44	0.55	< 0.005	0.02	—	0.02	0.02	—	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.60	0.64	10.2	0.00	0.00	1.76	1.76	0.00	0.41	0.41
Vendor	0.02	0.92	0.45	0.01	0.01	0.21	0.22	0.01	0.06	0.07
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.60	0.76	8.59	0.00	0.00	1.76	1.76	0.00	0.41	0.41
Vendor	0.02	0.95	0.46	0.01	0.01	0.21	0.22	0.01	0.06	0.07
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.26	0.33	3.92	0.00	0.00	0.76	0.76	0.00	0.18	0.18
Vendor	0.01	0.42	0.20	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.06	0.72	0.00	0.00	0.14	0.14	0.00	0.03	0.03



Vendor	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	1.77	2.39	< 0.005	0.07	—	0.07	0.07	—	0.07
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.32	0.44	< 0.005	0.01	—	0.01	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.58	0.58	9.37	0.00	0.00	1.76	1.76	0.00	0.41	0.41
Vendor	0.02	0.87	0.43	0.01	0.01	0.21	0.22	0.01	0.06	0.06

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.57	0.65	7.94	0.00	0.00	1.76	1.76	0.00	0.41	0.41
Vendor	0.02	0.91	0.43	0.01	0.01	0.21	0.22	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.24	2.87	0.00	0.00	0.60	0.60	0.00	0.14	0.14
Vendor	0.01	0.32	0.15	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.52	0.00	0.00	0.11	0.11	0.00	0.03	0.03
Vendor	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.8. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	1.77	2.39	< 0.005	0.07	—	0.07	0.07	—	0.07
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.32	0.44	< 0.005	0.01	—	0.01	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.58	0.58	9.37	0.00	0.00	1.76	1.76	0.00	0.41	0.41
Vendor	0.02	0.87	0.43	0.01	0.01	0.21	0.22	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.57	0.65	7.94	0.00	0.00	1.76	1.76	0.00	0.41	0.41
Vendor	0.02	0.91	0.43	0.01	0.01	0.21	0.22	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.24	2.87	0.00	0.00	0.60	0.60	0.00	0.14	0.14
Vendor	0.01	0.32	0.15	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.52	0.00	0.00	0.11	0.11	0.00	0.03	0.03
Vendor	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.9. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03
Architectural Coatings	1.80	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03
Architectural Coatings	1.80	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.57	0.74	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	1.17	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.10	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.21	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.12	1.87	0.00	0.00	0.35	0.35	0.00	0.08	0.08
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.13	1.59	0.00	0.00	0.35	0.35	0.00	0.08	0.08
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.09	1.08	0.00	0.00	0.23	0.23	0.00	0.05	0.05
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.02	0.20	0.00	0.00	0.04	0.04	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Architectural Coating (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03
Architectural Coatings	1.80	—	—	—	—	—	—	—	—	—



Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03
Architectural Coatings	1.80	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.57	0.74	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	1.17	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.10	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.21	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.12	1.87	0.00	0.00	0.35	0.35	0.00	0.08	0.08
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.13	1.59	0.00	0.00	0.35	0.35	0.00	0.08	0.08
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.09	1.08	0.00	0.00	0.23	0.23	0.00	0.05	0.05
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.02	0.20	0.00	0.00	0.04	0.04	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.11. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	1.80	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.15	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.32	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.06	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.12	1.48	0.00	0.00	0.35	0.35	0.00	0.08	0.08
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.27	0.00	0.00	0.06	0.06	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.12. Architectural Coating (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	1.80	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.15	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.32	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.06	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.12	1.48	0.00	0.00	0.35	0.35	0.00	0.08	0.08
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.27	0.00	0.00	0.06	0.06	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Trenching (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.29	1.45	< 0.005	0.06	—	0.06	0.05	—	0.05
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.29	1.45	< 0.005	0.06	—	0.06	0.05	—	0.05
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.30	0.34	< 0.005	0.01	—	0.01	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—



Worker	0.01	0.01	0.17	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.14. Trenching (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.29	1.45	< 0.005	0.06	—	0.06	0.05	—	0.05
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.19	1.29	1.45	< 0.005	0.06	—	0.06	0.05	—	0.05
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.30	0.34	< 0.005	0.01	—	0.01	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.17	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
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## 4. Operations Emissions Details

### 4.1. Mobile Emissions by Land Use

#### 4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

#### 4.1.2. Mitigated

Mobile source emissions results are presented in Sections 2.5. No further detailed breakdown of emissions is available.

### 4.2. Energy

#### 4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

#### 4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

#### 4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.02	0.41	0.17	< 0.005	0.03	—	0.03	0.03	—	0.03
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.02	0.41	0.17	< 0.005	0.03	—	0.03	0.03	—	0.03
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.02	0.41	0.17	< 0.005	0.03	—	0.03	0.03	—	0.03
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.02	0.41	0.17	< 0.005	0.03	—	0.03	0.03	—	0.03
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01



4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	1.86	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.15	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.11	0.10	11.0	< 0.005	0.01	—	0.01	0.01	—	0.01
Total	3.12	0.10	11.0	< 0.005	0.01	—	0.01	0.01	—	0.01
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	1.86	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.15	—	—	—	—	—	—	—	—	—
Total	2.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.34	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.14	0.01	1.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.50	0.01	1.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

#### 4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	1.86	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.15	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.11	0.10	11.0	< 0.005	0.01	—	0.01	0.01	—	0.01
Total	3.12	0.10	11.0	< 0.005	0.01	—	0.01	0.01	—	0.01
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	1.86	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.15	—	—	—	—	—	—	—	—	—
Total	2.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.34	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.14	0.01	1.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.50	0.01	1.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

#### 4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
----------	-----	-----	----	-----	-------	-------	-------	--------	--------	--------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—



Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—



4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—

## 5. Activity Data

### 5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition			5.00	43.0	—
Grading	Grading			5.00	60.0	—
Building Construction	Building Construction			5.00	284	—
Architectural Coating	Architectural Coating			5.00	302	—
Trenching	Trenching			5.00	86.0	—

### 5.2. Off-Road Equipment

#### 5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40



Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Trenching	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Trenching	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50

## 5.3. Construction Vehicles

### 5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	1.41	40.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	55.0	40.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	135	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	24.2	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	26.9	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	2.50	18.5	LDA,LDT1,LDT2
Trenching	Vendor	—	10.2	HHDT,MHDT

Trenching	Hauling	0.00	20.0	HHDT
Trenching	Onsite truck	—	—	HHDT

### 5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	1.41	40.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	55.0	40.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	135	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	24.2	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	26.9	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	2.50	18.5	LDA,LDT1,LDT2

Trenching	Vendor	—	10.2	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT
Trenching	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	175,568	58,523	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	367	—
Grading	—	18,075	0.83	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Enclosed Parking with Elevator	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	690	0.05	0.01
2025	0.00	690	0.05	0.01
2026	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	479	479	479	174,835	3,233	3,233	3,233	1,180,045

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	479	479	479	174,835	3,233	3,233	3,233	1,180,045

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
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Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	163
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	163
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
--	--	--	--	-----------------------------

175567.5	58,523	0.00	0.00	—
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5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	535,209	690	0.0489	0.0069	1,617,834
Enclosed Parking with Elevator	152,087	690	0.0489	0.0069	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	536,650	690	0.0489	0.0069	0.00
Enclosed Parking with Elevator	152,087	690	0.0489	0.0069	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	6,075,629	10,370
Enclosed Parking with Elevator	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	6,075,629	10,370
Enclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	91.7	—
Enclosed Parking with Elevator	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	91.7	—
Enclosed Parking with Elevator	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	7.60	annual days of extreme heat
Extreme Precipitation	5.70	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

### 6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	51.9
AQ-PM	86.2
AQ-DPM	94.4
Drinking Water	92.5
Lead Risk Housing	51.3
Pesticides	0.00
Toxic Releases	77.1
Traffic	67.8
Effect Indicators	—
CleanUp Sites	54.7
Groundwater	0.00
Haz Waste Facilities/Generators	65.9
Impaired Water Bodies	0.00
Solid Waste	11.6
Sensitive Population	—
Asthma	13.5
Cardio-vascular	8.57
Low Birth Weights	13.5
Socioeconomic Factor Indicators	—

Education	64.1
Housing	75.1
Linguistic	95.4
Poverty	73.4
Unemployment	7.14

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	28.56409598
Employed	67.86860003
Median HI	21.63480046
Education	—
Bachelor's or higher	64.6862569
High school enrollment	100
Preschool enrollment	95.7141024
Transportation	—
Auto Access	9.239060695
Active commuting	90.61978699
Social	—
2-parent households	49.35198255
Voting	15.88605158
Neighborhood	—
Alcohol availability	4.516874118
Park access	27.24239702
Retail density	99.65353522

Supermarket access	94.25125112
Tree canopy	26.9215963
Housing	—
Homeownership	4.016424997
Housing habitability	1.154882587
Low-inc homeowner severe housing cost burden	0.654433466
Low-inc renter severe housing cost burden	14.38470422
Uncrowded housing	15.89888361
Health Outcomes	—
Insured adults	8.494803028
Arthritis	95.1
Asthma ER Admissions	76.7
High Blood Pressure	87.7
Cancer (excluding skin)	94.8
Asthma	86.2
Coronary Heart Disease	91.8
Chronic Obstructive Pulmonary Disease	86.1
Diagnosed Diabetes	58.5
Life Expectancy at Birth	55.3
Cognitively Disabled	58.3
Physically Disabled	93.4
Heart Attack ER Admissions	96.0
Mental Health Not Good	54.9
Chronic Kidney Disease	90.3
Obesity	80.7
Pedestrian Injuries	99.3
Physical Health Not Good	56.1



Stroke	80.6
Health Risk Behaviors	—
Binge Drinking	89.9
Current Smoker	49.4
No Leisure Time for Physical Activity	41.3
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	83.0
Elderly	81.3
English Speaking	5.6
Foreign-born	99.3
Outdoor Workers	91.5
Climate Change Adaptive Capacity	—
Impervious Surface Cover	0.7
Traffic Density	81.5
Traffic Access	87.4
Other Indices	—
Hardship	59.3
Other Decision Support	—
2016 Voting	5.6

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	48.0
Healthy Places Index Score for Project Location (b)	39.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No

Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.  
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

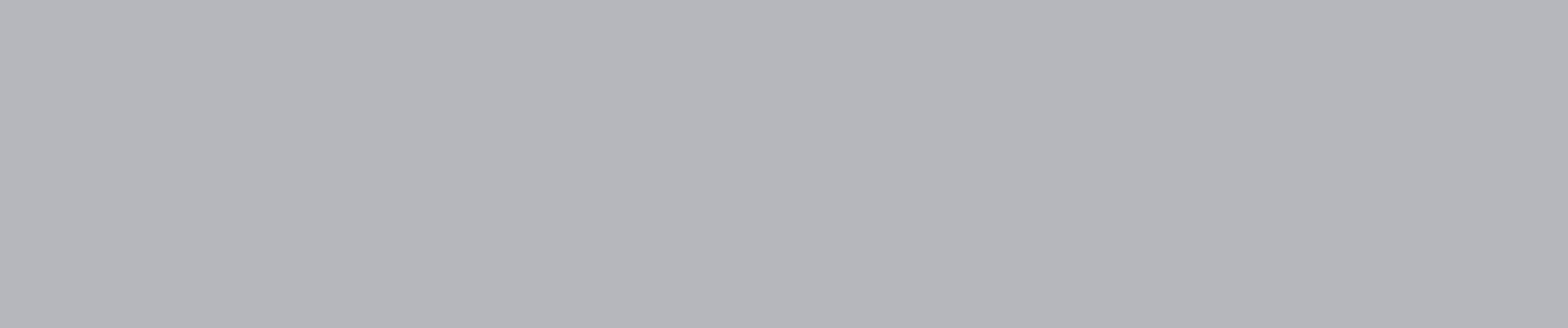
8. User Changes to Default Data

Screen	Justification
Land Use	Project plans. Population estimate from LA VMT Calculator, v1.3.
Construction: Construction Phases	Developer information
Construction: Off-Road Equipment	—
Construction: Dust From Material Movement	Project information
Construction: Trips and VMT	10 CY haul truck capacity; 40-mile distance to Irwindale landfill.
Operations: Hearths	Project plans



[illegible]

										Office	S.F. Gross Area	34654								
													32	40	604		-5	37	34	6
<a href="#">50315</a>	Metro	MTR	1	2020	2859 Francis Residential Project	8 sty res bldg (110 units)inc affordable hsg. Pkg on 1 subter lev	2859 W Francis ave	11/05/2020	0.5	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
										Apartments	Total Units	110	40	48	508	10	30	29	19	includes affordable housing
													40	48	508		10	30	29	19
<a href="#">44279</a>	Metro	MTR	10	2016	Mixed use	162 room hotel, 190 unit apartment+ retail, 355 unit apartment	3240 W Wilshire blvd	07/06/2016	0.1	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
										Other	Total Units	162	188	112	1353	15	173	89	23	Total Project Trips; hotel
										Apartments	Total Units	545								
										Retail	S.F. Gross Area	5222								Shopping Center
													188	112	1353		15	173	89	23
<a href="#">44901</a>	Metro	MTR	10	2016	Wilshire Gate Project (Mixed-Use)	200-rm hotel, 250 condos, 49.227ksf off., & 21.320ksf ret. (InConst'21)	631 S VERMONT AV	09/30/2016	0.1	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
										Mixed Use	Rooms	200	190	235	2599	95	95	115	120	Total Net Project Trips; Hotel Rooms
										Other	Total Units	250								Condos
										Office	S.F. Gross Area	49227								
										Retail	S.F. Gross Area	21230								
													190	235	2599		95	95	115	120
<a href="#">43845</a>	Metro	MTR	10	2015	616 S Westmoreland MU	77 apts, 2360sf restaurant & 745 sf ret	616 S WESTMORELAND AVE	03/22/2016	0.3	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
										Apartments	Total Units	77								
										Other	S.F. Net Area	2360								RESTAURANT
										Retail	S.F. Net Area	745	31	36	446	1	30	31	5	TOTAL NET PROJECT TRIPS
													31	36	446		1	30	31	5





# **Geotechnologies, Inc.**

*Consulting Geotechnical Engineers*

439 Western Avenue  
Glendale, California 91201-2837  
818.240.9600 • Fax 818.240.9675

May 8, 2023  
File No. 21937

Jamison Properties  
3470 Wilshire Boulevard, Suite 700  
Los Angeles, California 90010

Attention: Garrett Lee

Subject: Addendum I – Updated of Geotechnical Engineering Investigation  
Proposed Mixed-Use Development  
638 – 642 South Berendo Street, Los Angeles, California

Reference: *Report by Geotechnologies, Inc. (File No. 21937):*  
Geotechnical Engineering Investigation, revised January 28, 2022.

Correspondence by the City of Los Angeles:  
Soils Report Approval Letter (Log # 120475), dated February 15, 2022.

Dear Mr. Lee:

## **INTRODUCTION**

This report has been prepared to provide an update to the referenced geotechnical report based on the latest changes to the design scope. The referenced geotechnical report was prepared for the construction of a 22-story mixed use residential tower with 2 subterranean parking levels, with the lowest finished floor elevation of 215.28 feet above Mean Sea Level (AMSL). Based on review of the latest schematic design plans, the design of the proposed structure has altered. The proposed structure will now be an 8-story structure to be constructed over 1 subterranean level, with the lowest finished floor elevation of 228.0 feet AMSL. Even though the proposed subterranean level will remain above the recommended historically highest groundwater level, the design team intends to design the proposed subterranean basement walls for hydrostatic pressure based on the existing ground surface so that the retaining wall subdrains may be eliminated.

Past field exploration indicate that the project site is underlain by fill, Older Alluvium and bedrock of the Mid-Miocene Puente Formation. It is anticipated that excavation of the proposed subterranean level will remove the existing fill soils and expose the underlying, dense, native older alluvial soils. The proposed structure may be supported on conventional foundations bearing in the underlying Older Alluvium. In addition, the Project Site has remained unchanged since the preparation of the referenced geotechnical report. Recommendations provided in the referenced geotechnical report shall remain applicable except as modified herein.

The proposed development will be designed in accordance with the 2023 Los Angeles Building Code (LABC), which adopts the 2022 California Building Code (CBC) seismic parameters. Based on information derived from the subsurface investigation and the shearwave measurement, the



subject site is classified as Site Class C, which corresponds to a “Very Dense Soil and Soft Rock” Profile, according to Table 20.3-1 of ASCE 7-16. This information and the site coordinates were input into the OSHPD seismic utility program in order to calculate ground motion parameters for the site. The updated 2022 CBC seismic parameters are provided herein.

## **PROPOSED DEVELOPMENT**

Information concerning the proposed development was furnished by the client. According to review of the architectural schematic design plans, dated March 27, 2023, the site is proposed to be developed with an 8-story mixed-use residential structure, constructed over 1 subterranean parking level. Based on the schematic design drawings, the lowest finished floor (Level P1), will have an elevation of 228.0 feet ASML.

The footprint of the proposed structure and the depth of the proposed subterranean parking are different to what was addressed in the referenced geotechnical engineering investigation. The proposed structure is expected to be supported by conventional foundations bearing in the native older alluvial soils. Column loads are estimated to be between 800 and 1,200 kips. Wall loads are estimated to be between 6 and 10 kips per linear foot. Grading will consist of excavations on the order of 15 to 25 feet for the proposed subterranean level and foundations elements.

## **CONCLUSIONS AND RECOMMENDATIONS**

Based on the exploration, laboratory testing, and research, it is the finding of Geotechnologies, Inc. that construction of the proposed residential complexes and parking structure is considered feasible from a geotechnical standpoint provided the advice and recommendations presented herein are followed and implemented during construction.

The site is underlain by artificial fill, Older Alluvium and bedrock of the Puente Formation. Between 2½ and 8 feet of existing fill materials were encountered during exploration at the site. The existing fill is underlain by Older Alluvium and bedrock of the Puente Formation. The stratification of the geologic materials observed during exploration is illustrated in the enclosed cross section.

The existing fill materials are considered to be unsuitable for support of new foundations, floor slabs or additional fill. The proposed structure will be constructed over 1 subterranean level. It is estimated that excavations on the order of 15 to 25 feet will be required for the proposed subterranean level and foundation elements. Therefore, it is anticipated that excavations for the proposed subterranean level will remove the fill materials in the building area and expose the underlying Older Alluvium. The proposed structure may be supported by conventional foundations bearing in the underlying Older Alluvium, found at the level of the proposed excavation.

Groundwater seepage was encountered at depths ranging from 30 to 35 feet below existing ground surface, corresponding to approximate elevations between 208.2 and 212.0 feet AMSL. Review of the Seismic Hazard Zone Report (SHZR) for the Hollywood 7½-Minute Quadrangle, indicates that the historically highest groundwater level of the site is on the order of 20 feet below ground surface.



**Geotechnologies, Inc.**

439 Western Avenue, Glendale, California 91201-2837  
www.geotek.com

Tel: 818.240.9600 Fax: 818.240.9675

Using the low ground surface elevation of 237.26 feet AMSL for the project site, it is recommended that a historically highest groundwater elevation of 217.28 feet AMSL be utilized for the design of the proposed structure. Based on the design information provided by the client, the proposed lowest subterranean level will have a designed finished floor elevation of 228.0 feet, and therefore, the base of the structure will remain above and will not be impacted by the historically highest groundwater level.

The client intends to design the subterranean walls for full hydrostatic pressure based on the existing ground surface so that the standard code required subdrains may be eliminated. Wall design pressures, including hydrostatic pressure, are provided in the Retaining Walls section of this report.

### **2022 CALIFORNIA BUILDING CODE SEISMIC PARAMETERS**

Based on information derived from the subsurface investigation and the shearwave measurement, the subject site is classified as Site Class C, which corresponds to a “Very Dense Soil and Soft Rock” Profile, according to Table 20.3-1 of ASCE 7-16. This information and the site coordinates were input into the OSHPD seismic utility program in order to calculate ground motion parameters for the site.

<b>CALIFORNIA BUILDING CODE SEISMIC PARAMETERS</b>	
California Building Code	2022
ASCE Design Standard	7-16
Risk Category	II
Site Class	C
Mapped Spectral Acceleration at Short Periods ( $S_s$ )	1.988g
Site Coefficient ( $F_a$ )	1.2
Maximum Considered Earthquake Spectral Response for Short Periods ( $S_{MS}$ )	2.386g
Five-Percent Damped Design Spectral Response Acceleration at Short Periods ( $S_{DS}$ )	1.590g
Mapped Spectral Acceleration at One-Second Period ( $S_1$ )	0.707g
Site Coefficient ( $F_v$ )	1.4
Maximum Considered Earthquake Spectral Response for One-Second Period ( $S_{M1}$ )	0.990g
Five-Percent Damped Design Spectral Response Acceleration for One-Second Period ( $S_{D1}$ )	0.660g



## **FOUNDATION DESIGN**

It is recommended that the proposed structure be supported on a system of conventional foundations bearing in the underlying Older Alluvium.

### **Conventional**

Continuous foundations may be designed for a bearing capacity of 3,000 pounds per square foot, and should be a minimum of 12 inches in width, 18 inches in depth below the lowest adjacent grade and 18 inches into the recommended bearing material.

Column foundations may be designed for a bearing capacity of 3,500 pounds per square foot, and should be a minimum of 24 inches in width, 18 inches in depth below the lowest adjacent grade and 18 inches into the recommended bearing material.

The bearing capacity increase for each additional foot of width is 125 pounds per square foot. The bearing capacity increase for each additional foot of depth is 450 pounds per square foot. The maximum recommended bearing capacity is 6,000 pounds per square foot.

The bearing capacities indicated above are for the total of dead and frequently applied live loads, and may be increased by one third for short duration loading, which includes the effects of wind or seismic forces. Since the recommended bearing value is a net value, the weight of concrete in the foundations may be taken as 50 pounds per cubic foot and the weight of the soils backfill may be neglected when determining the downward load on the foundations.

### **Foundation Reinforcement**

Based on City of Los Angeles minimum requirements all continuous foundations should be reinforced with a minimum of four #4 steel bars. Two should be placed near the top of the foundation, and two should be placed near the bottom.

### **Lateral Design**

Resistance to lateral loading may be provided by friction acting at the base of foundations and by passive earth pressure. An allowable coefficient of friction of 0.33 may be used with the dead load forces.

Passive geologic pressure for the sides of foundations poured against undisturbed or recompact soil may be computed as an equivalent fluid having a density of 250 pounds per cubic foot with a maximum earth pressure of 3,000 pounds per square foot. The passive and friction components may be combined for lateral resistance without reduction. A one-third increase in the passive value may be used for short duration loading such as wind or seismic forces.



### **Foundation Settlement**

Settlement of the foundation system is expected to occur on initial application of loading. The maximum settlement is expected to be 1 inch and occur below the heaviest loaded columns. Differential settlement is not expected to exceed ½ inch.

### **Foundation Observations**

It is critical that all foundation excavations are observed by a representative of this firm to verify penetration into the recommended bearing materials. The observation should be performed prior to the placement of reinforcement. Foundations should be deepened to extend into satisfactory geologic materials, if necessary. Foundation excavations should be cleaned of all loose soils prior to placing steel and concrete. Any required foundation backfill should be mechanically compacted, flooding is not permitted.

### **RETAINING WALL DESIGN**

The client intends to design the subterranean walls for full hydrostatic pressure based on the existing ground surface so that the standard code required wall subdrains may be eliminated. Cantilever retaining walls supporting a level backslope may be designed utilizing a triangular distribution of active earth pressure. Restrained retaining walls may be designed utilizing a triangular distribution of at-rest earth pressure. Retaining walls may be designed utilizing the following table.

Height of Retaining Wall (feet)	Cantilever Retaining Wall Triangular Distribution of Active Earth Pressure with Hydrostatic Pressure (pcf)	Restrained Retaining Wall Triangular Distribution of At-Rest Earth Pressure with Hydrostatic Pressure (pcf)
Up to 25 feet	80	95

Additional active pressure should be added for a surcharge condition due to sloping ground, vehicular traffic or adjacent structures. The upper ten feet of the retaining wall adjacent to streets, driveways or parking areas should be designed to resist a uniform lateral pressure of 100 pounds per square foot, acting as a result of an assumed 300 pounds per square foot surcharge behind the walls due to normal street traffic. If the traffic is kept back at least ten feet from the retaining walls, the traffic surcharge may be neglected. Foundations may be designed using the allowable bearing capacities, friction, and passive earth pressure found in the “Foundation Design” section above.

### **TEMPORARY EXCAVATIONS**

It is anticipated that excavation on the order of 15 to 25 feet in vertical height will be required for the proposed subterranean parking level and foundation elements. The excavations are expected to expose fill and Older Alluvium, which are suitable for vertical excavations up to 5 feet where



not surcharged by adjacent traffic or structures. Excavations which will be surcharged by adjacent traffic or structures should be shored.

## **SHORING DESIGN**

The recommended method of shoring consists of steel soldier piles, placed in drilled holes and backfilled with concrete. The soldier piles may be designed as cantilever or laterally braced utilizing drilled tie-back anchors or raker braces. Recommendations for shoring are contained in the referenced geotechnical report found in the "Shoring Design" section and remain applicable for the proposed project, except as modified herein.

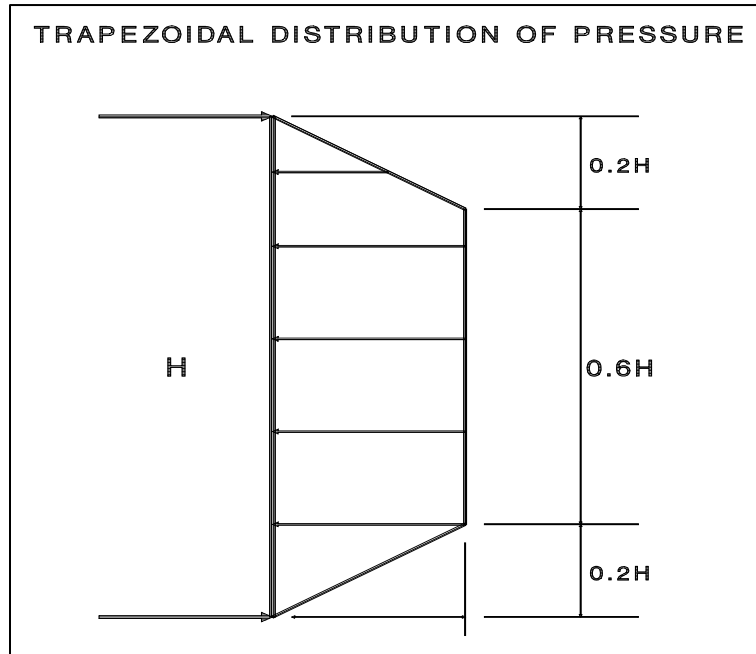
### **Lateral Pressures**

A triangular distribution of lateral earth pressure should be utilized for the design of cantilevered shoring system. A trapezoidal distribution of lateral earth pressure should be appropriate where shoring is to be restrained at the top by bracing or tie backs. The design of trapezoidal distribution of pressure is shown in the diagram below. Equivalent fluid pressures for the design of cantilevered and restrained shoring are presented in the following table:

<b>LATERAL SHORING WALL PRESSURES</b>		
Height of Shoring Wall (feet)	Cantilever Shoring System Equivalent Fluid Pressure (pcf) Triangular Distribution of Pressure	Restrained Shoring System Lateral Earth Pressure (pcf)* Trapezoidal Distribution of Pressure
Up to 25	30	20H

\*Where H is the height of the shoring in feet.





Where a combination of sloped embankment and shoring is utilized, the pressure will be greater and must be determined for each combination. Additional active pressure should be applied where the shoring will be surcharged by adjacent traffic or structures.

The upper ten feet of the retaining wall adjacent to streets, driveways or parking areas should be designed to resist a uniform lateral pressure of 100 pounds per square foot, acting as a result of an assumed 300 pounds per square foot surcharge behind the walls due to normal street traffic. If the traffic is kept back at least ten feet from the retaining walls, the traffic surcharge may be neglected.

The following information on the design and installation of the shoring is as complete as possible at this time. It is suggested that Geotechnologies, Inc. review of the final shoring plans and specifications prior to bedding or negotiating with a shoring contractor.

## **CLOSURE**

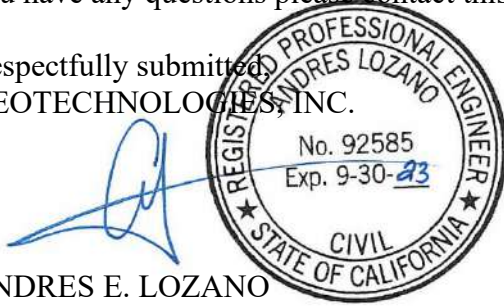
The purpose of this report is to revise the sections of our referenced Geotechnical Engineering Investigation that require updating to address the current proposed construction at the subject site. Except as updated or revised herein, all other recommendations contained in the referenced geotechnical report remain applicable for the proposed project.





Geotechnologies, Inc. appreciates the opportunity to provide our services on this project. Should you have any questions please contact this office.

Respectfully submitted,  
GEOTECHNOLOGIES, INC.



ANDRES E. LOZANO  
R.C.E. 92585



STANLEY S. TANG  
R.C.E. 56178

AEL/SST:kk

Enclosure: Vicinity Map  
Survey Plan  
Plot Plan  
Cross Sections A-A'  
Historically Highest Groundwater Map  
Seismic Hazard Zone Map

Distribution: (2) City of Los Angeles

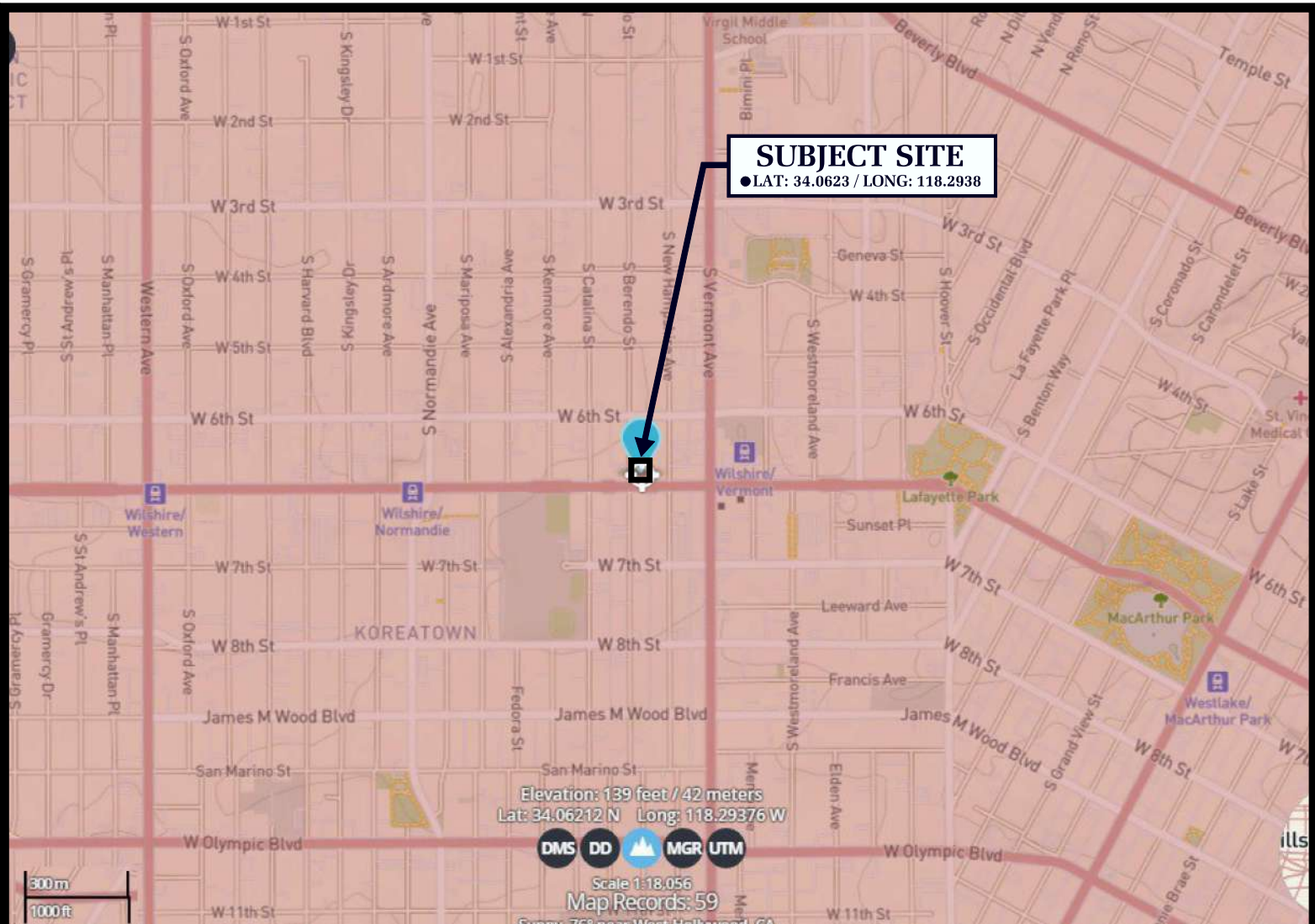
Email to: [garrettlee@jamisonservices.com]



**Geotechnologies, Inc.**

439 Western Avenue, Glendale, California 91201-2837  
www.geoteq.com

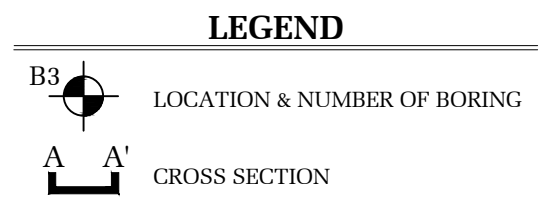
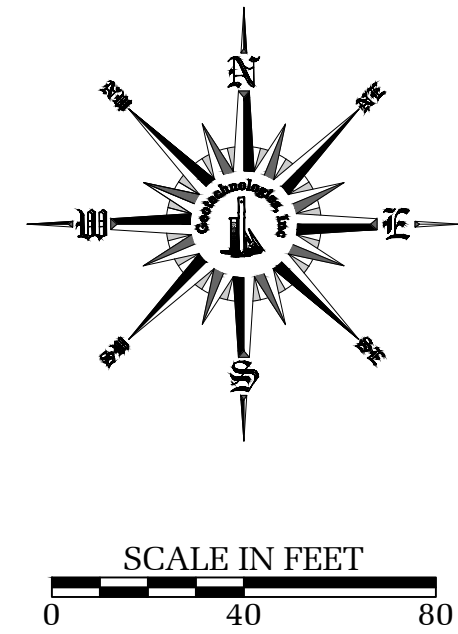
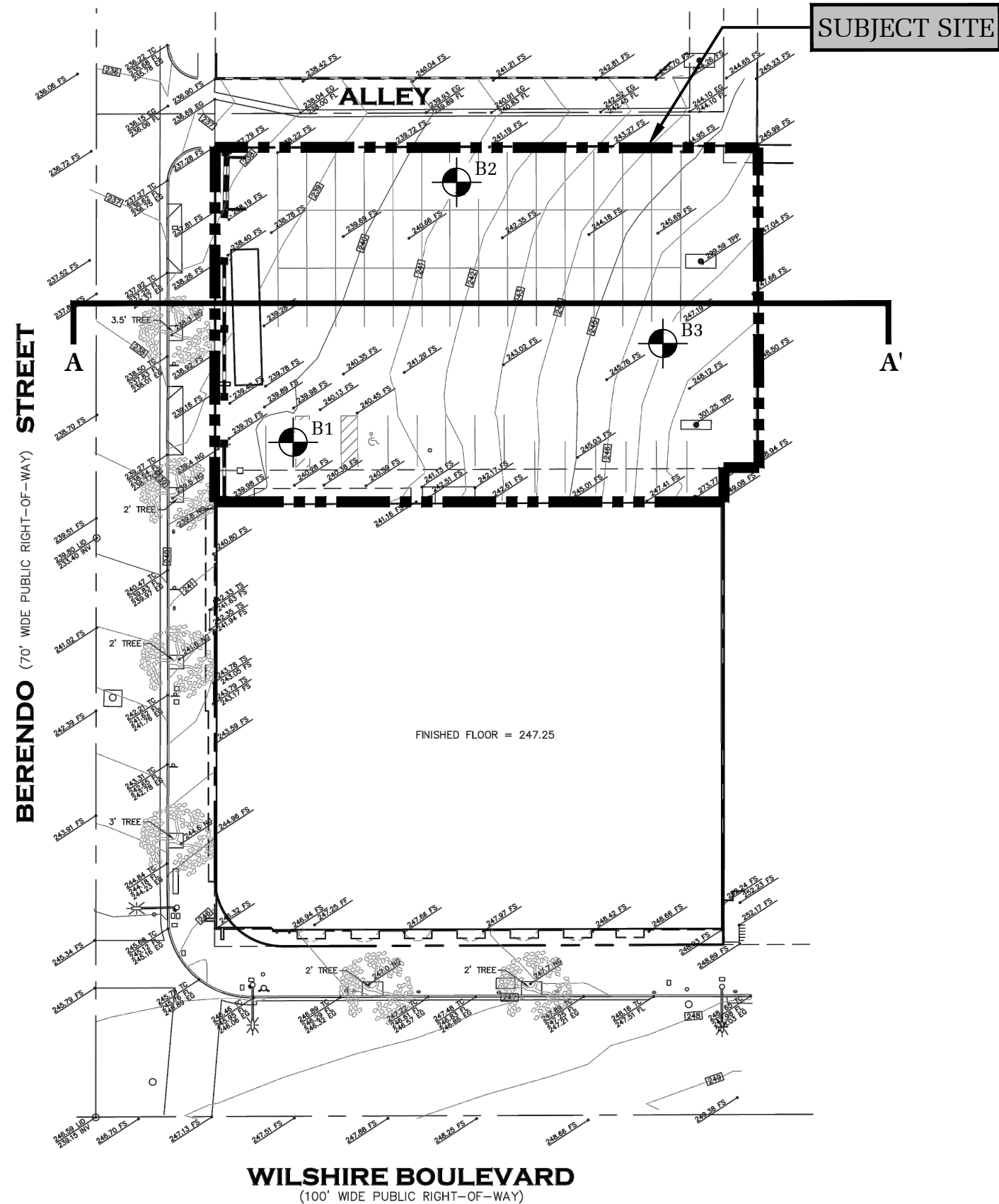
Tel: 818.240.9600 Fax: 818.240.9675



**REFERENCE: U.S.G.S. TOPOGRAPHIC MAPS, 7.5 MINUTE SERIES,  
HOLLYWOOD, CA QUADRANGLE**

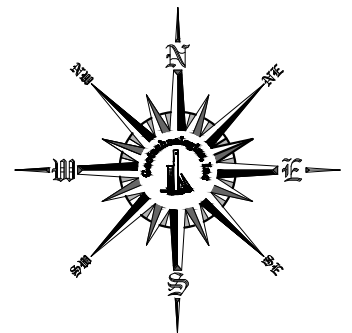
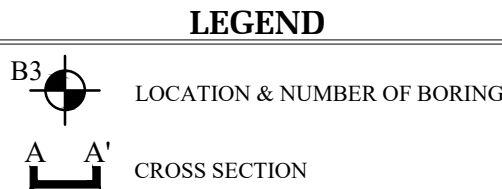
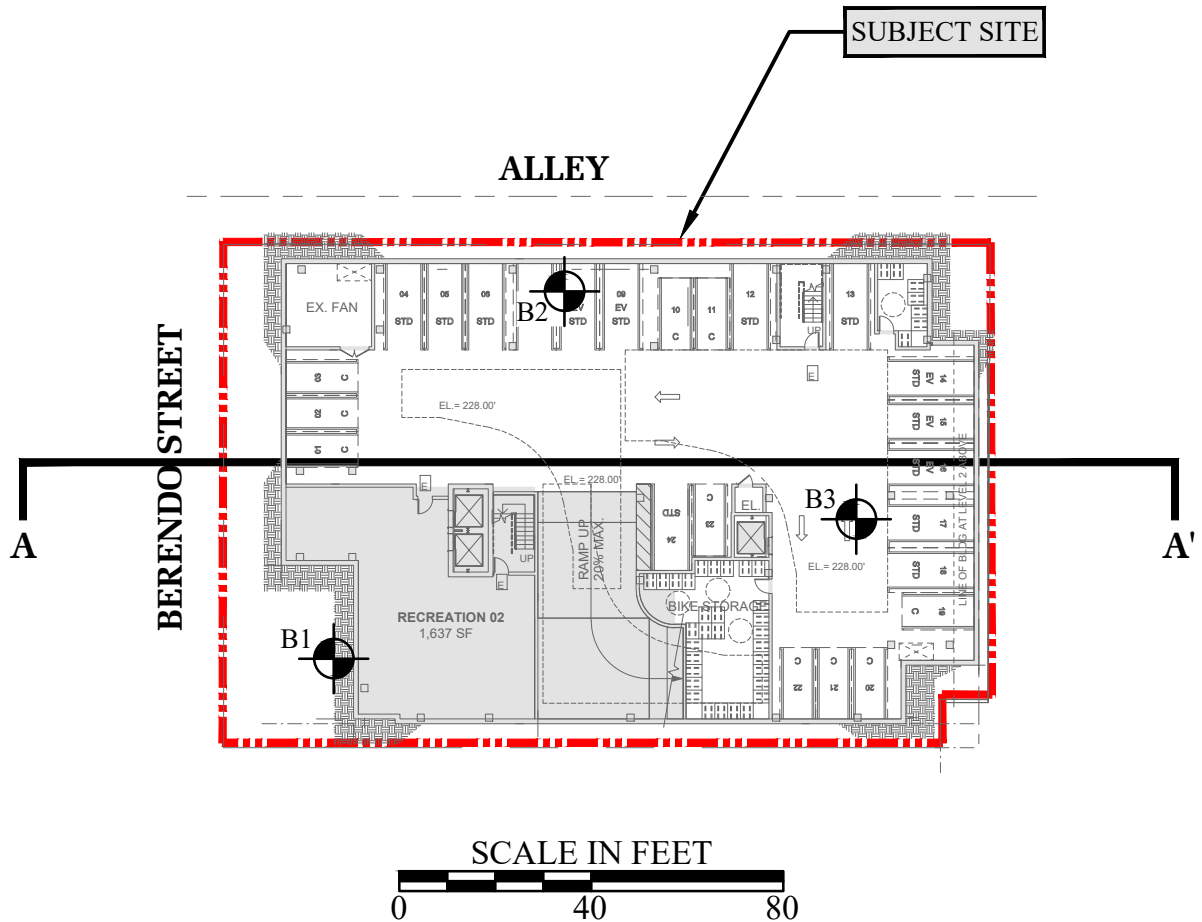
## VICINITY MAP

**Geotechnologies, Inc.**  
*Consulting Geotechnical Engineers*



REFERENCE: ALTA/NSPS LAND TITLE SURVEY BY JRN CIVIL ENGINEERS  
DATED: July 14, 2020

<b>SURVEY PLAN</b>		
 <b>Geotechnologies, Inc.</b> <i>Consulting Geotechnical Engineers</i>	JAMISON PROPERTIES 638 S BERENDO STREET, LOS ANGELES	
	Drawn by: YD	File No. 21937
	Date: January, '21	



REFERENCE: SUB PARKING LEVEL P1 BY CLIENT  
DATED: March 27, 2023

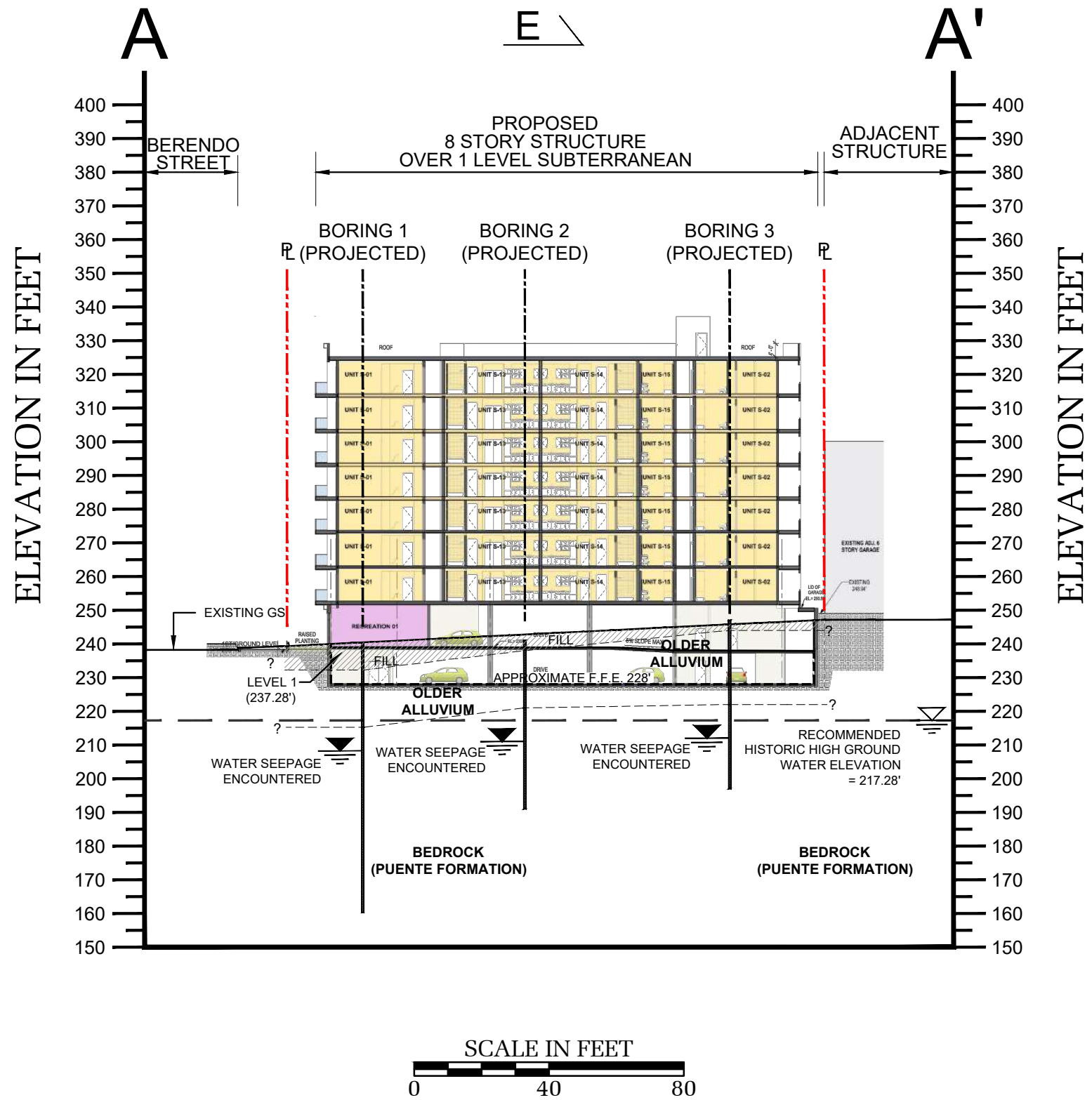
## PLOT PLAN




**Geotechnologies, Inc.**  
Consulting Geotechnical Engineers

**JAMISON PROPERTIES**  
638 S. BERENDO STREET, LOS ANGELES

FILE NO: 21937

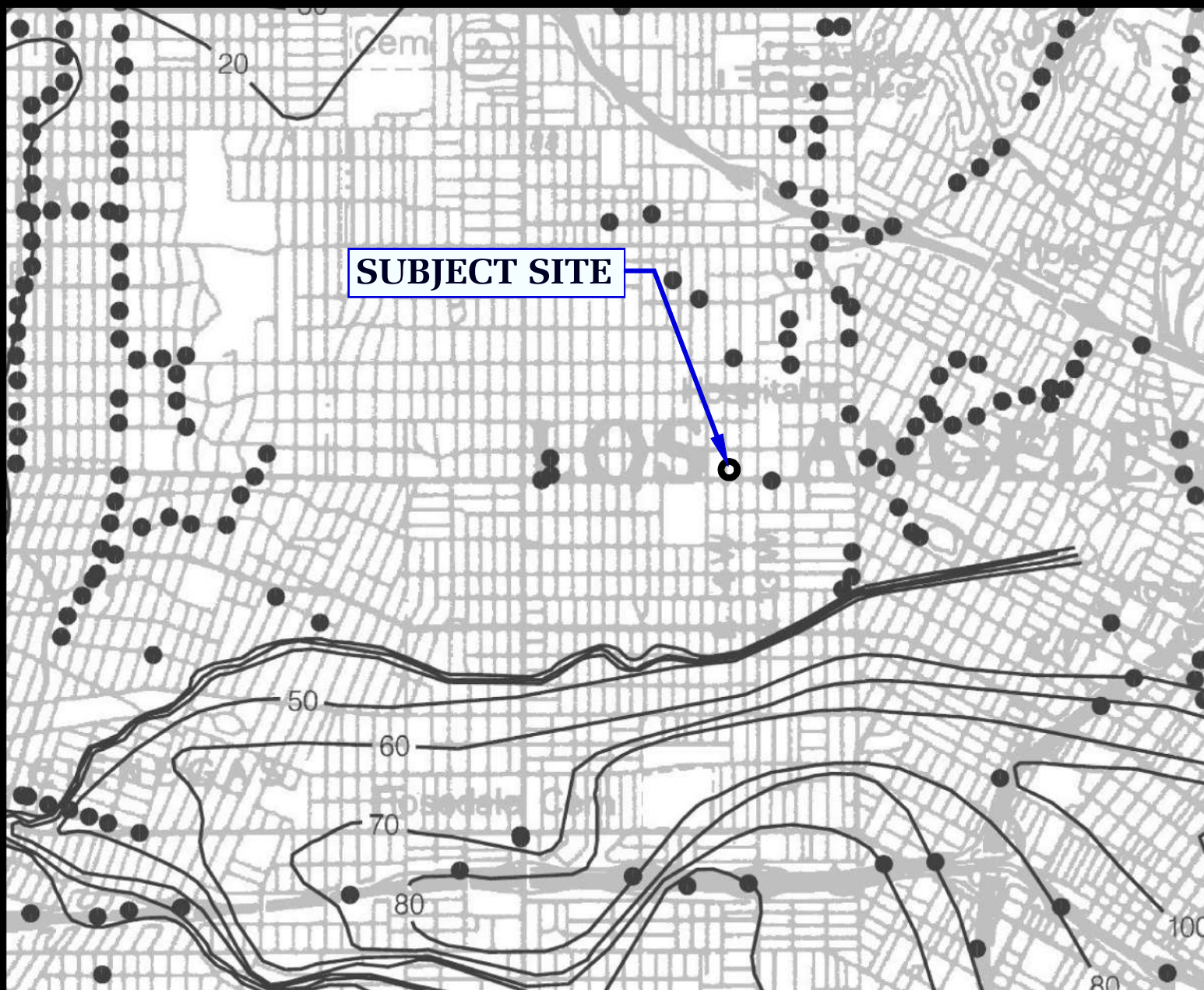


REFERENCE: BUILDING SECTION BY CLIENT  
DATED: March 23, 2023

CROSS SECTION		
	<b>JAMISON PROPERTIES</b> 638 S. BERENDO STREET, LOS ANGELES	
	Drawn by: YD	File No.: 21937
	Date: April 2023	



**SUBJECT SITE**



ONE MILE

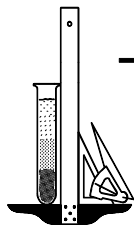
SCALE

20 Depth to groundwater in feet

REFERENCE: CDMG, SEISMIC HAZARD ZONE REPORT, 026  
HOLLYWOOD 7.5 - MINUTE QUADRANGLE, LOS ANGELES COUNTY, CALIFORNIA (1998, REVISED 2006)



## HISTORICALLY HIGHEST GROUNDWATER LEVELS

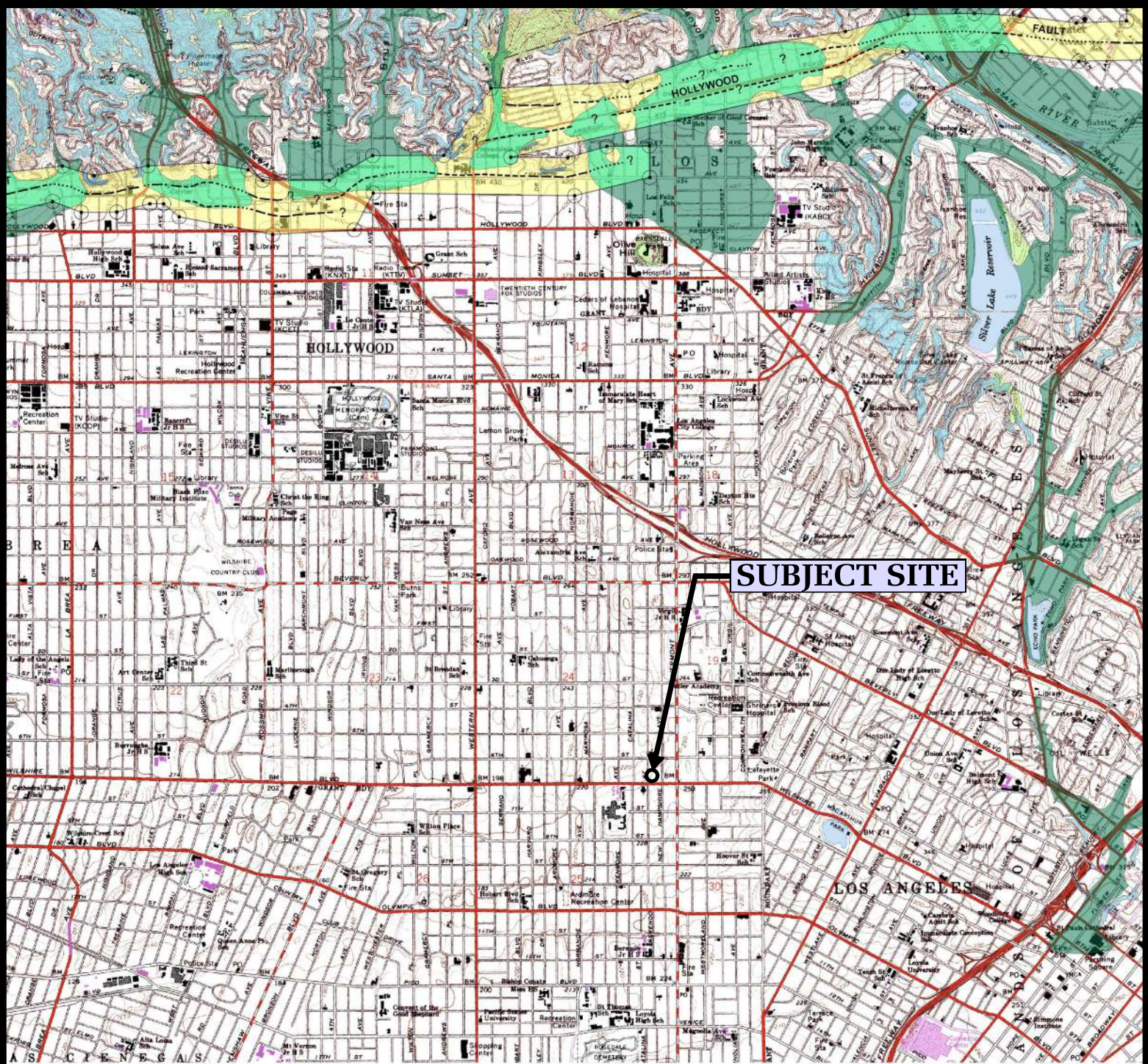


**Geotechnologies, Inc.**  
Consulting Geotechnical Engineers

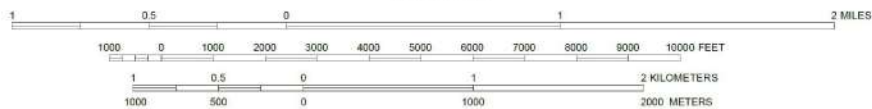
**JAMISON PROPERTIES**  
638 S BERENDO STREET, LOS ANGELES

**FILE NO. 21937**

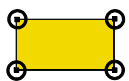




Scale 1: 24000



Contour Interval 20 Feet



Earthquake Fault Zones

Alquist-Priolo Earthquake Fault Zone



LIQUEFACTION AREA



REFERENCE: EARTHQUAKE FAULT ZONES, HOLLYWOOD QUADRANGLE, CALIFORNIA GEOLOGICAL SURVEY, NOVEMBER 2014

## SEISMIC HAZARDS ZONES MAP

**Geotechnologies, Inc.**  
Consulting Geotechnical Engineers

**JAMISON PROPERTIES**  
638 S BERENDO STREET, LOS ANGELES

FILE NO. 21937



JAVIER NUNEZ  
PRESIDENT

JOSELYN GEAGA-ROSENTHAL  
VICE PRESIDENT

JACOB STEVENS  
MOISES ROSALES  
NANCY YAP



KAREN BASS  
MAYOR

OSAMA YOUNAN, P.E.  
GENERAL MANAGER  
SUPERINTENDENT OF BUILDING

JOHN WEIGHT  
EXECUTIVE OFFICER

## SOILS REPORT APPROVAL LETTER

June 14, 2023

LOG # 126219  
SOILS/GEOLOGY FILE - 2

Jamison Properties  
3470 Wilshire Blvd., Suite 700  
Los Angeles, CA 90010

TRACT: TR 24919  
LOT(S): 1  
LOCATION: 638 - 642 S BERENDO ST.

CURRENT REFERENCE <u>REPORT/LETTER(S)</u>	REPORT <u>No.</u>	DATE OF <u>DOCUMENT</u>	<u>PREPARED BY</u>
Addendum Report	21937	05/08/2023	Geotechnologies, Inc.
PREVIOUS REFERENCE <u>REPORT/LETTER(S)</u>	REPORT <u>No.</u>	DATE OF <u>DOCUMENT</u>	<u>PREPARED BY</u>
Dept. Approval Letter	120475	02/15/2022	LADBS
Soils Report	21937	01/28/2022	Geotechnologies, Inc.

The Grading Division of the Department of Building and Safety has reviewed the referenced addendum report that provides an update of the proposed development. According to the referenced addendum report, the proposed development has been revised to consist of an 8-story structure over one subterranean level.

The Department reviewed and conditionally approved the previous referenced report providing recommendations for a proposed 22-story mixed-use residential tower with 2 subterranean parking levels.

The earth materials at the subsurface exploration locations consist of up to 8 feet of uncertified fill underlain by sandy to clayey silts, silty clays, and silty sands to gravelly sands and siltstone to sandstone bedrock.

The consultants recommend to support the proposed structure on conventional foundations bearing on competent alluvial soils.

The referenced reports are acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis ( ) refer to applicable sections of the 2020 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. All conditions of the above referenced Department approval letter, except as specifically modified herein, shall be complied with.

2. All recommendations of the reports that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.
3. Unsurcharged temporary excavation may be cut vertical up to 5 feet.
4. Shoring shall be designed for the lateral earth pressures specified in the section titled "Shoring Design" starting on page 6 of the 05/08/2023 report; all surcharge loads shall be included into the design.
5. All foundations shall derive entire support from competent alluvial soils, as recommended and shall be approved by the geologist and soils engineer by inspection.
6. The seismic design shall be based on a Site Class C, as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.
7. Retaining walls shall be designed for the lateral earth pressures specified in the section titled "Retaining Wall Design" starting on page 5 of the 05/08/2023 report. All surcharge loads shall be included into the design.



YING LIU

Geotechnical Engineer II

Log No. 126219

213-482-0480

cc: Applicant  
Geotechnologies, Inc., Project Consultant  
LA District Office

**CITY OF LOS ANGELES**  
DEPARTMENT OF BUILDING AND SAFETY  
Grading Division

District <u>LA</u>	Log No. <u>126219</u>
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**APPLICATION FOR REVIEW OF TECHNICAL REPORTS**

INSTRUCTIONS

- A. Address all communications to the Grading Division, LADBS, 221 N. Figueroa St., 12th Fl., Los Angeles, CA 90012  
Telephone No. (213)482-0480.
- B. Submit two copies (three for subdivisions) of reports, one "pdf" copy of the report on a CD-Rom or flash drive, and one copy of application with items "1" through "10" completed.
- C. Check should be made to the City of Los Angeles.

<p>1. LEGAL DESCRIPTION</p> <p>Tract: <u>TR 24919</u></p> <p>Block: _____ Lots: <u>1</u></p> <p>3. OWNER: <u>Jamison Properties</u></p> <p>Address: <u>3470 Wilshire Boulevard, Suite 700</u></p> <p>City: <u>Los Angeles</u> Zip: <u>90010</u></p> <p>Phone (Daytime): _____</p>	<p>2. PROJECT ADDRESS:</p> <p><u>638 - 642 South Berendo Street, Los Angeles</u></p> <p>4. APPLICANT <u>Geotechnologies, Inc.</u></p> <p>Address: <u>439 Western Avenue</u></p> <p>City: <u>Glendale</u> Zip: <u>91201</u></p> <p>Phone (Daytime): <u>818-240-9600</u></p> <p>E-mail address: <u>Pymt:accounting@geoteq.com;Eng:alozano@geoteq.com</u></p>
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5. Report(s) Prepared by: Geotechnologies, Inc. File No. 21937 6. Report Date(s): May 8, 2023

7. Status of project: ☒ Proposed ☐ Under Construction ☐ Storm Damage
8. Previous site reports? ☒ YES if yes, give date(s) of report(s) and name of company who prepared report(s)  
Geotechnical Engineering Investigation, revised January 28, 2022 Geotechnologies, Inc.
9. Previous Department actions? ☒ YES if yes, provide dates and attach a copy to expedite processing.  
Dates: Soils Report Approval Letter, Log 120475, dated February 15, 2022

10. Applicant Signature: \_\_\_\_\_ Position: \_\_\_\_\_

(DEPARTMENT USE ONLY)

REVIEW REQUESTED	FEES	REVIEW REQUESTED	FEES
<input type="checkbox"/> Soils Engineering		No. of Lots	
<input type="checkbox"/> Geology		No. of Acres	
<input type="checkbox"/> Combined Soils Engr. & Geol.		<input type="checkbox"/> Division of Land	
<input checked="" type="checkbox"/> Supplemental	<u>181.50</u>	Other	
<input type="checkbox"/> Combined Supplemental		<input checked="" type="checkbox"/> Expedite	<u>90.75</u>
<input type="checkbox"/> Import-Export Route		<input type="checkbox"/> Response to Correction	
Cubic Yards: _____		<input type="checkbox"/> Expedite ONLY	
		Sub-total	<u>272.25</u>
		Surcharges	<u>69.91</u>
		<b>TOTAL FEE</b>	<u>342.16</u>

Fee Due: 342.16  
Fee Verified By: AM Date: 5/16/23  
(Cashier Use Only)

Receipt #  
1582643

Paid on  
5/16/23

ACTION BY: \_\_\_\_\_

THE REPORT IS: ☐ NOT APPROVED

☐ APPROVED WITH CONDITIONS ☐ BELOW ☐ ATTACHED

For Geology	Date
For Soils	Date



**HISTORICAL RESOURCES IMPACTS ASSESSMENT REPORT**

# 638 South Berendo Street, Los Angeles

## *July 2022*

**HISTORIC RESOURCES GROUP**

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HISTORICAL RESOURCES IMPACTS ASSESSMENT REPORT

638 South Berendo Street, Los Angeles

HISTORIC RESOURCES GROUP



## TABLE OF CONTENTS

4	1.0 Executive Summary
6	2.0 Project Summary
8	3.0 Methodology
9	4.0 Regulatory Framework
15	5.0 Summary of Previous Evaluations/Designations
16	6.0 History and Description of Surrounding Area
19	7.0 Description of Evaluated Resource
22	<i>Photographs of Evaluated Resource</i>
33	8.0 Site History
56	9.0 Historic Context: CRA and SurveyLA Contexts and Themes
61	10.0 Evaluation of Eligibility
69	11.0 Resources in the Vicinity of the Project Site
73	<i>Photographs of Resources in the Vicinity of the Project Site</i>
76	12.0 Analysis of Potential Impacts
84	13.0 Conclusion
85	14.0 Sources

*Appendix A: Permit History*

*Appendix B: Historic Photographs*

*Appendix C: Historic Aerial Photographs*

*Appendix D: Sanborn Fire Insurance Maps*

*Appendix E: Project Information*

*Appendix F: Resumes of Authors/Contributors*

## 1.0 EXECUTIVE SUMMARY

Berendo, Inc. (the “Applicant”) is proposing a new development on the properties located at 638-646 South Berendo Street and 3273-3289 Wilshire Boulevard in the City of Los Angeles (the “Project Site”) with a 22-story multi-family residential building (the “Project”). The purpose of this report is to determine if historical resources as defined by the California Environmental Quality Act (CEQA)<sup>1</sup> are present on or in the vicinity of the Project Site and, if so, to identify potential impacts to historical resources caused by the proposed Project. This report is intended to inform environmental review of the Project.

The Project Site is currently occupied by a surface parking lot on the parcel at 638-642 South Berendo Street and by the Roseberry Building immediately to the south on the parcel at 3273-3289 Wilshire Boulevard and 646 South Berendo Street. The Roseberry Building is a two- and three-story commercial building located on the northeast corner of Wilshire Boulevard and Berendo Street. The Roseberry Building was surveyed in the 2009 Wilshire Center and Koreatown Recovery Redevelopment Area (the “2009 CRA Survey”)<sup>2</sup> and was found eligible for listing in the National Register of Historic Places. This report re-evaluates the Roseberry Building based on an observation of existing conditions, an examination of primary and secondary source research related to the history of the property, review of the relevant historic contexts, and an analysis under the eligibility criteria and integrity thresholds for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a City of Los Angeles Historic-Cultural Monument. Based on this analysis, this report finds the Roseberry Building eligible for listing in the National Register, the California Register, and as a local Historic-Cultural Monument. The Roseberry Building is therefore considered an historical resource for purposes of this report.

The Project Site is located in the vicinity of other designated or previously identified historical resources. 624 S. Berendo Street is located north of the Project Site. It was surveyed in the 2009 CRA survey and was found eligible for listing in the California Register. 3243 Wilshire Boulevard is located east of the Project Site, at the northeast corner of the intersection of Wilshire Boulevard and New Hampshire Avenue. It was surveyed in the 2009 CRA survey and was found eligible for listing in the California Register. Immanuel Presbyterian Church is located southwest of the Project Site, at the southwest corner of the intersection of Wilshire Boulevard and Berendo Street. Immanuel Presbyterian Church was designated Los Angeles Historic-Cultural Monument (HCM) LA-743 in 2003. The southeast corner of Wilshire Boulevard and Berendo Street is occupied by the Talmadge Apartments, constructed in 1923.

<sup>1</sup> California PRC, Section 21084.1.

<sup>2</sup> City of Los Angeles, Community Redevelopment Agency, *Intensive Historic Resources Survey: Wilshire Center & Koreatown Redevelopment Area*, prepared by PCR Services Corporation. June 2009.

## HISTORICAL RESOURCES IMPACTS ASSESSMENT REPORT

# 638 South Berendo Street, Los Angeles

## HISTORIC RESOURCES GROUP

The Talmadge Apartments was surveyed in the 2009 CRA Survey and was found eligible for listing in the National Register of Historic Places. 3240 Wilshire Boulevard, the I. Magnin and Company Building, is located southeast of the Project Site, at the southeast corner of the intersection of Wilshire Boulevard and New Hampshire Avenue. It was designated Los Angeles HCM LA-534 in 1991. In addition, the streetlights along Wilshire Boulevard were identified as potentially eligible for local designation by SurveyLA; there are two streetlights in front of the Project Site. 624 S. Berendo Street, 3243 Wilshire Boulevard, Immanuel Presbyterian Church, the Talmadge Apartments, the I. Magnin and Company Building, and the streetlights are considered historical resources for purposes of this report.

This report therefore considers potential impacts as a result of the proposed Project to the Roseberry Building, 624 S. Berendo Street, 3243 Wilshire Boulevard, Immanuel Presbyterian Church, the Talmadge Apartments, the I. Magnin and Company Building, and the Wilshire Boulevard streetlights. The Project will not demolish, destroy, or relocate any of the historical resources. The Project will make minor alterations to the rear of the Roseberry Building, and will not alter 624 S. Berendo Street, 3243 Wilshire Boulevard, Immanuel Presbyterian Church, the Talmadge Apartments, the I. Magnin and Company Building, or the streetlights. Thus the Project will not impair the historical significance of any historical resources in the Project vicinity. The Project would not result in a substantial adverse change in the significance of any historical resource, and therefore would not have a significant effect on the environment as defined by CEQA.

## 2.0 PROJECT SUMMARY

### Project Location

The Project Site (APN 5502-026-022 and APN 5502-026-021) is located on the northeast corner of the intersection of Wilshire Boulevard and South Berendo Street between 6<sup>th</sup> Street and Wilshire Boulevard in the Wilshire Center and Koreatown Recovery Redevelopment Area of the City of Los Angeles. It is currently occupied by a two- and three-story commercial building (the Roseberry Building) on the south parcel and a surface parking lot on the north parcel. It is flanked to the north by a service alley and to the east by an 18-story commercial office building.

A site map is included in Figure 1.

### Project Description

The Project would demolish the existing surface parking lot on the north parcel and develop a new 22-story multi-family residential building with 343 apartment units. The 343 units consist of a mix of studio and one-bedroom units. 11% (38 units) would be reserved for Extremely Low Income (ELI) households. The proposed building would be approximately 275 feet in height.

The Project proposes a total floor area of 252,709 square feet and 7.52:1 FAR. Of this total, 219,652 square feet is the proposed new residential building and the remaining 33,057 square feet is the existing Roseberry Building. Because of the Roseberry Building's proximity to the new building, the existing exterior staircase on the north façade of the Roseberry Building will be removed and the windows and doors on the north façade blocked on the interior with concrete masonry unit infill to create a fire separation; the existing windows and doors will be retained in place.

The Project will include a shoring plan, to be provided prior to the issuance of grading permits. The shoring plan will be prepared by a qualified structural engineer who meets the relevant Secretary of the Interior's Professional Qualifications Standards, for review and approval by the City of Los Angeles. The shoring plan will ensure the protection of the Roseberry Building during grading and construction procedures on the Project Site.

**Figure 1: Site Map**



HISTORICAL RESOURCES IMPACTS ASSESSMENT REPORT

**638 South Berendo Street, Los Angeles**

HISTORIC RESOURCES GROUP

### 3.0 METHODOLOGY

The Roseberry Building was evaluated using integrity thresholds and eligibility criteria for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a City of Los Angeles Historic-Cultural Monument. The field methods and analysis are based on guidance from the National Park Service, the California Office of Historic Preservation, and the City of Los Angeles Office of Historic Resources for evaluating potential historical resources; and an identification of physical features and historic integrity ascertained during the site visit and through building records. A site visit was conducted in July 2020 to view existing conditions on the Project Site and in the vicinity.

This report was prepared using sources related to the history and development of each property. The following sources were consulted:

- Building permits
- Historic newspaper articles
- Historic aerial photography
- Sanborn Fire Insurance maps
- Other primary and secondary sources relevant to the history of the site
- Survey Report for the Wilshire Center & Koreatown Recovery Redevelopment Area for description and survey findings of the area

Research, field inspection, and analysis were performed by John LoCascio, AIA, Principal; and Molly Iker-Johnson, Architectural Historian/Staff Photographer. Both are qualified professionals who meet the Secretary of the Interior's Professional Qualifications Standards in Historic Architecture and Architectural History, respectively. Resumes are included in Appendix F.



#### 4.0 REGULATORY FRAMEWORK

##### Historical Resources under CEQA

CEQA requires that environmental protection be given significant consideration in the decision-making process. Historical resources are included under environmental protection. Thus, any project or action which constitutes a substantial adverse change on a historical resource also has a significant effect on the environment and shall comply with the State CEQA Guidelines.

When the California Register of Historical Resources was established in 1992, the Legislature amended CEQA to clarify which cultural resources are significant, as well as which project impacts are considered to be significantly adverse. A “substantial adverse change” means “demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired.”

CEQA defines a historic resource as a resource listed in, or determined eligible for listing, in the California Register of Historical Resources. All properties on the California Register are to be considered under CEQA. However, because a property does not appear on the California Register does not mean it is not significant and therefore exempt from CEQA consideration. All resources determined eligible for the California Register are also to be considered under CEQA.

The courts have interpreted CEQA to create three categories of historic resources:

- *Mandatory historical resources* are resources “listed in, or determined to be eligible for listing in, the California Register of Historical Resources.”
- *Presumptive historical resources* are resources “included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1” of the Public Resources Code, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.
- *Discretionary historical resources* are those resources that are not listed but determined to be eligible under the criteria for the California Register of Historical Resources.<sup>3</sup>

<sup>3</sup> League for the Protection of Oakland’s Architectural and Historic Resources vs. City of Oakland, 52 Cal. App. 4<sup>th</sup> 896, 906-7 (1997)

To simplify the first three definitions provided in the CEQA statute, an historic resource is a resource that is:

- Listed in the California Register of Historical Resources (California Register);
- Determined eligible for the California Register by the State Historical Resources Commission; or
- Included in a local register of historic resources.

Section 15064.5 of the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3) supplements the statute by providing two additional definitions of historical resources, which may be simplified in the following manner. An historic resource is a resource that is:

- Identified as significant in an historical resource survey meeting the requirements of Public Resources Code 5024.1 (g);
- Determined by a Lead Agency to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Generally, this category includes resources that meet the criteria for listing on the California Register (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).

The fact that a resource is not listed in, or determined eligible for listing in, the California Register, not included in a local register of historic resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, does not preclude a lead agency from determining that the resource may be an “historic resource” for purposes of CEQA.

Properties formally determined eligible for listing in the National Register of Historic Places are automatically listed in the California Register. Properties designated by local municipalities can also be considered historic resources. A review of properties that are potentially affected by a project for historic eligibility is also required under CEQA.

### **Historic Designations**

Historic resources may be designated at the federal, state, and local levels. Current landmark designations available for properties located in Los Angeles include: listing in the National Register of Historic Places, the California Register of Historical Resources, and as City of Los Angeles Historic-Cultural Monuments. While all designation programs place emphasis on architectural character, they also use basic criteria relating to a property’s place in important events or patterns of development, association with important personages, and architectural significance.

#### National Register of Historic Places

The National Register of Historic Places is an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources

and to indicate what properties should be considered for protection from destruction or impairment.<sup>4</sup> The National Park Service administers the National Register program. Listing in the National Register assists in preservation of historic properties in several ways including: recognition that a property is of significance to the nation, the state, or the community; consideration in the planning for federal or federally assisted projects; eligibility for federal tax benefits; and qualification for Federal assistance for historic preservation, when funds are available.

To be eligible for listing and/or listed in the National Register, a resource must possess significance in American history and culture, architecture, or archaeology. Listing in the National Register is primarily honorary and does not in and of itself provide protection of a historic resource. The primary effect of listing in the National Register on private owners of historic buildings is the availability of financial and tax incentives. In addition, for projects that receive Federal funding, a clearance process must be completed in accordance with Section 106 of the National Historic Preservation Act. Furthermore, state and local regulations may apply to properties listed in the National Register.

The criteria for listing in the National Register follow established guidelines for determining the significance of properties. The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history.<sup>5</sup>

<sup>4</sup> 36CFR60, Section 60.2.

<sup>5</sup> 36CFR60, Section 60.3. Criterion D addresses potential archaeological resources which is outside the scope of this study.

## *Integrity*

In addition to meeting any or all of the National Register designation criteria listed above, properties nominated must also possess historic integrity. Historic integrity is the ability of a property to convey its significance and is defined as “the authenticity of a property’s historic identity, evidenced by the survival of physical characteristics that existed during the property’s historic period.”<sup>6</sup>

The National Register recognizes seven aspects or qualities that comprise integrity: location, design, setting, materials, workmanship, feeling, and association. These qualities are defined as follows:

- *Location* is the place where the historic property was constructed or the place where the historic event took place.
- *Design* is the combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting* is the physical environment of a historic property.
- *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.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- *Feeling* is a property’s expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property.<sup>7</sup>

## California Register of Historical Resources

The California Register is an authoritative guide in California used by State and local agencies, private groups, and citizens to identify the State's historic resources and to indicate what

<sup>6</sup> U.S. Department of the Interior, “National Register Bulletin 16: How to Complete the National Register Registration Form” (Washington, D.C.: National Park Service, 1997).

<sup>7</sup> U.S. Department of the Interior, “National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation” (Washington D.C.: National Park Service, 1995).

properties are to be protected, to the extent prudent and feasible, from substantial adverse change.<sup>8</sup>

The criteria for eligibility for listing in the California Register are based upon National Register criteria. These criteria are:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
2. Associated with the lives of persons important to local, California or national history.
3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.<sup>9</sup>

For integrity purposes, resources eligible for listing in the California Register must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. It is possible that resources lacking sufficient integrity for listing in the National Register may still be eligible for the California Register.<sup>10</sup>

#### City of Los Angeles Historic-Cultural Monuments

The City of Los Angeles Cultural Heritage Ordinance, first enacted in 1962 and updated in 2018, allows for the designation of buildings and sites as individual local landmarks in the City of Los Angeles. These landmarks are known as “Historic-Cultural Monuments.”

Section 22.171.7 of Article 1, Chapter 9, Division 22 of the City of Los Angeles Administrative Code defines a Historic-Cultural Monument as “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 of Los Angeles.” A proposed Monument may be designated by the City Council upon the recommendation of the Cultural Heritage Commission if it 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;

<sup>8</sup> California PRC, Section 5023.1(a).

<sup>9</sup> Criterion 4 addresses potential archaeological resources; therefore, it is not analyzed as part of this report.

<sup>10</sup> State of California, Department of Parks and Recreation, “California Office of Historic Preservation Technical Assistance Series #6: California Register and National Register: A Comparison,” Sacramento, CA: Office of Historic Preservation, 2011.

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.

Designation as a Historic-Cultural Monument is “reserved for those places that have unique aesthetic, architectural, cultural or historic value to the City of Los Angeles.”<sup>11</sup> For integrity purposes, resources eligible for local designation should retain enough of their historic character or appearance to convey the reasons for their significance.

<sup>11</sup> City of Los Angeles, Department of City Planning, Office of Historic Resources, “Office of Historic Resources Info Brief: What Makes a Resource Significant?,” <https://planning.lacity.org/odocument/fcd76b35-7140-48ef-ad50-2506f270d0d8/Info%20Brief%20What%20Makes%20a%20Resource%20Significant.pdf> (accessed January 2020).



## 5.0 SUMMARY OF PREVIOUS EVALUATIONS/DESIGNATIONS

### SurveyLA

SurveyLA is the City of Los Angeles' citywide survey of historic resources, conducted in accordance with the standards and guidelines set forth by the National Park Service and the California State Office of Historic Preservation, and overseen by the City's Office of Historic Resources. Areas of the City that were previously surveyed by the Community Redevelopment Agency were not re-surveyed as part of SurveyLA. The Project Site, the Roseberry Building, Immanuel Presbyterian Church, and the Talmadge Apartments are located in the Wilshire Center & Koreatown Redevelopment Area, which was surveyed by CRA/LA in 2009, and therefore were not re-evaluated as part of SurveyLA.

### Community Redevelopment Agency Survey

The 2009 CRA/LA survey found the Roseberry Building historically significant under two contexts: "Architecture, Engineering, and Designed Landscapes, 1913-1945" (Theme: Revival of Colonial Styles: The Search for Identity, 1913-1945) and "Commercial Development in the Early 20<sup>th</sup> Century, 1913-1945" (Theme: Commercial Development and the Automobile, 1910-1945). The survey evaluation assigned the building National Register of Historic Places (NRHP) Status Code 3S, which signifies that the building appears individually eligible for listing in the National Register. The building was found significant under Criteria 1/A (Events/Patterns of events) and 3/C (Architecture/Design/Construction).<sup>12</sup>

### Built Environment Resources Directory

The California Office of Historic Preservation (OHP) maintains the Built Environment Resources Directory (BERD), a database of previously evaluated resources throughout the state. The BERD contains information only for cultural resources that have been processed through OHP. This includes resources reviewed for eligibility to the National Register of Historic Places and the California Historical Landmarks programs through federal and state environmental compliance laws, and resources nominated under federal and state registration programs. The Roseberry Building is not listed in the BERD.<sup>13</sup>

<sup>12</sup> City of Los Angeles, Community Redevelopment Agency, *Intensive Historic Resources Survey: Wilshire Center & Koreatown Redevelopment Area*, prepared by PCR Services Corporation. June 2009.

<sup>13</sup> California Office of Historic Preservation, Built Environment Resources Directory, accessed August 11, 2020.

## 6.0 HISTORY AND DESCRIPTION OF THE SURROUNDING AREA

### Wilshire Community Plan Area<sup>14</sup>

The Roseberry Building was constructed in 1926 in the Wilshire Community Plan Area (CPA), known historically as the Wilshire District. The neighborhood is roughly bounded by Beverly Boulevard on the north, Wilton Place and Crenshaw Boulevard on the west, Olympic Boulevard on the south, and Virgil and Westmoreland Avenues on the east. The Wilshire District was initially developed in the late 19<sup>th</sup> century.

In 1887, Henry Gaylord Wilshire, an entrepreneur from Ohio, purchased 35 acres west of present-day MacArthur Park in partnership with his brother, William. They subdivided the land in 1895, envisioning a luxurious subdivision anchored by a wide, graveled avenue (present-day Wilshire Boulevard) that would connect present-day MacArthur and Lafayette Parks, and arranged a deal to build an intersecting boulevard (present-day Lafayette Park Place) if the City donated the land. These streets became the heart of a subdivision with generous lots, palm trees, and views of MacArthur Park and downtown Los Angeles.<sup>15</sup>

The Wilshire District developed steadily throughout the 1910s and 1920s, with large apartment buildings, resort hotels, and commercial buildings rising throughout the district. In the late 1920s, twenty-five blocks of Wilshire from MacArthur Park to Western Avenue were rezoned for commercial use, spurring a new era of rapid development in the eastern part of the Wilshire district. The neighborhood's commercial identity soon became one of affluence, newness, and convenience, in contrast to the older and more established downtown commercial district. The most potent symbol of the Wilshire District's glamour was the 1929 Bullock's Wilshire department store, one of the first businesses in Los Angeles designed to cater to customers arriving by car.

Large parking lots, service stations, automobile dealerships, drive-up markets, and drive-up coffee shops soon sprang up throughout the district. The neighborhood became known as Los Angeles' playground: recreational facilities were established throughout the district, and local dining and dancing institutions like the Brown Derby lured people to the Wilshire District.

The Wilshire District saw little commercial development during World War II. In the postwar years, however, Wilshire Boulevard's luxurious department stores, clubs, and restaurants were

<sup>14</sup> History of the Wilshire neighborhood adapted from City of Los Angeles, Department of City Planning, Office of Historic Resources, *Historic Resources Survey Report: Wilshire Community Plan Area*, prepared by Architectural Resources Group, January 2015.

<sup>15</sup> In 1897, Wilshire Boulevard was extended to meet Vermont Avenue as it became Los Angeles' new western boundary; the road angled away from its original alignment with the downtown street grid to instead orient toward the cardinal directions. The final gap in the thoroughfare was eliminated in 1934, when Wilshire was pushed through MacArthur Park.

joined by office buildings housing high-profile corporations, earning Wilshire a new reputation as a business center. The 1957 lifting of the city's 150-foot height limit restriction led to towering skyscrapers, bringing a fundamental change to the built environment in the area. The postwar period saw a shift in the area's architectural identity, with many commercial and institutional buildings exhibiting sleek Modern styles rather than the more extravagant styles of previous decades.

The Wilshire District's reputation as a world-class business center continued through the 1970s, with dozens of new high-rise corporate buildings constructed in the neighborhood. However, it began to wane in the 1980s as corporations moved to cheaper and less congested San Fernando Valley and West Los Angeles neighborhoods. The district's prospects looked bleak until an infusion of capital from Korean investors arrived, transforming a portion of the Wilshire District into present-day Koreatown.

### **Koreatown<sup>16</sup>**

Koreatown comprises a portion of the Wilshire District. This area of the city became known as Koreatown between 1970 and 1985, when Korean Americans and Latino Americans purchased and reused existing commercial buildings in the area around Olympic Boulevard and 8<sup>th</sup> Street. This influx of Korean commercial enterprise in the area transformed it into the center of a vibrant Korean American community.<sup>17</sup> Present-day Koreatown is roughly bounded by Beverly Boulevard on the north, Wilton Place and Crenshaw Boulevard on the west, Olympic Boulevard on the south, and Virgil and Westmoreland Avenues on the east.

In 1965, U.S. immigration policy underwent a substantial overhaul with the passage of the Immigration and Nationality Act (commonly known as the Hart-Celler Act), which effectively ended discriminatory immigration restrictions.<sup>18</sup> By rescinding policies that previously favored European immigration, a substantial influx of immigrants arrived from Latin America and Asia over the following years. At first, emigrants from Korea numbered several thousand, more than doubling the approximately 1,500 Koreans arriving each year prior to 1965.<sup>19</sup> However, by the early 1970s the numbers increased dramatically, with over 30,000 Korean immigrants

<sup>16</sup> City of Los Angeles, Department of City Planning, Office of Historic Resources, *Historic Resources Survey Report: Wilshire Community Plan Area*, prepared by Architectural Resources Group, January 2015, 6. This area was not known as Koreatown until the 1970s and 1980s. During its early development, the neighborhood was part of the Wilshire District. It should be noted that many of the smaller neighborhoods within the area now known widely as Koreatown do not identify themselves as "Koreatown."

<sup>17</sup> City of Los Angeles, Department of City Planning, Office of Historic Resources, *Historic Resources Survey Report: Wilshire Community Plan Area*, prepared by Architectural Resources Group, January 2015, 6.

<sup>18</sup> Portions of this context are adapted from City of Los Angeles, Department of City Planning, "Context: Korean Americans in Los Angeles," in *SurveyLA: Los Angeles Historic Resources Survey Project, Historic Context Statement*, September 2017.

<sup>19</sup> Hak-Hoon Kim, "Residential Patterns and Mobility of Koreans in Los Angeles County," (Master's thesis, California State University, Los Angeles, 1986), 10.

entering the U.S. in 1976 alone.<sup>20</sup> By 1979, Los Angeles had the largest population of Koreans outside of Korea. This population, estimated at approximately 170,000, was largely concentrated in the Koreatown area.

As with other immigrant groups, recently arrived Koreans gravitated towards established ethnic communities. This was especially true in Los Angeles, where Korean American cultural and economic institutions were concentrated in the old Koreatown neighborhood, and nearby commercial and residential rental rates were relatively low. Postwar suburban development drew many of the white residents from urban Los Angeles in a “white flight” migration that left the central areas under-occupied. At the same time, the opening of the Santa Monica Freeway (Interstate 10) in the mid-1960s replaced Olympic Boulevard as the main east-west connector and resulted in decreased traffic, higher vacancies, and more affordable commercial rents along the boulevard.<sup>21</sup> This pre-existing ethnic community and supporting institutions combined with the relative affordability of nearby areas and the rapid influx of immigrants with the capital to start commercial endeavors effectively created one of the highest concentrations of Korean people and institutions in the United States in present-day Koreatown.<sup>22</sup>

<sup>20</sup> Pyong Gap Min, “Korean Immigrants in Los Angeles,” *California Immigrants in World Perspective: The Conference Papers* (Institute for Social Science Research, University of California, Los Angeles: April 1990), 3.

<sup>21</sup> Kim, “Residential Patterns,” 56-57.

<sup>22</sup> Diana Sherman, “Largest Outside Korea: Korean Town’s Extent, Population Grown Daily,” *Los Angeles Times*, February 25, 1979.

## 7.0 DESCRIPTION OF EVALUATED RESOURCE

### Current Setting

The Roseberry Building is located on the northeast corner of the intersection of Wilshire Boulevard and South Berendo Street in the Wilshire Center & Koreatown Redevelopment Area of Los Angeles. The property is bounded to the south by Wilshire Boulevard, to the west by Berendo Street, to the north by a surface parking lot, and to the east by an eighteen-story commercial office building. The surrounding area is characterized by multi-story commercial, residential, and institutional development dating from the mid-1920s through the mid-2010s.

### Architectural Description

The Roseberry Building's plan forms a hollow rectangle wrapping a central courtyard. The building is asymmetrically composed and has complex massing consisting of one-, two-, and three-story volumes, anchored by a taller corner tower. The exterior walls are of brick masonry construction; the floors, interior partitions, and roof are of wood frame construction. The building has a combination of flat and moderately-pitched gable roofs with built up roofing; there is a pent roof with clay barrel tile roofing along the south façade, and a false mansard with clay barrel tile roofing on the tower. A continuous cast stone frieze runs under the eaves on the south and west façades. The exterior walls are finished in sprayed concrete with a distinctive, partially troweled texture. The west façade, and the upper story of the south (primary) façade, are characterized by a profusion of elaborate and exuberant Churrigueresque-style cast stone ornamentation.

The south (primary) façade is asymmetrically composed. The ground floor consists of a row of storefronts with round-arched, divided light display windows alternating with recessed, paneled doors. Two stringcourses frame a continuous frieze above the storefronts. The second floor has tall, divided-light wood casement windows with scrolled arches, foliated spandrel panels, and wrought iron balconets alternating with smaller rectangular windows with pierced concrete grilles. The easternmost bay of the south façade is Neoclassical in style, with a wide, divided-light display window and paneled door at the ground-floor storefront and a round-arched casement window flanked by oval bull's-eye windows at the second story.

The one-story bay at the southwest corner of the building has a divided-light, scrolled window with ceramic tile bulkhead, scrolled arch, and foliated spandrel panel at each façade. The south façade of the tower is blank. The west façade of the tower is articulated with two window groupings. One composition consists of three small rectangular windows at the ground floor, and two tall round-arched French casement windows on the second floor; the ground floor windows have a relatively simple cast stone surround that merges with the far more elaborate surround above, consisting of cast stone balconets, balustrades, pilasters, and entablature. The second grouping consists of three small rectangular windows at the mezzanine level, with bowed wrought iron grilles supported on foliated corbels merging with the wide surround of a barbed quatrefoil below; and a rectangular window with pierced concrete grille at the second floor.

The north portion of the west façade is articulated with a row of rectangular storefront windows at the ground floor, with cast stone piers and elaborate foliated lintels; and tall French casement windows at the second story, with scrolled lintels, foliated spandrel panels, and wrought iron balconets.

The north façade is utilitarian in character and is unadorned save for a cast stone escutcheon in the gable at the west end. Fenestration consists of vertical stacks of industrial-style steel sash windows with hopper units. A steel egress stair with concrete treads runs along the west portion of the north façade.

Apart from the storefronts, there are multiple entrances to the building. The primary entrance is asymmetrically located on the south façade and consists of a pair of fully-glazed wood doors with wrought iron grilles, wood framed transom light, scrolled lintel, and foliated spandrel panels. A secondary entrance on the west façade consists of an arched recess with a cast stone surround, accessed by steps of terra cotta tile pavers; it opens to a wood staircase that leads directly to the second floor. A pair of paneled, metal-clad doors on the north façade opens to a passage that leads to the central courtyard.

The courtyard has a rectangular plan and concrete pavers, with a raised planter of cast stone at the east end. Two metal staircases with decorative balustrades and angled brackets run along the north wall. Ground floor units open directly to the courtyard via fully-glazed wood doors, some with sidelights and transom lights. Fenestration in the courtyard consists of large groupings of industrial-style steel sash hopper windows.

### Alterations

The Roseberry Building has undergone some alterations since initial construction was completed in 1926.

- In 1933 the easternmost bay of the south façade (3273 Wilshire Boulevard) was remodeled in Neoclassical style for tenant A. Schmidt & Son, Silversmiths.
- In 1934 the storefront at 3285 Wilshire Boulevard was altered by the installation of new plaster, resetting of plate glass, and rebuilding of the show window for the Helena Rubinstein salon; the interior retail space was altered with new partitions, wood paneling, five lavatories, and built-in shelving.<sup>23</sup>
- In 1952 a two-story, 33-foot-by-17-foot addition was constructed; this appears to be the volume on the east side of the courtyard. At the same time a combined

<sup>23</sup> City of Los Angeles building permit #5025, April 13, 1934.



passenger/freight elevator was added within the existing building; existing steel and wood stairs were relocated; and a mezzanine was removed.<sup>24</sup>

- In 1971 the gable roof of the tower was demolished for unknown reasons and replaced with a flat roof.<sup>25</sup>
- In 1980 a mansard roof was added to the tower.<sup>26</sup>
- The Wilshire Boulevard ground floor storefronts were “modernized” in the post-war years. In 1980 these varied storefronts were replaced with new storefronts with arched, divided-light, wood sash display windows and paneled wood doors.
- The interiors of the retail storefronts have been altered with new configurations and finishes, typical of commercial spaces of this era. Some were recently damaged by fire. The second-floor studios have been altered with new interior windows to the gallery, removal of some wall finishes, and replacement of some stair railings.

<sup>24</sup> City of Los Angeles building permit #26276, March 10, 1952.

<sup>25</sup> City of Los Angeles building permit #24457, March 5, 1971.

<sup>26</sup> City of Los Angeles building permit #09078, August 26, 1980.

**Photographs of Evaluated Resources (Historic Resources Group, July 2020)**



1. General site and setting, view northeast from Wilshire Boulevard and Berendo Street



2. South façade, view northeast from Wilshire Boulevard

**HISTORICAL RESOURCES IMPACTS ASSESSMENT REPORT**

## 638 South Berendo Street, Los Angeles

**HISTORIC RESOURCES GROUP**



3. South façade, primary entrance, view north from Wilshire Boulevard

HISTORICAL RESOURCES IMPACTS ASSESSMENT REPORT

## 638 South Berendo Street, Los Angeles

HISTORIC RESOURCES GROUP





4. South façade, main entrance, spandrel and balconet, view north from Wilshire Boulevard



5. South façade, typical second floor windows, view north from Wilshire Boulevard



6. South façade, typical scrolled arch and decorative spandrel, view north from Wilshire Boulevard



7. South façade, typical storefronts, view northwest from Wilshire Boulevard

HISTORICAL RESOURCES IMPACTS ASSESSMENT REPORT

## 638 South Berendo Street, Los Angeles

HISTORIC RESOURCES GROUP





8. West façade, view northeast from Berendo Street



9. West façade, storefronts and secondary entrance, view east from Berendo Street

#### HISTORICAL RESOURCES IMPACTS ASSESSMENT REPORT

## 638 South Berendo Street, Los Angeles

HISTORIC RESOURCES GROUP





10. West façade, secondary entrance, view east from Berendo Street

HISTORICAL RESOURCES IMPACTS ASSESSMENT REPORT

## 638 South Berendo Street, Los Angeles

HISTORIC RESOURCES GROUP



11. West façade, decorative lintel over storefronts, view east from Berendo Street



12. West façade, typical second-floor windows and balconets, view northeast from Berendo Street

HISTORICAL RESOURCES IMPACTS ASSESSMENT REPORT

## 638 South Berendo Street, Los Angeles

HISTORIC RESOURCES GROUP





13. West façade, window surround, view east from Berendo Street

HISTORICAL RESOURCES IMPACTS ASSESSMENT REPORT

## 638 South Berendo Street, Los Angeles

HISTORIC RESOURCES GROUP



14. West façade, tower window surround, view east from Berendo Street



15. West façade, tower window balconet, view southeast from Berendo Street

HISTORICAL RESOURCES IMPACTS ASSESSMENT REPORT

## 638 South Berendo Street, Los Angeles

HISTORIC RESOURCES GROUP





16. North façade, view southwest from adjacent parking lot



17. North façade, view south from adjacent parking lot

#### HISTORICAL RESOURCES IMPACTS ASSESSMENT REPORT

## 638 South Berendo Street, Los Angeles

HISTORIC RESOURCES GROUP



18. Courtyard, view east



19. Courtyard, view west

HISTORICAL RESOURCES IMPACTS ASSESSMENT REPORT

## 638 South Berendo Street, Los Angeles

HISTORIC RESOURCES GROUP



## 8.0 SITE HISTORY

### Development History

The Roseberry Building was designed by the noted architectural firm Morgan, Walls & Clements to provide high-end retail shops and studios, and was constructed in 1926. The architects used the Churrigueresque variation of the Spanish Colonial Revival style of architecture which was a popular form for commercial buildings in the 1920s.

The property was purchased in 1923 for \$90,000 by Abram Post and Senator L.H. Roseberry, vice-president of the Security Trust and Savings Bank. The lot was unimproved at the time and had a frontage of 150 feet along Wilshire Boulevard and a depth of 130 feet on Berendo Street. Abram Post also purchased the lot across Berendo Street on the northwest corner at the same time. Both lots were acquired as investment opportunities. Zoning had changed along Wilshire Boulevard from strictly residential to allow the development of commercial structures. The Post Building, designed by Meyer & Holler and built in 1925, was one of the first buildings to be erected after the zoning change. Both Post and Roseberry were eager to capitalize on the opportunity to erect commercial structures on Wilshire Boulevard, “in which beauty and utility will combine in producing a harmonious atmosphere to create the exclusive shopping center of Los Angeles.”<sup>27</sup> The Post Building was demolished in 1970, but the Roseberry Building still stands as a reminder of those heady days of the early development of the Wilshire District in the 1920s.

The building was advertised in the *Los Angeles Times* in November 1926 as “America’s most beautiful shopping center.”<sup>28</sup> In soliciting prospective tenants, the advertisement was effusive in promoting the beauty of the building and how it would attract a high-class clientele:

The Roseberry Building offers to those merchants desiring to surround themselves with that exclusive atmosphere, an unusual opportunity. The spacious windows, the high ceilings, and the smartly designed mezzanining in each shop, lend an exceptionally attractive adaptability to modistes, milliners, decorators, art galleries and those offering the better class of merchandise. On the second floor are imposing studios and stately rooms that are most desirable.”<sup>29</sup>

Its period revival style exemplified the exuberant period of expansion during the 1920s. While the commercial decentralization out of downtown Los Angeles began in the early 1920s, it wasn’t until the late 1920s and 1930s that commercial centers west of downtown, like

<sup>27</sup> “Artistic Edifice Sets Standard,” *Los Angeles Times*, April 12, 1925, p. F1.

<sup>28</sup> Display Ad 108, *Los Angeles Times*, November 28, 1926, p. E1.

<sup>29</sup> Ibid.

Wilshire Boulevard, became true retail destinations. With the increased use of the automobile and a growing residential population near Wilshire, developers touted Wilshire Boulevard's diverse selection of department stores and wide, auto-oriented streetscape.

In addition to well-established churches, hotels, and distinguished residential properties, the new retail building was surrounded by other types of high-profile neighbors that contributed to Wilshire Boulevard's reputation as "the Fifth Avenue of the West." The glamorous I. Magnin department store was located one block east, and Bullock's Wilshire (Parkinson and Parkinson, 1928), known as a "cathedral of commerce," was within brief walking distance. In short, the Roseberry Building occupied a prized location in a rapidly expanding city.

The Wilshire District began to change after World War II. The development of office and commercial uses typified the area from the 1940s to the 1960s, displacing the high-end department stores and boutique retail establishments that had characterized the area in the pre-war years. Developers embraced Wilshire Boulevard, which became a highly sought-after business address, and high-rise office towers began to replace the one- and two-story commercial blocks.

The Roseberry Building was adapted to the changing times during the 1950s with the addition of wall signage that attempted to modernize the building. By the 1970s, office towers flanked the building on the north side of Wilshire. More than twenty-two high-rise office buildings were built on Wilshire Boulevard between 1966 and 1976. The Roseberry Building survived numerous tenant improvements during this period which removed or covered original architectural details. The building underwent a \$650,000 renovation in the early 1980s.

A summary of available building permits is included in Appendix B.

#### 638 and 642 S. Berendo Street

The parking lot to the north is not historically associated with the Roseberry Building. In 1926, when the Roseberry Building was constructed, the two parcels (638 and 642 S. Berendo Street) were each occupied by a single-family residence. The residence at 638 S. Berendo Street, two lots north of the Roseberry Building, was constructed before 1917; it was relocated in 1944 and replaced with a surface parking lot in 1949. The residence at 642 S. Berendo Street, immediately north of the Roseberry Building, was constructed in 1912; it was demolished in 1952 and the adjacent parking lot expanded. The parking lot was developed by Westlake Properties, the owner of the Roseberry Building at that time; however, the parking lot is located on separate parcels and was developed after the Roseberry Building's period of significance. Therefore it is not a character-defining feature of the property.

## Spanish Colonial Revival and Churrigueresque Architecture

The Roseberry Building is an excellent example of the Churrigueresque variation of Spanish Colonial Revival commercial architecture applied to a commercial building. The following contexts for Spanish Colonial Revival and Churrigueresque architecture are excerpted and adapted from the SurveyLA Citywide Historic Context Statement.<sup>30</sup>

### Spanish Colonial Revival Architecture

The popularity of the various Mediterranean Revival styles came from the similarity of Southern California's climate to that of Spain and Italy, and from the Spanish and Mexican heritage remaining from the time before the American conquest in 1848. The fundamental elements of this heritage first appeared in the California missions, with their white-plastered walls, tiled roofs, and extended arcades.

The chain of twenty-one missions extended from San Diego to Sonoma. Permanent buildings appeared as early as the mid-1770s; the last dated from the early 1820s. The California missions were second-generation descendants of Spanish prototypes. They were simplified versions of the missions of northern Mexico, which were themselves simplified versions of Spanish churches and monasteries, each simplification made necessary by limitations in materials and skilled craftsmen.

The missions had been secularized by the newly independent Mexican Republic in the mid-1830s and many were then abandoned. By the final decades of the 1800s most were in ruins. But enough remained to provide an architectural imagery that could be employed by novelists looking for a romantic setting and by publicists marketing a vision to tourists and potential settlers. Among writers, one of the earliest to make note of the missions was the novelist Robert Louis Stevenson in 1879. But two writers were particularly successful in spreading a somewhat idealized view of early California and its architectural forms. The first was Helen Hunt Jackson in her 1884 novel *Ramona*. The second was Charles Fletcher Lummis, originally a reporter for the *Los Angeles Times*, in his *Home of Ramona* and *The Old Missions*. In 1894 Lummis began editing a journal entitled *Land of Sunshine* that became a means of propagating the Mediterranean image of Southern California.

Along with these literary efforts came collections of photographs. The first major series of mission photos appeared around 1876, produced by Carleton Watkins who worked through

<sup>30</sup> City of Los Angeles Department of City Planning, "Context: Architecture and Engineering, 1850-1980, Theme: Mediterranean & Indigenous Revival Architecture, 1893-1948," in *SurveyLA: Los Angeles Historic Resources Survey Citywide Historic Context Statement*, November 2018, [https://planning.lacity.org/odocument/097f6db5-fee4-43f5-a448-fd140763de90/MediterraneanandIndigenousRevivalArchitecture\\_1893-1948.pdf](https://planning.lacity.org/odocument/097f6db5-fee4-43f5-a448-fd140763de90/MediterraneanandIndigenousRevivalArchitecture_1893-1948.pdf) (accessed September 2020).

the early 1880s. He was followed by William Henry Jackson between 1885 and 1890, by Adam Clark Vroman in the 1890s, and finally by C. C. Pierce, beginning in the 1880s and continuing for more than half a century.

By the late 1880s attention shifted from vague mission imagery to a more precise study of the buildings themselves. Efforts were undertaken to preserve and, in some cases, restore the ruins. The Historical Society of Southern California was founded in 1883, with preservation of the mission remnants as one of its stated purposes. This was followed by the Association for the Preservation of the Missions, which was incorporated into the Landmarks Club of Southern California in 1895, organized by Charles Lummis.

It was this growing interest in preserving the ruins, together with the romanticized view of early California life that gave rise to the first of the styles, the Mission Revival. By the early 1920s the Mission Revival had given way to the Spanish Colonial Revival. Influential in its spread were the Spanish-style buildings at the 1915 Panama California Exposition in San Diego, designed by Bertram Goodhue and Carleton Winslow, Sr.

Advancing the Spanish Colonial Revival were publications by architects who had studied the historic structures of Mexico and the Mediterranean, in particular that of Andalusia. Typical was *Architectural Details: Spain and the Mediterranean*, published in 1926 by Richard Requa. It stressed the appropriateness of Mediterranean form for a climate such as Southern California and called out the elements of the style. In addition to expanses of unbroken white or pastel-colored walls and low-sloped red tile roofs, Requa noted the importance of enclosed outdoor spaces and the need for details such as wrought iron for balconies and for *rejas*, or window grilles.

Because of the stress on picturesquely assembled masses, the Spanish Colonial Revival was extremely flexible. It could vary in scale and use. Its only limitation was that it worked best in stand-alone buildings, where its three-dimensional nature could be shown. It was less successful as part of a dense streetscape, tight against neighboring buildings.

The Spanish Colonial became ubiquitous in 1920s Los Angeles. Most every building type made use of it, employing all forms of construction –wood frame, brick masonry, reinforced concrete, even adobe. Commercial and industrial buildings, like the large urban apartment house, did not lend themselves easily to picturesque assemblies of differentiated masses. But there were a few that successfully made use of the character-defining features of the Spanish Colonial Revival.

### Churrigueresque Architecture

The Churrigueresque is a variation of the Spanish Colonial Revival. It is based on a form of seventeenth-century Baroque surface decoration, named for Spanish architect José de Churriguera and originally used primarily on churches. This decoration consists of lavish ornamentation, particularly around openings, which exists in contrast with the adjacent plain walls. This ornamentation employs projecting sculptural elements such as engaged columns,

scalloped arches, and curved pediments topped by spires. It was used to call out key features such as entrances, large windows, and tops of towers.

The Churrigueresque as a variation of the Spanish Colonial Revival made its first appearance at the 1915 Panama California Exposition in San Diego, on the principal church-like building by Goodhue and Winslow. It was most commonly used thereafter on churches, following historical practice. But it also became a means to turn a standard commercial building, placed directly on the street and not able to be viewed in three dimensions, into a Spanish design.

### **Related Architects**

#### Morgan, Walls & Clements

The architectural firm of Morgan, Walls & Clements was one of the oldest, most important and most influential architectural firms in Los Angeles during the 1920s and 1930s. The firm was originally founded in 1888 as Morgan & Walls with architects Octavius Weller Morgan, Sr. (1850-1922) and ) John A. Walls (1860-1922). Later partners included Octavius Weller Morgan, Jr. (1886-1951) and Stiles O. Clements (1883-1966). Prior to partnering with Walls, Morgan had partnered with architect Ezra Kysor, who co-designed St. Vibiana Cathedral (1876).

Morgan, Sr. was active in the architectural community, and after serving on the board of the American Institute of Architects (AIA) -- one of only two architects representing the West Coast -- he retired in 1910. His son, Octavius Morgan, Jr., became a partner and the firm was renamed Morgan, Walls & Morgan. Like his father, the younger Morgan was active in the architectural community. He served as an officer for the AIA's Southern California chapter and was the president of the Allied Architects Association, a nonprofit organization dedicated to municipal design.

Stiles O. Clements joined the firm in 1911 and became a partner in 1920 when Octavius Morgan, Sr. retired. Walls passed away in 1922, yet the company name remained unchanged. Clements is credited as principal designer for many of the firm's most celebrated projects in the 1920s and 1930s.

Clements was educated at the École des Beaux-Arts in Paris and became a leading figure in the Art Deco and Streamline Moderne movements. Clements became sole proprietor in 1937, and the firm was renamed Stiles O. Clements and Associates. Clements continued to shape Los Angeles for decades until his retirement in 1965.

Morgan, Walls & Clements is credited with designing hundreds of buildings in Los Angeles ranging from major theaters and office towers to modest assignments including markets for the Ralphs Grocery Company and branches for the Bank of Italy, which became Bank of America.

The firm executed commissions in nearly every architectural style, including Spanish Colonial Revival, Churrigueresque, Mayan Revival, Art Deco, and Streamline Moderne. Some of the best known buildings designed by the firm include the Toberman Storage Warehouse (1925), Pacific National Bank (1926), Mayan Theater (1926-27), El Capitan Theater (1926), Richfield



Oil Building (1928-30, demolished 1968), Chapman Park Market and Studio (1928-29), the Assyrian-inspired Samson Tyre and Rubber Company Plant (Commerce, 1929), Security-First National Bank of Los Angeles (1929), Adamson House (Malibu, 1929), the Dominguez-Wilshire Building (1930), and the Pellissier Building/Warner Theater (1930-31), later renamed the Wiltern Theatre.

#### Ownership/Occupant and Use Summary

Post and Roseberry appear to have retained ownership of the building through the 1930s. By 1949 the property was owned by Westlake Properties, Inc. In 1971 it was owned by Esco Realty Corp., and in 1980 by Wilshire Berendo Building Co./Limited Partners. By 1989 the property was owned by Berendo Inc.

City directories, historic newspaper articles, and building permits were consulted to compile a list of former occupants of the Roseberry Building prior to World War II. Based on the available occupancy information, research was conducted on each tenant using available archival sources. Biographical summaries of the tenants follow the table.

**FIGURE 4: SUMMARY OF OCCUPANTS**

YEAR	OCCUPANT/BUSINESS	USE
3273 Wilshire Blvd		
1928	Suie One F Co.	Art Goods
1929	Suie One F Co.	Art Goods
1930	Suie One F Co.	
1931	Suie One F Co.	
1932	Suie One F Co.; Milton See (manager)	Art Goods
1933	Suie One F Co.; Milton See (manager)	Oriental Art Goods
1934	Schmidt A & Sons; W J Schmidt (manager)	Silverware
1935	Schmidt A & Son	
1936	Schmidt A & Son; W J Schmidt (manager)	Silverware
1937	Schmidt A & Son (manager)	Silverware
1938	Schmidt A & Son; W J Schmidt	Silversmiths

YEAR	OCCUPANT/BUSINESS	USE
	(manager)	
1939	Schmidt A & Son; W J Schmidt (manager)	Silversmiths
1940	Schmidt A & Son	Silversmiths
1941	Schmidt A & Son	Silversmiths
1942	Schmidt A & Son; W J Schmidt (managers)	Silversmiths
3275 Wilshire Blvd		
1927	Marco Zim	Sculptor
1928	Ralph Sargent	Gowns
	Searlin Studios; Mrs. V.T. Searcy (manager)	Interior Decorators
	Luella Thiel	Ladies Furnishings
	Marco Zim	Sculptor
	L H Roseberry Building	
1929	Mrs. Rose Diogot	Costumer
	John P Elsbach	Real Estate
	L H Roseberry Building	
1930	Bonnie J Cashin	Women's Clothes
	Isaac J Johnson	Ladies Tailor
	L H Roseberry Building	
	Carter Weaver	Dramatic School
	Templeton W Wood (Eliz A)	Photography
	O W Heinz	
	French American School of Costume Designing	Costume Design School
1931	Fashion Art Costume Designing	Costume Design

YEAR	OCCUPANT/BUSINESS	USE
	Studios; Mabel Smith (director)	
	French American School of Costume Designing; Rose Diogot	Costume Design School
	Fashion-Art Style Dictator	Stylist
1932	Mrs Florence Elfers	Interior Decorator
	Alfred Le Vonian Ltd; Alfd Le Vonian (manager)	Interior Decorators
1933	Julius R Davidson (Grete)	Designer
	Florence Elfers	Interior Decorators
	Robt C Hite	Real Estate
	Alf LeVonian Ltd (president/manager)	Whole Draperies
	L H Roseberry Building	
	J R Davidson (draftsmen)	
	Florence Elfers	Interior Decorators
	C R Hite	Real Estate
1934	Edgar F Bissantz	Architect
	Harrison Dowden (Ruth A)	Elocution Teacher
	Jas C Everding	Office
	L H Roseberry Building	
1935	John V D'Autremont	Dentist
	L H Roseberry Building	
	Wm M Shuman	Subs Books
1936	Robinson Baird	Commercial Artist
	Kath G Burnap	Interior Decorator
	Mary E Burns	Interior Decorator

YEAR	OCCUPANT/BUSINESS	USE
	John V (Vera) Daum	Dentist
	Mrs Viola French	Commercial Artist
	Gyo Figikawa	Commercial Artist
	Betty Gilmore	Interior Decorator
	Annette Honeywell	Commercial Artist
	Edw A Howard	Real Estate
	Walter Jamieson	Commercial Artist
	Waldie Lee (Edith R)	Carpenter
	Ruth Mann	Commercial Artist
	Joe Ann Nelson	Commercial Artist
	L H Roseberry Building	
	Lloyd A Schmitz/Schumucker (Margaret)	Commercial Artist
	Wm M Shuman	Books
	Seyman/Seymour D Thompson (Leorn)	Commercial Artist
	Trabert & Hoeffler Inc; Wm Seymour (manager)	Jewelry Manufacturers
	Sophie Wachner	Women's Clothes
	J V d'Autremont	
	Kath G Burnap	Interior Decorator
1937	John Buck	Architect
	Ruth Burnhard	Commercial Artist
	Mary E Burns	Interior Decorators
	California Advertising Artists; Willard Jamieson (representative)	Advertising
	Barbara Dorn	Interior Decorator

YEAR	OCCUPANT/BUSINESS	USE
	Benj F Franklin	Commercial Artist
	Viola French	Commercial Artist
	Gyo Fujikowa	Commercial Artist
	Betty Gilmore	Interior Decorator
	Annette Honeywell	Commercial Artist
	Bobbie K Kahan	Beauty Shop
	Richd L Lawson (manager); lamps	Agents
	L H Roseberry Building	
	Lloyd Schlucker	Commercial Artist
	A W Stevens	Commercial Artist
	Trabert & Haeffer Inc (Mauboussin); Wm Seymour (manager)	Jewelry Manufacturers
	John Buck	Building Contractor
	JV d'Autremont	Dentist
1938	John Buck	Architect
	Nicholas A Catenaro	Artist
	John V Dauterman	Dentist
	Thorpe W Deakers	Cosmetics
	Barbara Dorn	Interior Decorator
	Benjamin F Franklin	Commercial Artist
	Earl B Lawson	Lamps
	Allen Martin (agent)	Furniture Manufacturing
	Chas Propach (agent)	Manufacturing
	Eug Pryor	Designer
	Earl W Routh	Office
	Ann E Ruseau	Artist



YEAR	OCCUPANT/BUSINESS	USE
	Irene Saltern	Commercial Artist
	Wm M Shuman	Office
	Robt J Sinclair	Beauty Shop
	Geo M Smith	Interior Decorator
	Gertrude T Tyler	Commercial Artist
	N A Catenaro	Artist
	Lloyd Shumacker (agent)	Manufacturing
	T W Deakers	Manufacturers
1939	Martin Allen	Advertising Agency
	Jack Buck	Architect; Draftsman
	Thorpe W Deakers	Chemist
	Ben Franklin	Commercial Artist
	Bobby K Kahan	Beauty Shop
	Richd L Lawson	Lamps; Frames
	John McNab	Massage
	Farms Co Ltd; L A Geck; Earl Mahoney	Farming Land Company
	Heather Parmelee	Lamp Shades
	Permanent Homes Inc; Thos Moore (president)	General Contractors
	Conrad Propach	Manufacturing Agent; Printing Ink
	L H Roseberry Building	
	Louis Routh	Advertisement
	Lloyd A Schmucker (Margaret)	Commercial Artist
	Wm M Shuman	Books
	Swedish Imports; Irene B Fish; "Products from Sweden" Glassware,	Swedish Goods; Glassware

YEAR	OCCUPANT/BUSINESS	USE
	Ceramics, Pewters, Copper Utensils, Fabrics, Furniture, Toys	
	Morales Farms Co Ltd	Farming Land Company
1940	Martin Allen	Advertising Agency
	Louis Routh	Advertising Agency
	F B Franklin	Artists
	W M Shuman	Books
	L H Roseberry Building	
	T W Deakers	Chemists Manufacturing
	Jack Buck	Building Contractor
	Permanent Homes Inc	
	Helen Lee	Dressmaker
	Ernest Richards	Manufacturers Agent
1941	Louis Brown (Regina)	Tailor
	Benj F Franklin (Adeline)	Artist
	Helen Lee	Dressmaker
	Louis Leo	Commercial Artist
	Robt Mehler	Real Estate
	Permanent Homes Inc; T A Moore (president)	Building Contractor
	L H Roseberry Building	
	Louis Routh	Advertising
	Wm M Shuman	Books
	Martin Allen	Advertising Agencies
	Louis Routh	Advertising Agencies
	Louis Leo	Commercial Artists

YEAR	OCCUPANT/BUSINESS	USE
	Mrs B K Kahan	Beauty Shop
1942	Martin Allen	Advertising Agency
	Assembly of Man	Church
	Benj F Franklin	Artist
	Myron's School of Dancing; V J and Mrs M A Myron	Dance School
	Alvin W Norton	Real Estate
	Bernyce Polifks	Artist
	L H Roseberry	
	Aaron M Rothenberg	Publishers Representative
	Wm M Shuman	Books
	Wilshire Center; J F Whitehead (manager)	
	Martin Allen	Advertising Agency
	Permanent Homes Inc	
	Helen Lee	Dressmaker
	Unburn Sales Co	
	A W Norton	Real Estate
	Mrs Dorothy Max	Dresses
3277 Wilshire Blvd		
1928	Livermore O'Hara & Arthur Baker; Chas Huntoon (manager)	Interior Decorator
1929	Livermore O'Hara & Arthur Baker; G V Townsend (manager)	Decorators
1931	Livermore O'Hara & Arthur Baker; Geo V Townsend (manager)	Interior Decorators
1932	Livermore O'Hara & Arthur Baker	

YEAR	OCCUPANT/BUSINESS	USE
1933	Livermore O'Hara & Arthur Baker; Geo V Townsend (manager); Madame Murat (business manager)	Interior Decorators
1934	Hayman Oil Co	Oil Manufacturing
1935	Alice S Hereley	Women's Furnishings
3279 Wilshire Blvd		
1928	Hyman Breen	Women's Clothes
1929	Mrs Grace A Martin	Women's Clothes
1930	Mrs Grace A Martin	Women's Clothes
1931	Grace A Martin	
1933	Grace Martin	Clothing
1934	Grace A Martin	Women Furnishing Goods
1936	Grace A Martin (wid Bruce)	Women's Furnishings
1937	Grace A Martin	
1938	Mrs Grace A Martin	Dresses
1939	Mrs Grace A Martin	Dresses
1940	Grace Martin	Dresses
1941	Mrs Grace Martin	Dresses
3281 Wilshire Blvd		
1928	Ruth Armstrong	Massage
	Esterr Tillie	Beauty Parlor
	Jas H King	Barber
1929	Mrs Tillie Chrysler	Beauty Parlor
1930	Esther's Beauty Salon; Esther Kaufman, "Specializing in All Lines of Beauty Culture 'In the Heart of Wilshire'"	Beauty Parlor

YEAR	OCCUPANT/BUSINESS	USE
1932	Wm A Kaufman	Art Goods
1933	Wm A Kaufman	Art Goods
1934	Suie One F Co.; Milton See (manager)	Oriental Art Goods
1935	Grace A Martin	Gowns
1936	Frankl Galleries Inc; P J Frankl (president)	Interior Decorators
1937	Frankl Galleries Inc; P T Frankl (president)	Interior Decorators
1938	Paul T Frankel	Interior Decorators
1939	Paul T Frankl (Mary I)	Interior Decorators
1940	Paul T Frankl (Mary I)	Interior Decorators
3283 Wilshire Blvd		
1928	Frank Foladare	Ladies Wear
1929	Frank Foladare	Women's Clothes
1931	David Bonoff (Fannie)	Furs
	Frank Foladare (Virginia)	Furs
1932	David Bonoff (Fanny)	Furs
	Frank Foladare	Clothing
1933	David Bonoff (Fanny)	Furs
	Frank Foladare	Clothing
1939	Rae Brude	Beauty Shop
3285 Wilshire Blvd		
1928	Soong The Ltd	
1930	Chanel Inc	Clothing Store
1931	Chanel Inc; Mollie Survol	Sec-treas Gowns



YEAR	OCCUPANT/BUSINESS	USE
1932	Chanel Inc; Mollie Survol	Sec-treas Women's Furnishings
1933	Dorothy Cooper	Clothing
1934	Wm A Kaufman (Selma)	Oriental Art Goods
1936	Helena Rubinstein	Beauty Shop
1937	Helena Rubinstein	
1938	Mrs Lola Hesbitt	Dresses
1939	Mary Zelano	Art Goods
1941	Babette Glauber	Beauty Shop
3287 Wilshire Blvd		
1928	Cornwall & Gerrity; Kath Cornwall and T M Gerrity	Antiques
1928	Rose B Lee	Art Gallery
1929	X-Ray Supply Corp; R A Richardson (president)	Medical Equipment Sales
1930	Leon Mandel	Women's Clothes
1931	John Cooper (Dorothy)	Dressmaker
1932	Dorothy Cooper (wid John)	Women's Furnishings
1933	Mrs Dorothy Cooper	Women's Clothes
1934	Max Schornstein	Women's Furnishings
1935	Helena Rubinstein	Beauty Shop
	Dorothy Schornstein	Clothing
1936	Mrs D M Schornstein	Clothing Dealers
1937	Mrs D M Schornstein	Clothing Dealers
1938	Mrs Dorothy Max	Dresses
1939	Mrs Dorothy Schornstein	Dresses
1940	Mandel's	Women's Clothing

YEAR	OCCUPANT/BUSINESS	USE
1941	Dorothy Max	
3289 Wilshire Blvd		
1928	Sophie Wachner	Gowns
1929	Sophie Wachner	Women's Clothes
1930	Sophie Powers	Women's Clothes
1931	Sophie Powers	Women's Clothes
1932	Mrs Sophie Powers	Women's Furnishings
1933	Sophie Wachner	Women's Clothes
	Muriel Layson	Milliner
1934	Muriel Layson	Milliner
	Mrs Sophie Powers	Gowns
1935	Mrs Muriel Fenberg	Milliner
	Mrs Sophie Powers	Gowns
1936	Muriel Layson	Milliner
1937	Sophie Wachner	Women's Clothes
	Muriel Layson	Milliner
1938	Julienne Inc.; A R Julien (president); B M Julien (Secretary Treasurer)	Fur Dealers and Furriers
	Mehesy's Wilshire	Fur Dealers and Furriers
1939	Julienne Inc.; A R Julien (president); B M Julien (Secretary Treasurer)	Fur Dealers and Furriers
	Mehesy's Wilshire	Fur Dealers and Furriers
1940	Estelle McKenzie	Women's Furnishing Goods
646 S Berendo St		
1929	Chas H Dodd Inc; C H Dodd (president)	Decorators

YEAR	OCCUPANT/BUSINESS	USE
1930	Chas H Dodd Inc; C H Dodd (president)	Interior Decorators
1933	Pauline Marsh	Dressmaker
1935	Marie & Le Ora; Marie Anlauf and Le Ora Viers	Milliner
1936	Marie & Le Ora Hat Shop	Hat Shop
1937	Marie & Le Ora Hat Shop; Le Ora J Biers Marie Anlauf (milliners)	Hat Shop
1938	Mrs Maire Anlauf	Milliner
1939	Marie Anlauf	Milliner

#### F. Suie One Co. – Chinese Antiques and Art Goods Store

F. Suie One Co. was a Chinese antiques and art goods store located at 3273 Wilshire Boulevard from approximately 1928 to 1933. The company was first established in 1888 by Chinese-born businessman Fong See who arrived in California in 1871.<sup>31</sup> Initially founded in Sacramento, See and his wife, Lettie Pruett, started their family business by selling silk undergarments sourced from China. The See family later relocated to Chinatown in downtown Los Angeles and began selling antiques also brought back from China on Fong See's many trips. Items included vases, statues, scroll paintings and fine furniture. In 1919, the company had a Chinese art and rugs exhibit located at 800-802 Seventh Street.<sup>32</sup> Fong See's company quickly grew, opening numerous shops around Los Angeles and he became one of the most prominent Chinese business owners in the area. F. Suie One Co. operated their main store location in Chinatown until the early 1970s, when they relocated to Pasadena. It continues to operate under the See family at this location today, considered to be the oldest continually operating Asian antique business in Los Angeles.<sup>33</sup> The company's history, as well as that of the See family, was documented in Lisa Lee's 1995 memoir *On Gold Mountain*. In 2020, the Huntington Library acquired the papers of Gilbert, Florence, and Leslee See Leong,

<sup>31</sup> Scarlet Cheng, "It Began with a Family Secret," *Los Angeles Times*, June 4, 2000.

<sup>32</sup> "Visit the F. Suie One Co.'s Exhibit," *Los Angeles Times*, March 16, 1919.

<sup>33</sup> "The Huntington Acquires the Papers of the Chinese American Family Featured in the Book 'On Gold Mountain' by Lisa See," <https://www.huntington.org/news/huntington-acquires-leong-papers>.

members of two of the earliest and most prominent Chinese American families in Los Angeles—the Leong family and the See family—to further document and understand the Chinese American experience in Los Angeles and abroad.<sup>34</sup>

#### A. Schmidt & Son – Silverware & Chinaware Store

A. Schmidt & Son was founded in the late nineteenth century at 8 West 40<sup>th</sup> Street in New York, specializing in sales of modern and antique silverware and chinaware. By 1933, when they opened a store at 3273 Wilshire Boulevard, A. Schmidt & Son was already established in many parts of the country. The company first came to California in 1925, opening a store in Pasadena at 391 E Colorado Street. A. Schmidt & Son operated locations both in Pasadena and at 3273 Wilshire Boulevard until the mid-1940s.<sup>35</sup>

#### Marco Zim (1880-1963) – Sculptor

Marco Zim (1880-1963) was a Moscow-born sculptor, painter, and etcher with a studio space at 3275 Wilshire Blvd in 1927 and 1928 where he worked and exhibited his art. Zim came to the United States in 1885 and studied art in New York City. Following his time on the East Coast, he traveled to Europe where he studied sculpture in Paris at the Ecole des Beaux Arts under French sculptor, Auguste Rodin. Due to a serious illness, Zim came to California at the turn of the twentieth century and settled in Santa Barbara.<sup>36</sup> However, he continued to work and exhibit on the East Coast and throughout the Southern California region, including Los Angeles. He became a member of the Artland Club of Los Angeles, the Los Angeles Painters and Sculptors Club, the California Art Club, the San Francisco Art Association and the Society of American Etchers. Today, his art is included in major collections at the Library of Congress, the New York Public Library, the Art Institute of Chicago and the Los Angeles County Museum of Art.<sup>37</sup> Zim passed away in Middle Village, New York in November 1963.<sup>38</sup>

<sup>34</sup> “The Huntington Acquires the Papers of the Chinese American Family Featured in the Book ‘On Gold Mountain’ by Lisa See,” <https://www.huntington.org/news/huntington-acquires-leong-papers>.

<sup>35</sup> 1942 Los Angeles City Directory; “Masquerades as Woman on Shoplifting Tour; Costly Silverware Missing Today,” *The Pasadena Post*, June 19, 1925; “197 Stores to Let Employes Attend Good Friday Services,” *The Pasadena Post*, March 29, 1942.

<sup>36</sup> “Sculptor, Painter, Etcher, Marco Zim,” *Los Angeles Times*, April 3, 1927.

<sup>37</sup> “Marco Zim,” Art of the Print, [http://www.artoftheprint.com/artistpages/zim\\_marco\\_approachingstorm.htm](http://www.artoftheprint.com/artistpages/zim_marco_approachingstorm.htm).

<sup>38</sup> *Find A Grave*. Find A Grave. <http://www.findagrave.com/cgi-bin/fg.cgi>.

### French American School of Costume Designing

The French American School of Costume Designing was located at 3275 Wilshire Boulevard from approximately 1928 to 1930.<sup>39</sup> In the 1920s, the school was established in Chicago and San Francisco, and Los Angeles; specializing in individual instruction of pattern drafting, cutting, draping, sketching, and millinery. The studios at 3275 Wilshire Boulevard were instructed by Russian-born Rose Diogot (b.1875), the inventor of the “R. Diogot[sic] method of cutting” with decades of costume design experience in Chicago, New York, and Paris. In addition to its standard curriculum, the Wilshire studios also offered courses specific to children’s wardrobes and men’s tailoring. By 1930, the school’s Los Angeles location had built a strong reputation as comparable to the older and highly-regarded design schools in New York.<sup>40</sup> That same year, the school was moved from its location at 3275 Wilshire Boulevard to 1928 W 6<sup>th</sup> Street in downtown Los Angeles where it occupied the entire building until the late 1930s. Rose Diogot passed away in Los Angeles in 1935.<sup>41</sup>

### Julius Ralph Davidson (1889-1977) Architect

Architect Julius Ralph Davidson and his wife, fashion designer Greta Wollstein, occupied studios at 3275 Wilshire Boulevard in 1933. Davidson was born in Berlin, Germany and spent his early professional life working in London for artist and designer Frank Stewart Murray in an office that specialized in the cabinetry of ship interiors. Architectural historian Thomas S. Hines notes that “Davidson had a traditional German secondary education, but no formal architectural training, learning his trade as a delineator in a firm committed to the British and continental Arts and Crafts movement of Ruskin and Morris.”<sup>42</sup> By 1914, Davidson married German-born Greta Wollstein in Paris, shortly before serving in World War I for two years. The couple moved to Los Angeles in 1923 where Davidson worked for architect Robert D. Faquhar, filmmaker Cecil B. DeMille, and developers Hite-Bilike.<sup>43</sup> In 1927, Davidson opened his own firm in Los Angeles, despite never being formally licensed. Some of his more well-known commercial projects of the 1920s included the Coconut Grove nightclub and the High Hat restaurants.<sup>44</sup> By 1933, the couple had a short tenure at the Wilshire Boulevard studio, ultimately moving to Chicago within the same year. However, they returned Los Angeles in 1936 where Davidson would cement his reputation as a renowned modernist architect,

<sup>39</sup> “Costume Designing to Be Taught at New School,” *Los Angeles Evening Express*, July 26, 1924.

<sup>40</sup> “Demand French American Grads,” *Los Angeles Evening Express*, January 29, 1930.

<sup>41</sup> Ancestry.com. California, Death Index, 1905-1939 [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2013.

<sup>42</sup> Thomas Hines, *Architecture of the Sun: Los Angeles Modernism 1900-1970*, New York: Rizzoli, 2010.

<sup>43</sup> Esther McCoy, *The Second Generation*, Hennessey & Ingalls, 1984; While little is known about developers Hite-Bilike, it should be noted that real estate developer Robert C. Hite was also an occupant at 3275 Wilshire Boulevard in 1933.

<sup>44</sup> “Julius Ralph Davidson Papers,” University of California, Santa Barbara, Architecture and Design Collection, Art, Design & Architecture Museum, [https://oac.cdlib.org/findaid/ark:/13030/kt5q2nf3tg/entire\\_text/](https://oac.cdlib.org/findaid/ark:/13030/kt5q2nf3tg/entire_text/).



specializing in residential designs throughout the 1930s and 1940s. Davidson's work was especially recognized by Arts & Architecture magazine editor John Entenza who invited him to design for the groundbreaking Case Study House Program in January 1945. Davidson went on to design Case Study Houses #1, #11, and #15. He also designed his home and office at 548 South Barrington Avenue in West Los Angeles in 1947. Following a prolific career, Davidson retired in Ojai, California and died at his home in 1977.<sup>45</sup>

#### Nelson Studios – Commercial Artist Cooperative

An artist collective known as Nelson Studios occupied space at 3275 Wilshire Boulevard from 1934 to the early 1940s. Joe Ann Nelson first came to Los Angeles with her son in 1925 after meeting artist Annette Honeywell and taking up a job to run the business end of Honeywell's commercial work. Following her success as an artist representative, Joe Ann Nelson established Nelson Studios and signed a ten-year lease in 1934 at 3275 Wilshire Boulevard to form a unique artist cooperative consisting of commercial artists specializing in print advertisements. The firm's space at 3275 Wilshire was made up of twelve studios, in addition to a conference room, exhibit room, and kitchen.<sup>46</sup> The artists included Annette Honeywell, prominent commercial artist specializing in illustrations of food for magazines and billboards; Viola French, known for drawings of babies in print advertisements; Gyo Fujikawa, a Japanese artist who designed "all manner of commercial lures;" Lloyd Schmucker, known as one of the best label artists; Seymour Thompson, specializing in lettering; Jim Bodrero, who became known nationally for his animal cartoons; and many other prominent figures in the commercial art and advertising field at the time.<sup>47</sup> The firm took on national work and Joe Anne Nelson traveled throughout the country, working with other advertising agencies and garnering commercial work in nationally syndicated magazines and billboards across the states. According to city directory research, it appears the firm may have transitioned into a formal advertisement agency under the executive management of Martin Allen in the early 1940s.

#### Paul Theodore Frankl (1886-1958) – Furniture Designer, Architect, and Painter

Paul T. Frankl was a nationally recognized furniture designer, architect, painter, and writer who operated a gallery at 3281 Wilshire Boulevard from 1934 to the early 1940s.<sup>48</sup> Born in Austria, Frankl studied architecture in Berlin before coming to the United States in 1914. He

<sup>45</sup> Social Security Administration; Washington D.C., USA; Social Security Death Index, Master File.

<sup>46</sup> "Business Debutante Begins Unique Artist Collection," *Los Angeles Times*, December 3, 1934.

<sup>47</sup> "Business Debutante Begins Unique Artist Collection," *Los Angeles Times*, December 3, 1934.

<sup>48</sup> "Frankl Opens Gallery," *Los Angeles Times*, December 9, 1934; 1940 Los Angeles City Directory.

soon switched to painting and furniture design, becoming well known in the 1920s for introducing the skyscraper style of furniture. These designs were showcased at the Frankl Galleries, which he first opened on 48<sup>th</sup> Street in New York City. His company and gallery quickly became an important fixture in American modernist design. By the mid-1930s, Frankl had relocated to Los Angeles where he lectured at the University of Southern California and the Chouinard Art Institute. He opened gallery spaces on both Wilshire Boulevard and on Rodeo Drive, quickly establishing his place in Los Angeles by garnering the admiration of Hollywood figures such as Fred Astaire, Katherine Hepburn, and Alfred Hitchcock. Frankl helped popularize the use of rattan furniture in interiors, ultimately characterizing the Los Angeles interior aesthetics of the 1940s and 1950s.<sup>49</sup> He also designed furniture for the mass market in the 1950s. His designs can be found in the permanent collections at the Brooklyn Museum of Art, the San Francisco Museum of Modern Art, the Art Institute of Chicago, the Milwaukee Museum of Art, the Philadelphia Museum of Art, and the Metropolitan Museum of Art.

#### Helena Rubinstein (1872-1965) – Cosmetics Entrepreneur

Helena Rubinstein Incorporated operated a beauty salon at 3285 and 3287 Wilshire Boulevard from approximately 1935 to 1937. The Polish-American businesswomen built a global cosmetics empire that would ultimately help her to become one of the first self-made female millionaires. Initially starting her business in Australia by selling beauty creams, she later arrived in the United States following the outbreak of World War I and opened a cosmetics salon in New York City in 1915. The store and her company grew in popularity, with salons opening up across the states in dozens of major cities as well as in other parts of the world such as Paris and London. Rubinstein is the focus of numerous books and gained notoriety for her fierce rivalry with Elizabeth Arden, later dramatized in the musical, *War Paint*. Rubinstein died in New York City in 1965; her company was later purchased by L'Oréal in 1988.<sup>50</sup>

#### Sophie Wachner (1879-1960) – Costume Designer

Sophie Wachner (*née* Powers) was a prominent American costume designer for the film industry who occupied space at 3289 Wilshire Boulevard from 1928 to 1937. Before opening her dress shop and studio at Wilshire Boulevard, Wachner began her career as a theatrical costume designer in New York for theatrical producers Charles Dillingham and Florenz Ziegfeld, Jr. She later relocated to Los Angeles where she joined Goldwyn Studios as Director of Costumes in 1919. She remained with the studio until 1924 when she left to join Fox

<sup>49</sup> “Paul T. Frankl,” Artsy.net, <https://www.artsy.net/artist/paul-t-frankl>.

<sup>50</sup> “Helena Rubinstein—The Woman,” <https://www.helenarubinstein.com/int/brand-page.html>.

Studios, where she was head of the costume department until 1931.<sup>51</sup> In her last year with Fox, Wachner designed 56 different dresses and gowns for actress Ann Harding, star of the film *East Lynne*, in addition to an astounding 7,893 costumes for the film's characters and extras.<sup>52</sup> Wachner's success carried through to her private salon, making her a popular dress designer for Los Angeles' wealthiest residents. She lived with her brother in La Canada until her death in 1960.

<sup>51</sup> "Sophie Wachner—Biography," IMDb, <https://www.imdb.com/name/nm0905140/bio>.

<sup>52</sup> "Famous Story Brought to Screen," *The Pomona Progress Bulletin*, April 7, 1931.

## 9.0 HISTORIC CONTEXT: CRA AND SURVEYLA CONTEXTS & THEMES

### **Wilshire Center/Koreatown Context/Themes & Associated Eligibility Standards**

The Roseberry Building was previously evaluated for the Community Redevelopment Agency in the 2009 Wilshire Center and Koreatown Recovery Redevelopment Area Historic Resources Survey. The Roseberry Building was evaluated under the following contexts and themes developed for the survey:

#### Commercial Development

**Context:** Commercial Development in the Early 20<sup>th</sup> Century, 1913-1945

**Theme:** Commercial Development and the Automobile, 1910-1945

*Period of Significance:* 1913-1945

*Criteria:* NR A; CR 1; Local 1

*Eligibility Standards:*

- Demonstrates automobile-related commercial development
- Was constructed between approximately 1913 and 1945
- Retains character-defining features of its original architectural style
- Retains aspects of integrity that are necessary to convey its significance

*Integrity Considerations:*

- Must retain integrity of Location, Design, Workmanship, and Feeling
- Extant examples of automobile-related commercial development are rare, and may still be significant despite a substantial loss of integrity

#### Architecture and Engineering

**Context:** Architecture, Engineering, and Designed Landscapes, 1913-1945

**Theme:** Revival of Colonial Styles: The Search for Identity, 1913-1945

*Period of Significance:* 1913-1945

*Criteria:* NR C; CR 3; Local 3

*Eligibility Standards:*

- Is a significant example that embodies the distinctive characteristics of a Colonial Revival style
- Was constructed between approximately 1913 and 1945
- Retains character-defining features of its original architectural style
- Retains aspects of integrity that are necessary to convey its significance

*Character-defining Features (Churrigueresque):*

- Stucco walls

- Rectangular or arched windows
- Arcades
- Churrigueresque plaster detailing

*Integrity Considerations:*

- Must retain integrity of Location, Design, Workmanship, and Feeling

**SurveyLA Context/Themes & Associated Eligibility Standards**

SurveyLA is the City of Los Angeles' citywide survey of historic resources, conducted in accordance with the standards and guidelines set forth by the National Park Service and the California State Office of Historic Preservation. Properties surveyed as part of SurveyLA were evaluated for eligibility for listing in the National Register of Historic Places, the California Register of Historical Resources, and for designation as a Los Angeles Historic-Cultural Monument.

Utilizing the contexts and themes developed by SurveyLA, the Roseberry Building is evaluated within the following context/theme/property type combinations (CTPs):

Commercial Development

**Context:** Commercial Development, 1850-1980

**Theme:** Neighborhood Commercial Development, 1880-1980

**Sub-theme:** Arterial Commercial Development, 1880-1950

The Arterial Commercial Development sub-theme consists of resources located in a commercial corridor setting, along a transportation artery which is not served by a streetcar line. It includes individual buildings as well as historic districts. Their defining characteristic is their relationship to a mode of transportation- on foot, by wagon, or especially by automobile. Much of arterial commercial development is characterized by the same dense fabric of attached retail buildings, with storefronts directly on the sidewalk, which is typical of streetcar commercial development. At the same time, because it served non-streetcar modes of transportation, arterial development has more variety.

*Summary Statement of Significance:* Neighborhood commercial resources are those which contained purveyors of goods and services that satisfied the everyday needs of nearby residents. Convenience of location was more important than range or quality of the goods or services offered. Resources associated with arterial commercial development are characterized by their relationship to modes of transportation other than the streetcar, in particular the automobile.

Resources related to arterial commercial development may be significant in the areas of Commerce, Community Planning and Development, and/or Architecture. Commercially the illustrate how retailing and the provision of professional services was conducted within a neighborhood setting served by the automobile, but still based on the historic urban setting of the street. They also illustrate how community life was conducted within a commercial district that tried to accommodate the automobile, and thereby allowed for a degree of dispersal and



lower density. Buildings reflect historic structural and stylistic elements characteristic of this building type, in particular the possibility of space set aside for parking. Buildings also reflect trends in commercial/store design and architectural styles from their period of construction. Some examples are also significant for their association with the earliest phases of commercial development in areas of the city; early examples are rare. Properties related to arterial commercial development include individual buildings and historic districts.

*Period of Significance:* 1880-1950

*Criteria:* NR A/C; CR 1/3; Local 1/3

*Eligibility Standards:*

- Was constructed/developed during the period of significance
- Located on streets served by modes of transportation other than streetcars, in particular by automobiles

*Character-defining/Associative Features:*

- Retains most of the essential character-defining features from the period of significance
- May also be significant under themes within the Architecture and Engineering context
- Sited along corridors of transit without streetcar lines
- Contains features that reflect trends in neighborhood commercial design
- Associated with activities typical of neighborhood economic and social life
- Examples may also be set to the sidewalk or may have some accommodation for the automobile
- May accommodate one or multiple tenants
- Typically one to four stories in height
- May be located on a prominent corner
- Storefronts with large display windows; may have awnings or arcades
- For Multi-story, Mixed-Use Buildings:
  - Was historically used for both commercial and office/residential uses
  - Ground floor with storefronts and display windows
  - Ground floor exterior entrances to upper floor units
  - Fenestration on upper floor may be residential in character and remains intact

*Integrity Considerations:*

- Should retain integrity of Location, Design, Materials, Feeling, and Association
- Window and storefront openings remain intact
- Applied decoration is mostly intact; some decoration may be missing
- Relationship to sidewalk is maintained
- Setting may have changed (surrounding buildings and land uses)
- Original use may have changed
- Storefront signage may have changed

## Architecture and Engineering

**Context:** Architecture and Engineering, 1870-1980  
**Theme:** Mediterranean & Indigenous Revival Architecture, 1893-1948  
**Sub-theme:** Churrigueresque, 1915-1942

*Summary Statement of Significance:* A resource evaluated under this sub-theme is significant in the area of Architecture as an excellent example of the Churrigueresque style. Significant examples exemplify the character-defining features of the style and are often the work of noted architects/builders who made use of these features to give various building types an identification with the Baroque form of decoration originated by seventeenth-century Spanish architect José de Churriguera and used by Bertram Goodhue and Carleton Winslow, Sr., at the 1915 Panama California Exposition in San Diego. Because of its highly ornamented nature, the use of the Churrigueresque was relatively limited to specific building types such as churches and commercial buildings such as theaters, auto showrooms, and storefronts. Examples of the style are not common in Los Angeles.

*Period of Significance:* 1915-1942

*Criteria:* NR C; CR 3; Local 3

*Eligibility Standards:*

- Constructed during the period of significance
- Exemplifies the character-defining features of the Churrigueresque style
- Is an excellent example of the style and/or the work of a significant architect or builder

*Character-defining Features:*

- Retains most of the essential character-defining features of the style
- Incorporates Churrigueresque ornament based on Spanish Baroque precedents
- Ornamentation employs projecting sculptural elements such as engaged columns, scalloped arches, and curved pediments topped by spires
- Ornamentation vertical in proportion, symmetrically applied around openings, and surrounded by undecorated expanses of wall
- Arched openings, including arched focal windows
- Secondary materials including wood, wrought iron, polychromatic tile, cast stone
- Towers
- Window grilles
- Stucco exterior wall (rarely, brick or cast stone)
- Clay tile roof or roof trim

*Integrity Aspects:*

- Should retain integrity of Design, Materials, Workmanship and Feeling

- Stucco repair or replacement must duplicate the original in texture and appearance
- Roof replacement should duplicate original in materials, color, texture, dimension, and installation pattern
- Original use may have changed
- Setting may have changed (surrounding land uses and buildings)
- Limited storefront or ground level alterations may be acceptable if most of the original character-defining features are intact
- Limited window replacement may be acceptable

## 10.0 EVALUATION OF ELIGIBILITY

The Roseberry Building is evaluated using eligibility criteria and integrity thresholds for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a City of Los Angeles Historic-Cultural Monument.<sup>53</sup>

### Evaluation of Significance

#### Criterion A/1/1 (association with events or patterns of development)

According to guidance from the National Park Service, in order to be considered eligible for designation for representing a pattern of development:

...A property must be associated with one or more events important in the defined historic context. The event or trends, however, must clearly be important within the associated context: settlement, in the case of the town, or development of a maritime economy, in the case of the port city. Moreover, the property must have an important association with the event or historic trends, and it must retain historic integrity...Mere association with historic events or trends is not enough, in and of itself, to qualify under [this criterion]; the property's specific association must be considered important as well.<sup>54</sup>

The Roseberry Building was constructed in 1926, during a period of rapid commercial development along Wilshire Boulevard that made it one of the most heavily-traveled streets in Los Angeles and the most direct east-west artery through the city. The property was developed by Abram Post and L.H. Roseberry as an investment opportunity to capitalize on the growing residential population near Wilshire Boulevard and the resulting commercial decentralization out of downtown Los Angeles. The building was designed by Morgan, Walls, & Clements, one of the most prominent and influential architectural firms in Los Angeles in the first half of the 20<sup>th</sup> century. Its elaborate period revival style exemplifies Wilshire's exuberant period of expansion during the 1920s, and the affluence, newness, and convenience that characterized commercial development in the neighborhood.

The Roseberry Building reflects the Wilshire corridor's dependence on the automobile for its development and continued financial success. Like other landmarks on the boulevard, including the iconic Bullock's Wilshire department store, the Roseberry Building was consciously designed to catch the eye of passing motorists with its prominent corner tower, wide street frontage, elaborate Churrigueresque ornamentation, and large display windows. At

<sup>53</sup> This report analyzes the subject property for eligibility under Criterion A/1/1, B/2/2, and C/3/3. Criterion D/4 addresses potential archaeological resources which is outside the scope of this study.

<sup>54</sup> *National Register Bulletin 15*.

the same time it reflects traditional urban commercial design geared toward pedestrian traffic, with storefronts opening directly onto the street.

The building was specifically designed to provide the type of high-end retail and studio space that characterized commercial establishments on Wilshire Boulevard during this period. Its tenants during the 1920s and 1930s included artists, architects, fashion designers, interior decorators, jewelers, beauty salons, and purveyors of fine home goods, reflecting the exclusivity of the property itself and the affluence of the surrounding neighborhood.

The Roseberry Building is one of the most prominent and distinctive examples of the high-end commercial development that characterized Wilshire Boulevard in the 1920s and 1930s and made it the city's primary east-west artery, one of the most important trends in the development of Los Angeles in the early 20<sup>th</sup> century. The Roseberry Building therefore meets the established eligibility standards for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a City of Los Angeles Historic-Cultural Monument under Criterion A/1/1.

The property's period of significance under Criterion A/1/1 is 1926, the year the Roseberry Building was constructed, to 1942, when the United States entered World War II and commercial development on Wilshire Boulevard was curtailed.

#### Criterion B/2/2 (association with an important person)

According to the National Park Service, properties may be eligible for an association with the lives of persons significant in our past. Persons "significant in our past" refers to individuals whose activities are demonstrably important within a local, state, or national historic context. A property is not eligible if its only justification for significance is that it was owned or used by a person who is a member of an identifiable profession, class, or social or ethnic group. In addition, the property must be associated with a person's productive life, reflecting the time period when he or she achieved significance.

The building was specifically designed to provide the type of high-end retail and studio space that characterized commercial establishments on Wilshire Boulevard during this period. Its tenants during the 1920s and 1930s included artists, architects, fashion designers, interior decorators, jewelers, beauty salons, and purveyors of fine home goods, reflecting the exclusivity of the property itself and the affluence of the surrounding neighborhood. Some achieved prominence in their fields, including Chinese art and antiques dealer F. Suie One Co.; furniture designer Paul T. Frankl; clothing designer Sophie Wachner; and architect Julius Ralph Davidson; but in none of these cases was the Roseberry Building the property most closely associated with the person's productive life. The Wilshire Boulevard storefront was a satellite outlet for F. Suie One Co.; their primary store was in Chinatown. Frankl and Wachner had already made their reputations by the time they opened stores in the Roseberry Building, Frankl in his New York City gallery and Wachner in her work at the Goldwyn and Fox Studios. And Davidson's brief occupancy of a Roseberry Building studio in 1933 predated his most significant period of work, which began in the late 1930s.



No documentation was found to suggest that any other owner or occupant of the Roseberry Building rose to prominence in their profession or group or made significant contributions to commercial growth or development in Los Angeles.

Therefore, the Roseberry Building does not meet the established eligibility standards for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion B/2/2.

Criterion C/3/3 (architectural merit or work of a master architect)

According to guidance from the National Park Service, to be eligible under Criterion C/3/3, a building must clearly contain enough of the “distinctive characteristics” to be considered a true representative of the style or type. Buildings eligible for artistic merit must embody the distinctive characteristics or a type, period, or method of construction, and they must possess high artistic value. A building with some applied detailing is not eligible if the details are not fully integrated into the overall design.

The Roseberry Building is a rare and exceptionally fine example of Churrigueresque style commercial architecture in the Wilshire District. It incorporates the distinguishing characteristics of the style, including engaged columns, pilasters, scalloped arches, and pediments; arched openings, including arched focal windows; window grilles; corner tower; clay tile roof; and elaborate Spanish Baroque sculpted ornament applied around openings, surrounded by undecorated expanses of wall. The building’s quality of design and high artistic value are fully displayed in the distinctive sculptural ornament, featuring complex foliated patterns highlighted with monkeys, monsters, angels, dragons, and other whimsical creatures.

In addition to its sophisticated application of Churrigueresque ornament to a commercial building, the Roseberry Building is notable for Morgan, Walls & Clements’ innovative combination of ground-floor commercial storefronts and double-height second-floor studios with mezzanines. This configuration predates by three years the architects’ equally notable Chapman Park Studio Building of 1929 (L.A. Historic-Cultural Monument No. 280).

The National Park Service defines a master as “a figure of generally recognized greatness in a field.”<sup>55</sup> The Roseberry Building is an exceptional design by the firm of Morgan, Walls & Clements, one of the most prominent and influential architectural firms in Los Angeles in the first half of the 20<sup>th</sup> century. The firm’s consummate skill is exhibited in some of the most notable architectural landmarks in and around Los Angeles including the Mayan and El

<sup>55</sup> U.S. Department of the Interior, National Park Service, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*.

Capitan Theaters, the Samson Tyre and Rubber Company Plant, the Adamson House, and the Wiltern Theatre.

The Roseberry Building is an excellent and rare example of Churrigueresque style commercial architecture, and is a notable work by master architects Morgan, Walls & Clements. Therefore, it is eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a City of Los Angeles Historic-Cultural Monument under Criterion C/3/3.

The property's period of significance under Criterion C/3/3 is 1926, the year the Roseberry Building was constructed.

### **Evaluation of Integrity**

*Historic integrity* is the ability of a property to convey its significance and is defined as the "authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's prehistoric or historic period."<sup>56</sup> The National Park Service defines seven aspects of integrity for historic resources. These are *location, design, setting, materials, workmanship, feeling, and association*. The integrity of the Roseberry Building is evaluated below based on these seven aspects. The property's period of significance under Criterion A/1/1 is 1926-1942; the period of significance under Criterion C/3/3 is 1926.

#### Location

The Roseberry Building remains on its original site and therefore retains integrity of *location*.

#### Design

The Roseberry Building has undergone some alterations since its period of significance, most notably the alteration of the easternmost commercial bay, the replacement of the Wilshire Boulevard storefronts, and the removal of the tower's gable roof. However, the property retains a majority of the character-defining features of its original Churrigueresque design, including its hollow rectangular plan around a central courtyard; complex massing and asymmetrical composition; corner tower; clay tile roofing; textured sprayed concrete exterior wall finish; elaborate sculpted ornamentation clustered around window and door openings; wood and steel sash windows; and wrought iron balconets and window grilles. The property therefore retains integrity of *design*.

<sup>56</sup> U. S. Department of the Interior, National Park Service, *National Register Bulletin 16A: How to Complete the National Register Nomination Form* (Washington, DC: 1997), 4.

### Setting

The Roseberry Building retains some elements of its historic setting. Three of the four corners at the intersection of Wilshire Boulevard and Berendo Street are still occupied by historic buildings: the Roseberry Building (1926, Morgan, Walls & Clements) at the northeast corner; the Talmadge Apartments (1923, Curlett and Beelman) at the southeast corner; and Immanuel Presbyterian Church (1928, Chauncey F. Skilling) at the southwest corner. The former I. Magnin department store building (1939, Myron Hunt) remains standing one block to the east, at the southeast corner of Wilshire Boulevard and New Hampshire Avenue; and three blocks further east is the iconic Bullock's Wilshire building (1929, Parkinson and Parkinson). However, most of the low- and mid-rise, high-end commercial buildings that historically characterized the Wilshire District have been replaced with high-rise corporate office buildings constructed after World War II. Although the area remains largely commercial, the size, scale, and character of the surrounding buildings has changed dramatically, and the Roseberry Building's integrity of *setting* is thus compromised.

### Materials

The Roseberry Building retains most of the historic materials that characterize its original Churrigueresque design, including textured sprayed concrete exterior wall finish; elaborate cast concrete Spanish Baroque decorative features; clay tile roofing; wood- and steel-sash windows; glazed wood doors; and wrought iron balconets and window grilles. Therefore, the building retains integrity of *materials*.

### Workmanship

The Roseberry Building retains the physical evidence of the crafts of 1920s Period Revival construction in Los Angeles, including its textured sprayed concrete walls, exceptional cast concrete Churrigueresque decorative features, clay roofing tiles, wood- and steel-sash windows, glazed wood doors, and wrought iron balconets and window grilles. The property therefore retains integrity of *workmanship*.

### Feeling

The Roseberry Building retains integrity of *location, design, materials, and workmanship*, and therefore retains the essential physical features that convey the aesthetic and historic sense of an exclusive, Churrigueresque-style commercial building in the Wilshire District in the 1920s. It therefore retains integrity of *feeling*.

### Association

The Roseberry Building retains integrity of *location, design, materials, workmanship, and feeling*. It thus retains the physical features that convey its historic character and its relationship to the period of high-end commercial development that characterized Wilshire Boulevard in the late 1920s and 1930s, when the street was the primary east-west artery through the rapidly expanding city. The property therefore retains integrity of *association*.

The Roseberry Building has undergone some alterations since its period of significance but retains integrity of location, design, materials, workmanship, feeling, and association. The

building retains a majority of its character-defining features and continues to convey its historic significance as an example of high-end commercial development on Wilshire Boulevard during the important period of growth in the Wilshire District in the 1920s and 1930s; and as a rare and exceptional example of Churrigueresque style commercial architecture designed by master architects Morgan, Walls & Clement.

### **Summary of Eligibility Evaluation**

The preceding analysis has demonstrated that the Roseberry Building at 3273-3289 Wilshire Boulevard and 646 South Berendo Street is significant under Criterion A/1/1 for its important association with the surge in commercial development along Wilshire Boulevard in the 1920s and 1930s, when the street was the primary east-west artery through the rapidly expanding city; and under Criterion C/3/3 as a rare and exceptional example of Churrigueresque style commercial architecture designed by master architects Morgan, Walls & Clements. The property retains integrity of *location, design, materials, workmanship, feeling, and association* and thus continues to convey its historic significance. Therefore the Roseberry Building is eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a City of Los Angeles Historic-Cultural Monument; and should be considered an historical resource as defined by the California Environmental Quality Act (CEQA).

### **Character-defining Features**

Every historic building is unique, with its own identity and its own distinctive character. *Character-defining features* are those visual aspects and physical features or elements, constructed during the property's period of significance, that give the building its historic character and contribute to the integrity of the property. Character-defining features should be taken into account in the planning and design of a project and preserved to the maximum extent possible. Character-defining features can identify the building as an example of a specific building type, usually related to the building's function; they can exemplify the use of specific materials or methods of construction, or embody an historical period or architectural style; and they can convey the sense of time and place in buildings associated with significant events or people.

A building's character-defining features can include but are not limited to its setting and site; shape and massing; roof and related features, such as chimneys or skylights; projections, such as balconies or porches; recesses or voids, such as galleries or arcades; windows and doors and their openings, pattern, and proportions; materials, with their distinguishing textures, finishes, colors and craftsmanship; and interior features, materials, finishes, spaces and spatial relationships. In general, retaining character-defining features retains the integrity of an historic property, i.e., contributes to retaining the property's eligibility as an historical resource. Removal or alteration of one feature does not necessarily change the eligibility of an historic resource. Significant impacts on an historic resource result from major change or many incremental changes over time.

Extant exterior character-defining features of the Roseberry Building include:

- Hollow rectangular plan wrapping a central courtyard
- Complex massing and asymmetrical composition
- One-, two-, and three-story height, with corner tower
- Flat and moderately pitched gable roofs
- Pent roof with clay barrel tile roofing<sup>57</sup>
- Continuous cast stone frieze at eaves
- Textured sprayed concrete exterior wall finish
- Elaborate Churrigueresque cast stone ornamentation including scrolled arches; foliated spandrel panels, corbels, balconets, and lintels; pierced window grilles; balustrades; pilasters; entablatures; window and door surrounds; and escutcheon
- Wrought iron balconets and window grilles
- Wood sash fixed and casement windows on the south and west façades<sup>58</sup>
- Industrial-style steel sash windows on the north façade and courtyard
- Primary (south) entrance consisting of a pair of fully-glazed wood doors with wrought iron grilles and wood framed transom light
- Secondary (west) entrance consisting of an arched recess with a cast stone surround, accessed by steps of terra cotta tile pavers
- Rear (north) entrance consisting of a pair of paneled, metal-clad doors
- Courtyard with rectangular plan and concrete pavers, low planters along the sides and in the middle, and large multi-tiered raised planter of cast stone at the east end<sup>59</sup>
- Two metal staircases with decorative balustrades and angled brackets on the north wall of the courtyard

<sup>57</sup> The false mansard roof on the tower is an alteration and is not character-defining.

<sup>58</sup> The ground floor storefronts on the south façade are a later alteration and are not character-defining.

<sup>59</sup> The two-story volume behind and above the planter at the east end of the courtyard appears to have been constructed in 1952 and is not character-defining





#### 11.0 RESOURCES IN THE VICINITY OF THE PROJECT SITE

The Project Site is located in the vicinity of several historical resources: the apartment building at 624 S. Berendo Street (identified in the 2009 CRA survey as eligible for listing in the California Register); the commercial office building at 3243 Wilshire Boulevard (identified in the 2009 CRA survey as eligible for listing in the California Register); Immanuel Presbyterian Church (Los Angeles HCM LA-743); the Talmadge Apartments (identified in the 2009 CRA Survey as eligible for listing in the National Register); the former I. Magnin and Company department store building (Los Angeles HCM LA-534); and the Wilshire Boulevard Streetlights, located on both sides of Wilshire Boulevard between Wilton Place the eastern boundary of the Wilshire CPA (identified as eligible for local designation by SurveyLA).

##### **624 S. Berendo Street**

624 S. Berendo Street is located north of the Project Site, on the east side of Berendo Street between 6<sup>th</sup> Street and Wilshire Boulevard. The property was evaluated in the 2009 CRA survey and was found eligible for listing in the California Register of Historical Resources under Criteria 1 and 3. The property is occupied by a five-story multi-family residential building constructed in 1927. It is of unreinforced brick masonry construction with a rectangular plan, simple massing, and flat roof. The primary (west) façade is veneered in smooth cement plaster and is symmetrically composed with stylized pilasters, shallow projecting end pavilions, a projecting entrance portico, and patterned spandrel panels between the stacked windows. Fenestration consists primarily of divided light, wood sash casement windows. Because it was identified as potentially eligible for historic designation through survey evaluation, 624 S. Berendo Street is treated in this report as an historical resource for purposes of CEQA.

##### **3243 Wilshire Boulevard**

3243 Wilshire Boulevard is located east of the Project Site, at the northeast corner of the intersection of Wilshire Boulevard and New Hampshire Avenue. The property was evaluated in the 2009 CRA survey and was found eligible for listing in the California Register of Historical Resources. The property is occupied by a six-story, Mid-century Modern style commercial office building constructed in 1956 as Pioneer Savings and Loan. It is of steel frame construction with a rectangular plan, complex massing, asymmetrical composition, and a flat roof. The exterior walls consist of metal-framed curtain walls, granite cladding, and cement plaster panels. Because it was identified as potentially eligible for historic designation through survey evaluation, 3243 Wilshire Boulevard is treated in this report as an historical resource for purposes of CEQA.

##### **Immanuel Presbyterian Church**

Immanuel Presbyterian Church is located at the southwest corner of the intersection of Wilshire Boulevard and Berendo Street (3300 Wilshire Boulevard). It was designated City of Los Angeles HCM LA-743 on February 4, 2003. The Gothic Revival-style church was constructed in 1929. It has a cruciform plan and a 205-feet-tall corner tower with an octagonal spire. The exterior walls are clad in stone and articulated with

#### HISTORICAL RESOURCES IMPACTS ASSESSMENT REPORT

## 638 South Berendo Street, Los Angeles

#### HISTORIC RESOURCES GROUP

buttresses, pointed arches, tabernacles, and stained-glass windows with stone tracery. Immanuel Presbyterian Church was designated as one of the first churches to leave the downtown central business district as the city expanded west, reflecting the broad cultural, political, economic, or social history of the nation, state, or community; and as an excellent example of Gothic Revival architecture, embodying the distinguishing characteristics of an architectural-type specimen. Immanuel Presbyterian Church is considered an historical resource as defined by CEQA.

### **Talmadge Apartments**

The Talmadge Apartments is located at the southeast corner of the intersection of Wilshire Boulevard and Berendo Street (3278 Wilshire Boulevard). The building was evaluated in the 2009 CRA survey and was found eligible for listing in the National Register of Historic Places. It was designed by noted Los Angeles architects Curlett and Beelman, and was constructed in 1923 by silent screen actress Norma Talmadge and her husband, producer Joseph Schenk. The 10-story, Renaissance Revival style building has an L-shaped plan and brick walls articulated with Ionic pilasters, entablature, sill course, and a modillion cornice. Fenestration consists of double-hung, wood sash windows with divided lights. Because it was identified as potentially eligible for historic designation through survey evaluation, the Talmadge Apartments is treated in this report as an historical resource for purposes of CEQA.

### **I. Magnin and Company Building**

The former I. Magnin and Company department store building is located southeast of the Project Site, at the southeast corner of the intersection of Wilshire Boulevard and New Hampshire Avenue (3240 Wilshire Boulevard). It was designated City of Los Angeles HCM LA-534 on June 11, 1991. The five-story, Moderne style building was designed by architect Myron Hunt and was constructed in 1939. It has a rectangular plan, simple massing, flat roof, and symmetrical composition. The exterior walls are clad in white marble panels, with black granite at the ground floor. Fluted piers divide stacked couplings of divided-light, metal sash windows. The large ground-floor display windows have transoms with decorative metal grilles. The former I. Magnin building is significant for its association with the development of Wilshire Boulevard as a premiere shopping district in the 1920s and 1930s; and as an excellent example of an early 20<sup>th</sup> century department store designed by master architect Myron Hunt. The I. Magnin and Company Building is considered an historical resource as defined by CEQA.

### **Wilshire Boulevard Streetlights**

There are two streetlights immediately adjacent to the Project Site that are part of one of three collections of streetlights identified as locally eligible by SurveyLA. This grouping of Wilshire Boulevard Streetlights, installed in 1955, are on both sides of Wilshire between Wilton Place and the eastern boundary of the Wilshire CPA. They represent the “Wilshire Double” subtype, as identified by SurveyLA:

The standard postwar davit or cobra-head electrolier, with an HID optical assembly (referred to as a cutoff luminaire) has many variations... there are several specialty designs that stand out as historically significant, due to their relationship to the neighborhood or commercial district of which they are a symbolic part.

An example of the transition from the pendant to the davit is the two headed specialty light (CD-950), dating from the mid-1950s, which can be found along Wilshire Boulevard, from Fairfax Avenue to beyond Wilton Place. It is significant for its use as an updated specialty electrolier to continue the tradition of the Wilshire Special of the late 1920s. While in form close to the pre-war pendants, the luminaires are not teardrop in shape, indicating the use of early optical assemblies. Also new is the side-by-side mounting, rather than the front-and-back position as found in the Broadway pendants of the late 1940s.<sup>60</sup>

This collection of Wilshire Boulevard Streetlights was identified as eligible as an “excellent collection of postwar ornamental streetlights along Wilshire Boulevard. Streetlights appear to meet local criteria only and may not meet significance thresholds for National Register or California Register eligibility.”<sup>61</sup> Because the Wilshire Boulevard Streetlights were identified as potentially eligible for historic designation through survey evaluation, they are treated herein as a historical resource for the purposes of CEQA.

Figure 2 shows the locations of the historical resources in the vicinity of the Project Site.

<sup>60</sup> City of Los Angeles, Department of City Planning, “Context: Public and Private Institutional Development/Government Infrastructure and Services/Public Works/Street Lights and the Bureau of Street Lighting,” in *SurveyLA: Los Angeles Historic Resources Survey Project, Historic Context Statement*, June 2017, 26-27.

<sup>61</sup> City of Los Angeles, Department of City Planning, Survey Findings for the Wilshire CPA, <http://historicplacesla.org/reports/8d389a99-6b8a-41c2-9052-22afe87195ee> (accessed October 2020).

**Figure 2: Historical Resources in the Vicinity of the Project Site**





**Photographs of Resources in the Vicinity (Historic Resources Group, August 2021)**



1. 624 S. Berendo Street, view northeast from Berendo Street



2. 3243 Wilshire Boulevard, view northeast from Wilshire Boulevard

**HISTORICAL RESOURCES IMPACTS ASSESSMENT REPORT**

## **638 South Berendo Street, Los Angeles**

**HISTORIC RESOURCES GROUP**





3. Immanuel Presbyterian Church, 3300 Wilshire Boulevard, view southwest from Wilshire Boulevard



4. Talmadge Apartments, 3278 Wilshire Boulevard, view southeast from Wilshire Boulevard

HISTORICAL RESOURCES IMPACTS ASSESSMENT REPORT

## 638 South Berendo Street, Los Angeles

HISTORIC RESOURCES GROUP



5. I. Magnin and Company Building, 3240 Wilshire Boulevard, view southeast from Wilshire Boulevard



6. Wilshire Boulevard Streetlight, view north from Wilshire Boulevard

#### HISTORICAL RESOURCES IMPACTS ASSESSMENT REPORT

## 638 South Berendo Street, Los Angeles

HISTORIC RESOURCES GROUP

## 12.0 ANALYSIS OF POTENTIAL IMPACTS

CEQA Guidelines, including Appendix G of the Guidelines, state that a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.<sup>62</sup> A substantial adverse change in the significance of a historical 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.<sup>63</sup>

The Guidelines specify that “[t]he significance of an historical resource is materially impaired when a project... [d]emolishes 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... local register of historic resources... or its identification in a historic resources survey meeting the requirements of section 5014.1(g) of the Public Resources Code...”<sup>64</sup> As such, the test for determining whether or not a proposed project will have a significant impact on an identified historical resource is whether or not the project will alter in an adverse manner the physical integrity of the historical resource such that it would no longer be eligible for listing in the National or California Registers or for local designation as a City of Los Angeles Historical-Cultural Monument.

### Discussion of Potential Impacts

This section examines potential impacts that that would be caused by alterations on the Project Site that may impact adjacent historical resources. For the purposes of this study, impacts analysis focuses on those resources that could be subject to the following potential impacts:

**Direct Impacts** involve the demolition, material alteration, relocation or conversion of a historical resource and/or important character-defining features.

**Indirect Impacts** involve alteration to the surroundings of an historical resource that could remove part or all of the associated setting of an historical resource, remove historic features or spaces surrounding the historical resource, or substantially impair or obscure the ability of the resource to convey its historical significance.

<sup>62</sup> CEQA Guidelines, section 15064.5(b).

<sup>63</sup> CEQA Guidelines, section 15064.5(b)(1).

<sup>64</sup> CEQA Guidelines, section 15064.5(b)(2).



The written Project description, plans, elevation drawings, and renderings were used to analyze potential impacts to historical resources.

#### **Potential Impacts to Historical Resources on the Project Site**

The Project proposes the demolition of the existing surface parking lot on the Project Site and the construction of a new 219,652-square-foot, 22-story, 275-foot-tall multi-family residential building. The existing surface parking lot is not historically significant. It is not historically associated with the adjacent Roseberry Building; it does not represent important historic trends or patterns of development; it is not associated with important people; and it does not represent an excellent example of a style, type, or method of construction. Therefore, it is not considered an historical resource and its demolition would not be considered a significant impact as defined by CEQA.

The Project proposes minor alterations to the north (rear) façade of the Roseberry Building. Because of the proximity of the proposed new building to the existing, the exterior metal staircase on the north façade of the Roseberry Building will be removed, and all windows on the north façade will be blocked to create a fire-rated separation; the windows themselves will be retained in place, and the openings blocked on the interior with CMU infill. The exterior staircase is not a character-defining feature of the Roseberry Building; although its exact date of construction cannot be determined from the available permits, it is of comparatively recent construction, although designed to match the historic metal work on the building. Its removal will therefore not impact the historic integrity of the Roseberry Building. The infill of the windows on the north façade will occur on the interior, and the existing windows will remain in place so that the north façade retains its historic appearance when viewed from the exterior. The north façade is the Roseberry Building's rear façade and is utilitarian in nature; the building's significant Spanish Revival and Churrigueresque architecture is displayed on its two street-facing façades fronting Wilshire Boulevard and Berendo Street. These two façades will not be affected by the Project.

The required alterations to the Roseberry Building will be limited in scope, will be restricted to the utilitarian rear façade, and will not alter or remove any of the building's character-defining Spanish Revival and Churrigueresque features. Therefore, the Project will not materially impair the Roseberry Building such that it can no longer convey its significance.

The Project will alter the *setting* of the Roseberry Building by adding height and density on an adjacent parcel that is currently occupied by a surface parking lot. In order for this alteration to be considered a substantial adverse change, however, it must be shown that the integrity and/or significance of the Roseberry Building would be materially impaired by the proposed alteration. A resource is not materially impaired unless it is altered in an adverse manner to the point that its physical characteristics fail to convey its historical significance. The Roseberry Building is significant as an example of the Churrigueresque variation of Spanish Colonial Revival style architecture, and as the work of the noted Los Angeles architectural firm Morgan, Walls, and Clements. As noted previously, the

building's architectural significance is expressed on its two street-facing façades. The Project will not materially alter these two façades; all the physical elements that characterize the Roseberry Building's historic architecture will remain intact and in place. Further, the setting of the Roseberry Building has historically included tall buildings; the Talmage Apartments (1923) is ten stories in height, and the tower of Immanuel Presbyterian Church is 205 feet in height. Additional height and density were added to the area after World War II with the construction of high-rise corporate office buildings, including the 18-story tower located immediately adjacent to the Roseberry Building to the east (3255 Wilshire Boulevard); the 11-story building located to the west across Berendo Street (3301 Wilshire Boulevard); and the 22-story office tower located to the southeast across Wilshire Boulevard (3250 Wilshire Boulevard). Thus the Project's change in the Roseberry Building's setting will not materially impair the building such that it can no longer convey its historic significance, and therefore does not constitute a substantial adverse change to the Roseberry Building.

The Project includes a shoring plan to protect the structural integrity of the Roseberry Building during grading and construction procedures on the Project Site. Thus the potential for impacts to the Roseberry Building during construction is less than significant as defined by CEQA.

#### **Potential Impacts to Historical Resources in the Vicinity of the Project Site**

Those resources that could reasonably be impacted by the implementation of the proposed Project are those located within close proximity to the Project Site. As illustrated in Figure 2 there are six historical resources in the Project vicinity that are analyzed for potential impacts as part of this study: 624 S. Berendo Street, 3243 Wilshire Boulevard, Immanuel Presbyterian Church, the Talmadge Apartments, the I. Magnin and Company Building, and the Wilshire Boulevard Streetlights.

The Project would add height and density on a parcel that is currently occupied by a surface parking lot; therefore, the immediate surroundings of any immediately adjacent historical resources would be altered. For the new construction associated with the Project to be considered a substantial adverse change, however, it must be shown that the integrity and/or significance of the nearby historical resources would be *materially impaired* by the proposed adjacent new construction.

#### 624 S. Berendo Street

624 S. Berendo Street is located north of the Project Site, across an intervening service alley.

The Project does not include the demolition, relocation, rehabilitation, alteration, or conversion of any portion of 624 S. Berendo Street, which will remain unchanged and in its original location after the implementation of the Project. The Project would not result in direct adverse impacts to 624 S. Berendo Street. There is the potential for new construction to result in indirect impacts to adjacent historical resources, if the setting is altered in such a way that the resource's ability to convey significance is impaired.



Therefore, the Project is evaluated for potential indirect impacts to 624 S. Berendo Street.

The Project is substantially taller than 624 S. Berendo Street; but as noted above the area is characterized by a wide variety of building heights and scales from many periods of development. In the area of the Project Site, low-rise commercial development and mid-rise institutional buildings are surrounded by mid- to high-rise commercial and residential structures from the 1920s through the mid-2010s, designed in a variety of architectural styles.

The Project would not have a material impact on 624 S. Berendo Street, which will retain its character-defining features and continue to reflect its historic character. Although the Project will add new height and mass in the near vicinity of 624 S. Berendo Street, no aspects of the building's historic integrity will be affected by the Project.

Therefore, 624 S. Berendo Street will not be materially impaired by the Project. It will remain intact and will retain those physical characteristics that convey its historic significance and justify its eligibility for listing in the California Register. The Project will not result in significant adverse direct or indirect impacts to 624 S. Berendo Street.

### 3243 Wilshire Boulevard

3243 Wilshire Boulevard is located east of the Project Site, across New Hampshire Avenue.

The Project does not include the demolition, relocation, rehabilitation, alteration, or conversion of any portion of 3243 Wilshire Boulevard, which will remain unchanged and in its original location after the implementation of the Project. The Project would not result in direct adverse impacts to 3243 Wilshire Boulevard. There is the potential for new construction to result in indirect impacts to adjacent historical resources, if the setting is altered in such a way that the resource's ability to convey significance is impaired. Therefore, the Project is evaluated for potential indirect impacts to 3243 Wilshire Boulevard.

The Project Site is located west of 3243 Wilshire Boulevard, a block away across New Hampshire Avenue, providing substantial separation between the historic building and the proposed new construction. The Project is considerably taller than the six-story 3243 Wilshire Boulevard; but Wilshire Boulevard is a significant commercial thoroughfare with a wide variety of building heights and scales from many periods of development. In the area of the Project Site, low-rise commercial development and mid-rise institutional buildings are surrounded by mid- to high-rise commercial and residential structures from the 1920s through the mid-2010s, designed in a variety of architectural styles.

The Project would not have a material impact on 3243 Wilshire Boulevard, which will retain its character-defining features and continue to reflect its historic character as an

excellent example of Mid-century Modern commercial architecture. Pedestrians and motorists would continue to experience 3243 Wilshire Boulevard as it was experienced historically. Although the Project will add new height and mass in the near vicinity of 3243 Wilshire Boulevard, no aspects of the building's historic integrity will be affected by the Project.

Therefore, 3243 Wilshire Boulevard will not be materially impaired by the Project. It will remain intact and will retain those physical characteristics that convey its historic significance and justify its eligibility for listing in the California Register. The Project will not result in significant adverse direct or indirect impacts to 3243 Wilshire Boulevard.

#### Immanuel Presbyterian Church

Immanuel Presbyterian Church is located southwest of the Project Site, across Wilshire Boulevard and Berendo Street.

The Project does not include the demolition, relocation, rehabilitation, alteration, or conversion of any portion of the Immanuel Presbyterian Church property, which will remain unchanged and in its original location after the implementation of the Project. The Project would not result in direct adverse impacts to Immanuel Presbyterian Church. There is the potential for new construction to result in indirect impacts to adjacent historical resources, if the setting is altered in such a way that the resource's ability to convey significance is impaired. Therefore, the Project is evaluated for potential indirect impacts to Immanuel Presbyterian Church.

The Project Site is located northeast of Immanuel Presbyterian Church, across Wilshire Boulevard and Berendo Street and behind the Roseberry Building, providing substantial separation between the historic building and the proposed new construction. The Project is slightly taller than the tower of Immanuel Presbyterian Church; but Wilshire Boulevard is a significant commercial thoroughfare with a wide variety of building heights and scales from many periods of development. In the area of the Project Site, low-rise commercial development and mid-rise institutional buildings are surrounded by mid- to high-rise commercial and residential structures from the 1920s through the mid-2010s, designed in a variety of architectural styles.

The Project would not have a material impact on Immanuel Presbyterian Church, which will retain its character-defining features and continue to reflect its historic character as an excellent example of Gothic Revival ecclesiastical architecture. Pedestrians and motorists would continue to experience Immanuel Presbyterian Church as it was experienced historically. Although the Project will add new height and mass in the near vicinity of Immanuel Presbyterian Church, no aspects of the building's historic integrity will be affected by the Project.

Therefore, Immanuel Presbyterian Church will not be materially impaired by the Project. It will remain intact and will retain those physical characteristics that convey its historic significance and justify its designation as a Los Angeles Historic-Cultural

Monument. The Project will not result in significant adverse direct or indirect impacts to Immanuel Presbyterian Church.

#### Talmadge Apartments

The Talmadge Apartments is located south of the Project Site, across Wilshire Boulevard.

The Project does not include the demolition, relocation, rehabilitation, alteration, or conversion of any portion of the Talmadge Apartments property, which will remain unchanged and in its original location after the implementation of the Project. The Project would not result in direct adverse impacts to the Talmadge Apartments. There is the potential for new construction to result in indirect impacts to adjacent historical resources, if the setting is altered in such a way that the resource's ability to convey significance is impaired. Therefore, the Project is evaluated for potential indirect impacts to the Talmadge Apartments.

The Project Site is located north of the Talmadge Apartments, across Wilshire Boulevard and behind the Roseberry Building, providing substantial separation between the historic building and the proposed new construction. The Project is more than twice as tall as the Talmadge Apartments; but Wilshire Boulevard is a significant commercial thoroughfare with a wide variety of building heights and scales from many periods of development. In the area of the Project Site, low-rise commercial development and mid-rise institutional buildings are surrounded by mid- to high-rise commercial and residential structures from the 1920s through the mid-2010s, designed in a variety of architectural styles.

The Project would not have a material impact on the Talmadge Apartments, which will retain its character-defining features and continue to reflect its historic character as an excellent example of Renaissance Revival architecture. Pedestrians and motorists would continue to experience the Talmadge Apartments as it was experienced historically. Although the Project will add new height and mass in the near vicinity of the Talmadge Apartments, no aspects of the building's historic integrity will be affected by the Project.

Therefore, the Talmadge Apartments will not be materially impaired by the Project. It will remain intact and will retain those physical characteristics that convey its historic significance and justify its eligibility for listing in the National Register. The Project will not result in significant adverse direct or indirect impacts to the Talmadge Apartments.

#### I. Magnin and Company Building

The I. Magnin and Company Building is located southeast of the Project Site, across Wilshire Boulevard and New Hampshire Avenue.

The Project does not include the demolition, relocation, rehabilitation, alteration, or conversion of any portion of the I. Magnin and Company Building, which will remain unchanged and in its original location after the implementation of the Project. The

Project would not result in direct adverse impacts to the I. Magnin and Company Building. There is the potential for new construction to result in indirect impacts to adjacent historical resources, if the setting is altered in such a way that the resource's ability to convey significance is impaired. Therefore, the Project is evaluated for potential indirect impacts to the I. Magnin and Company Building.

The Project Site is located northwest of the I. Magnin and Company Building, across Wilshire Boulevard and New Hampshire Avenue and behind the Roseberry Building, providing substantial separation between the historic building and the proposed new construction. The Project is considerably taller than the I. Magnin and Company Building; but Wilshire Boulevard is a significant commercial thoroughfare with a wide variety of building heights and scales from many periods of development. In the area of the Project Site, low-rise commercial development and mid-rise institutional buildings are surrounded by mid- to high-rise commercial and residential structures from the 1920s through the mid-2010s, designed in a variety of architectural styles.

The Project would not have a material impact on the I. Magnin and Company Building, which will retain its character-defining features and continue to reflect its historic association with the development of Wilshire Boulevard as a premiere shopping district in the 1920s and 1930s and its historic character as an excellent example of early-20<sup>th</sup> century department store design by master architect Myron Hunt. Pedestrians and motorists would continue to experience the I. Magnin and Company Building as it was experienced historically. Although the Project will add new height and mass in the near vicinity of the I. Magnin and Company Building, no aspects of the building's historic integrity will be affected by the Project.

Therefore, the I. Magnin and Company Building will not be materially impaired by the Project. It will remain intact and will retain those physical characteristics that convey its historic significance and justify its designation as a Los Angeles Historic-Cultural Monument. The Project will not result in significant adverse direct or indirect impacts to the I. Magnin and Company Building.

#### Wilshire Boulevard Streetlights

There are two streetlights that are part of the collection of Wilshire Boulevard Streetlights in the public right-of-way in front of the Roseberry Building.

The Project does not include the demolition, relocation, rehabilitation, alteration, or conversion of any of the Wilshire Boulevard Streetlights, which will remain unchanged and in their original location after the implementation of the Project. The Project will not result in direct adverse impacts to the Wilshire Boulevard Streetlights.

There is the potential for new construction to result in indirect impacts to adjacent historical resources if the setting is altered in such a way that the resource's ability to convey significance is impaired or obscured. Therefore, the Project is evaluated for potential indirect impacts to the Wilshire Boulevard Streetlights. Although the proposed

new construction would introduce significant height and density to the Project Site, it will not alter the relationship between the property and the Wilshire Boulevard right-of-way. The new construction is located behind (north of) the Roseberry Building, which will buffer the Wilshire Boulevard Streetlights from any potential impacts from new construction associated with the Project. The Project would maintain the Roseberry Building's existing street frontage and ground floor retail along Wilshire Boulevard. The proposed new construction would therefore not block important views of the streetlights, and they would remain visible and unobscured to both pedestrian and automobile traffic.

The Wilshire Boulevard Streetlights will remain intact and will retain those physical characteristics that convey their historic significance. The Project will not result in significant adverse direct or indirect impacts to the Wilshire Boulevard Streetlights.



### 13.0 CONCLUSION

This report evaluated the proposed Project at 638 South Berendo Street (638-646 South Berendo Street and 3273-3289 Wilshire Boulevard) in Los Angeles for potential impacts to designated and identified historical resources on and in the vicinity of the Project Site. The Project Site is occupied by a surface parking lot and by one resource, the Roseberry Building, that was previously identified as historically significant. This report re-evaluated the Roseberry Building and confirmed that it is eligible for designation at the federal, state, and local levels; it is therefore treated as an historical resource as defined by CEQA. This report identified six historical resources in the vicinity of the Project Site: 624 S. Berendo Street, 3243 Wilshire Boulevard, Immanuel Presbyterian Church, the Talmadge Apartments, the I. Magnin and Company Building, and the Wilshire Boulevard Streetlights.

The Project will include limited alterations to the utilitarian north (rear) façade of the Roseberry Building but will not materially impair the Roseberry Building such that it can no longer convey its significance. The Project will not demolish, relocate, rehabilitate, or alter 624 S. Berendo Street, 3243 Wilshire Boulevard, Immanuel Presbyterian Church, the Talmadge Apartments, the I. Magnin and Company Building, or the Wilshire Boulevard Streetlights, and thus will not result in a substantial adverse change in the significance of an historical resource in the Project vicinity. Therefore, the Project would not have a significant effect on the environment as defined by CEQA.

#### 14.0 SOURCES

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# APPENDIX A – PERMIT HISTORY

## 3273-3289 Wilshire Boulevard/646 South Berendo Street

Date	Permit No.	Owner	Architect/Contractor	Description of Work
06/29/1926	19192	L.H. Roseberry	Morgan, Walls & Clements	New building, shops and studios
09/11/1926	26173	A.A. Post & L.H. Roseberry	Morgan, Walls & Clements/Royce Heath	Construct gas meter room under terrace floor in Patio as per revised plan
02/01/1929	2864	A.A. Post & L.H. Roseberry	Morgan, Walls & Clements	Underpin the north 54' of the east property line wall as per plan
06/07/1929	15234	A.A. Post & L.H. Roseberry	Morgan, Walls & Clements	Install new stair from first to second floor [illegible] work under permit #19192-'26
04/13/1934	5025	H. Rubinstein	Ben N. Schiewe	Plaster exterior of front & reset plate glass. Rebuild front show windows-install new plaster & wood partition & furr ceiling in one room. Rearrange & install [illegible] 7'-6" of wood paneling. Install 5 lavatories & water heater. Build in shelving new store front interior alterations
02/18/1952	26276	Westlake Properties, Inc.	George Vernon Russell/[Illegible] Ely	Addition & remodel – const. 2-story wood frame office additions 33'x17' 1 hour exterior walls composition roof, graveled, add comb. passenger-freight elevator within exist. bldg. relocate exist. stl. stairs & wood stairs- remove mezz.
01/23/1959	22917	A.C. Rolapp	Pasadena Neon Sign Co.	Neon Plexi glass sign
11/25/1959	48026	John Gibson Travel	Pasadena Neon Sign Co.	Plexiglass & metal sign. 5'x15'
03/16/1964	61419	Fireside Thrift Co.	Jeffold M. Caris	New facing, new lighting, air cond, int. facing & arch. proj.
04/16/1964	63561	Fireside Thrift Co.	Jeffold M. Caris/Ralph Boshes	Marquee addition 5'x6'
03/5/1971	24457	Esco Realty Corp.	Williams Waterproofing Company	Partial demolition to 6' below high roof (hand wreck only)
05/12/1971	28654	Esco Realty Corp.	Erkel/Greenfield Associates/Mazel Construction Corporation	Concrete underpin existing footings for basement construction of new project adjacent to East property line
06/08/1971	30207	Esco Realty Corp.	Erkel/Greenfield Associates/Mazel Construction Corporation	Concrete underpin existing footings for basement construction of new project adjacent to East property line (additional 60' of underground concrete)
07/31/1980	07606	Wilshire Berendo Building Co./Limited Partners	Bill Landworth	Replace store fronts and general clean up and repairs
08/26/1980	09078	Wilshire Berendo Building Co./Limited Partners	Bill Landworth	Mansard addition to part of roof
07/31/1980	91916	Wilshire Berendo	Reeves & Associates	Addition of mezzanine for offices; 150'

Date	Permit No.	Owner	Architect/Contractor	Description of Work
		Building Co./Limited Partners		over existing tenants space/office (storage use)
05/27/1986	37760	Altoon & Porter Architects (tenant)	Altoon & Porter Architects/Joe Campagna	Remodeling/expansion of office space (2 <sup>nd</sup> floor mezzanine existing area)
09/11/1986	45675	Altoon & Porter Architects (tenant)	Altoon & Porter Architects/Campagna Construction	New work: Cut opening in non-structural wall in 2 <sup>nd</sup> floor
11/18/1986	51058	Altoon & Porter Architects (tenant)	Altoon & Porter Architects/Campagna Construction	Remodel of office space (1 <sup>st</sup> floor); Conference room
08/12/1989	HO03475	Berendo Inc.	Wilshire Construction	Full compliance w/ div 88 by RGA RC III A; pending reanalysis of s. wall (front)
10/12/1994	HO32609	Jeanie Lee (tenant)	Interior Tech/ Justin & Young Dev.	Tenant Improvements and change of use to coffee shop; restripe parking lot
03/29/1996	49578	Hae K. Chung	K.P. Architecture	TI, remodel, change of use
09/13/1999	12175	Berendo Inc.	Donald Barany/Choice Construction	Upgrade of existing men's and women's restrooms to ADA standards (second floor)
02/20/2013	13016-10000-03333	Berendo Inc.	DO Roofing	Reroof with Class A or B material weighing less than 6 pounds per square foot (does not include removing tile)
02/12/2015	15016-10000-21831	Berendo Inc.	Han's Construction and Plumbing Company	T.I. & change of use from office to beauty salon; remodel men's and women's restroom, storage room and hallway to office, stair way and elevator at 2 <sup>nd</sup> floor level; new men's and women's changing room and hair design stations at first floor. Operating hours from 7:00 am to 11:00 pm.



**638 South Berendo Street**

Date	Permit No.	Owner	Architect/Contractor	Description of Work
08/11/1917	04230	Ester J. Rittenband	Julius Krueger	New 20x27 building; 14' high
12/11/1944	21437	William M. Bliss		Relocated from lot 17 block 7 Copenhagen Tract (638 Berendo St) to lot 2 block 2 Electric Railway Homestead Association (947 New Hampshire Avenue) Alter/repair
10/19/1949	24819	Westlake Properties, Inc.		Parking Lot for use of land only; 50'x130'
03/12/1951	2354	Westlake Properties, Inc.		8'x55' addition to existing 55'x140' parking lot; use of land only

**642 South Berendo Street**

Date	Permit No.	Owner	Architect/Contractor	Description of Work
11/06/1912	13966	Ida Schoenfeld	Ernest McConnell/ L.A. Investment Co.	New 1 ½ story building
02/11/1913	1909	Henry Schoenfeld	Ernest McConnell/ L.A. Investment Co.	New shed (private use)
06/11/1917	03286	Henry Schoenfeld	N/A	New garage
11/23/1920	23075	Henry Schoenfeld	N/A	Build room 17'x17' in front of present building
08/11/1948	19838	George Schoenfeld	N/A	Remove debris and rebuild garage on existing cement slab, adjoining existing studio; not to be attached to existing building. 75% fire damage
01/28/1952	25146	Westlake Properties, Inc.	N/A	New parking lot
03/20/1952	25146	Westlake Properties	N/A	50'x150' parking lot; use of land only
05/15/1952	30404	Metropolitan Academy	R.A. Nicolais	New frame enclosure at rear of building between porch post and girder, with windows to light Passage and r.w. siding with 15# w.p. felt on the exterior 2" plywood finish on the interior side. This frame enclosure to rest on existing concrete porch foundations, with r.w. or pres. Treated 3"x4" sill, bolted with ½" bolts at not over 6'. No structural changed involved in this operation.
10/20/1964	79009	Goode & Schroeder, Inc.	Mead House Wrecking Co.	Demolish dwelling sc#52023
10/31/1972	60405	Esco Realty Co. (Coldwell Banker)	GR Pollock & Assoc.	[648 South Berendo Street] fire damage repair 5%
05/14/1973	99235	Esco Realty Co.	N/A	Change parking layout to conform to current code
03/04/1974	70929	Esco Realty Co.	N/A	Irregular shaped parking lot. 48 parking spaces provided. For land use only.

APPENDIX B – HISTORIC PHOTOGRAPHS



1931, south façade, view northwest from Wilshire Boulevard (USC Libraries Digital Collection)



1933, south façade after alteration of east bay, view northwest from Wilshire Boulevard (Bison Archives)



1933, altered east bay of south façade, view north from Wilshire Boulevard (Bison Archives)





1978, view northeast from Wilshire Boulevard (Los Angeles Public Library)



1978, west façade, view northeast from Berendo Street (Los Angeles Public Library)

APPENDIX C – HISTORIC AERIAL PHOTOGRAPHS



1928 (UCSB Library)



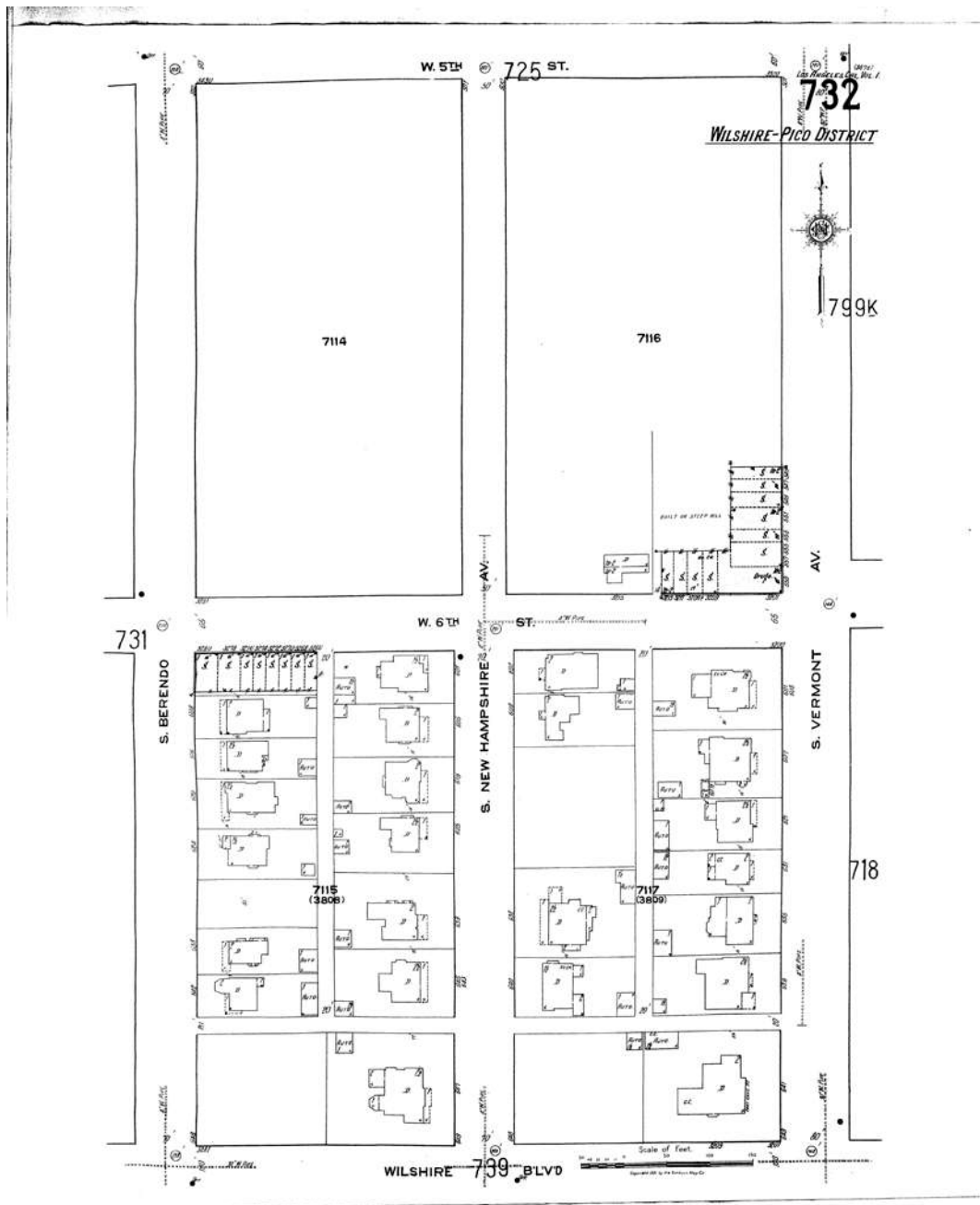
1931 (UCSB Library)



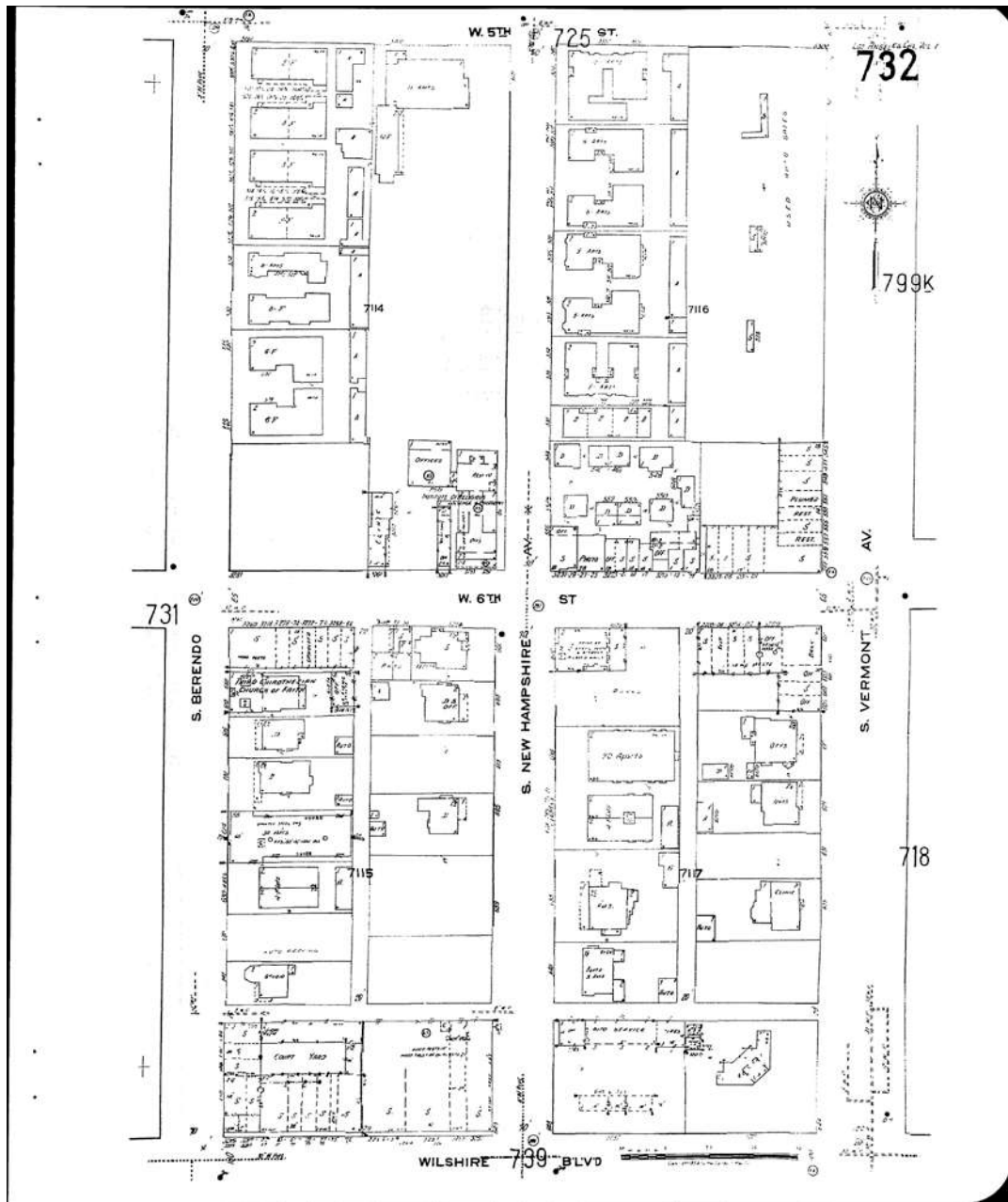
1938 (UCSB Library)



APPENDIX D – SANBORN FIRE INSURANCE MAPS

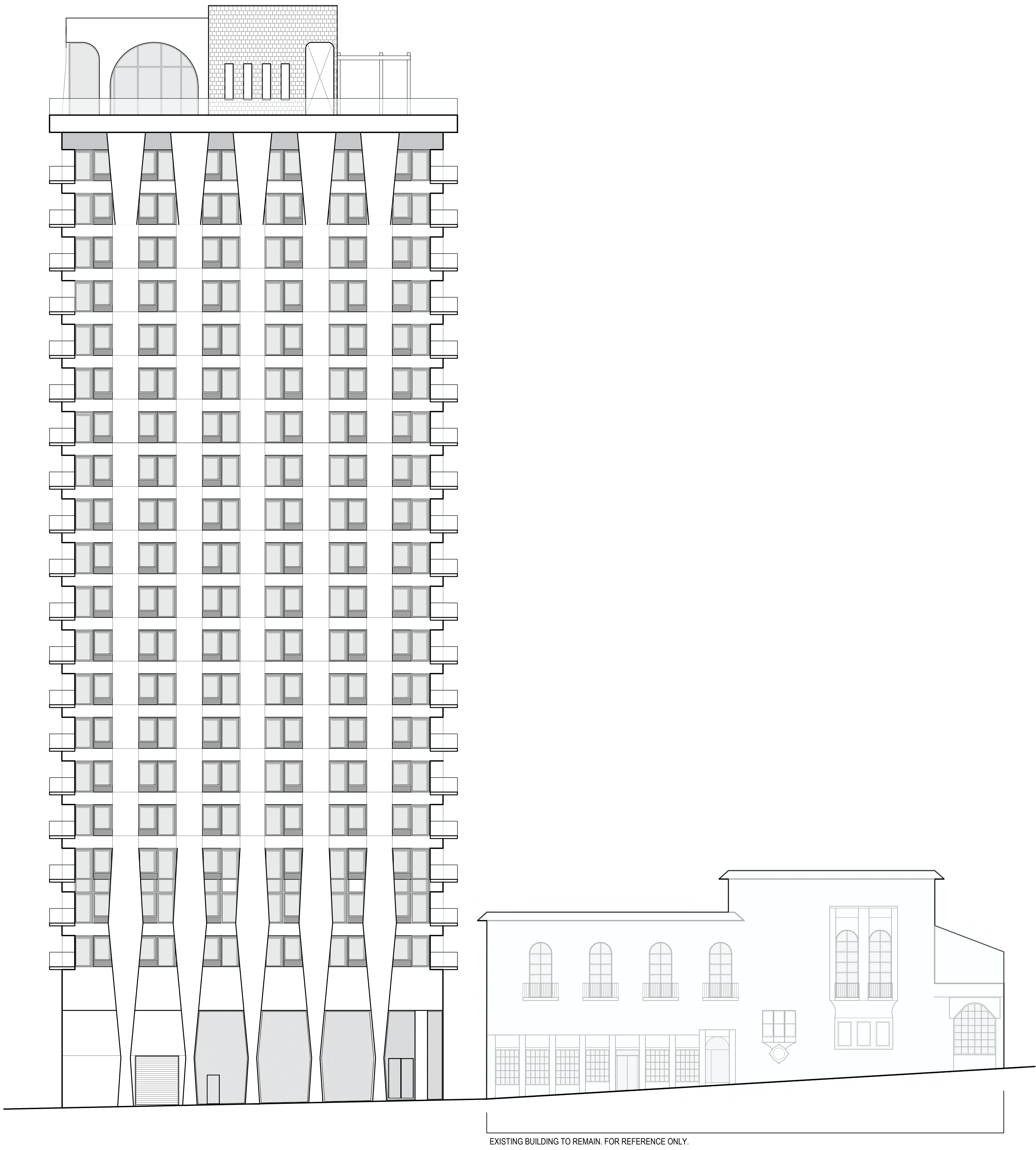






1955

## **APPENDIX E – PROJECT INFORMATION**



638 S. BERENDO STREET  
LOS ANGELES, CA 90010

ENTITLEMENT SET  
June 27, 2022

OWNER:  
Berendo, Inc.

ARCHITECT:

**hansonla**  
ARCHITECTURE

STRUCTURAL ENGINEER:  
Englekirk Structural Engineers

LANDSCAPE ARCHITECT:  
TGP, Inc.

MEP ENGINEER:  
Green MEP Engineering Consulting, Inc.

DRAWING INDEX

A000 SITE SURVEY

ARCHITECTURE

- A010 PROJECT METRICS / PLOT PLAN
- A100 LEVEL 1 PLAN
- A101 LEVEL 2 PLAN
- A102 LEVEL 3 PLAN
- A103 LEVEL 4-21 PLAN
- A104 LEVEL 22 ROOF DECK PLAN
- A105 MECHANICAL PENTHOUSE
- A200 NORTH AND WEST ELEVATIONS
- A201 SOUTH AND EAST ELEVATIONS
- A250 BUILDING SECTIONS
- A260 CONTEXT VIEWS
- A261 RENDERING
- A300 PROPOSED BUILDING AREA ANALYSIS

LANDSCAPE

- L-1 COMPOSITE LANDSCAPE PLAN
- L-2 GROUND LEVEL LANDSCAPE PLAN
- L-3 ROOF DECK LANDSCAPE PLAN
- L-4 PLANT IMAGES







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OWNER  
**BERENDO, INC** 4910 Van Nuys Blvd, Unit 200  
Sherman Oaks, CA 91403

ARCHITECT  
**hansonla** 13160 Mindanao Way  
Suite 1000  
ARCHITECTURE Marina Del Rey, CA 90250  
T. 213.880.8515

STRUCTURAL ENGINEER  
**ENGLEKIRK STRUCTURAL ENGINEERS** 888 South Figueroa ST  
18th Floor  
Los Angeles, CA 90017  
T. 213.731.6670

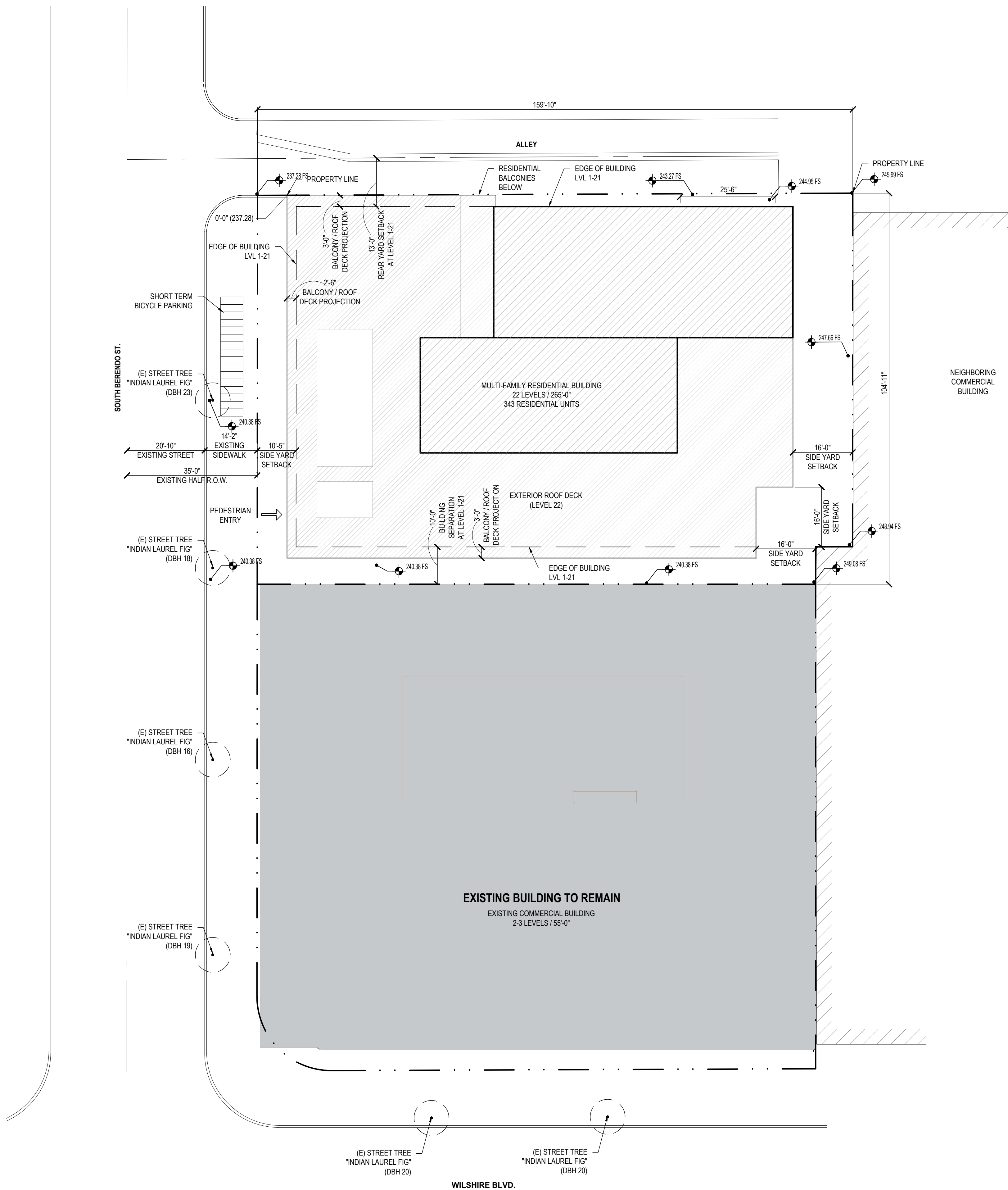
LANDSCAPE ARCHITECT  
**TGP INC.** 5435 Ventura Canyon Ave.  
Sherman Oaks, CA 91401  
T. 818.988.7444

STAMP

KEY PLAN



BAR SCALE



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

SITE ADDRESS									
638 S. BERENDO STREET, LOS ANGELES, CA 90010									
ASSOCIATED ADDRESSES:									
APN: 5502-026-022) 638 & 642 S. BERENDO STREET;									
APN: 5502-026-021) 3281, 3283, 3285, 3275, 3287, 3277, 3273, 3289, 3279 W. WILSHIRE BLVD. & 646 S. BERENDO STREET									
LOT INFORMATION									
PRE-DEDICATED LOT AREA	36,066		0.83 ACRES						
LOST TO FUTURE DEDICATIONS	0		0.00 ACRES						
POST DEDICATED LOT AREA	36,066		0.83 ACRES						
DENSITY									
PERMITTED									
EXISTING ZONING		SQUARE FEET	1/2 ALLEY	RATIO	BASE (ROUNDED UP)		8% TOC INCREASE		
RSP-2 (1 UNIT PER 200 SF)	14,223	1,498	200	79	143				
C4-2 (1 UNIT PER 200 SF)	20,859	200	105	189					
C2-2 (1 UNIT PER 200 SF)	944	100	200	6	11				
	36,066	37,664		190	343				
PROPOSED									
PROPOSED RSP-2/C2-2 ZONE (200 SF PER UNIT)							343		
TOC TIER 4 SET ASIDE	11%		EXTREMELY LOW INCOME				36		
UNIT TYPE		QUANTITY							
STUDIO		228							
1 BEDROOM		115							
TOTAL PROPOSED		343							
FLOOR AREA									
PERMITTED		RATIO	BUILDABLE AREA	TOTAL					
RSP-2	6.1	11,775	70,650						
C4-2	6.1	20,899	125,394						
C2-2	6.1	944	5,964						
TOC TIER 4 (55% INCREASE)	9.31	33,618	312,647						
EXISTING									
COMMERCIAL BUILDING PER AS BUILT DRAWINGS			33,057						
PROPOSED									
RESIDENTIAL FLOOR AREA	6,531		219,602						
TOTAL FLOOR AREA W/ COMMERCIAL AREA	7,521		252,706						
VERTICAL HEIGHT									
		VERTICAL		STORIES					
EXISTING HEIGHT DISTRICT = "2"		UNLIMITED							
PROPOSED BY THE C4-2		EXISTING BUILDING TO BE MAINTAINED		2-3					
PROPOSED HEIGHT IN RSP-2 AND C2-2		280'-0"		22					
PROPOSED TO THE HIGHEST BUILDING ELEMENT		279'-0"							
OPEN SPACE									
REQUIRED		UNIT TYPE	NO. HABITABLE ROOMS	RATIO	TOTAL SF				
< 3 HABITABLE ROOMS (100 SF/UNIT)	343	100	34,300						
3 HABITABLE ROOMS (125 SF/UNIT)	-	125	-						
> 3 HABITABLE ROOMS (175 SF/UNIT)	-	175	-						
TOTAL REQUIRED	343		34,300						
TOC TIER 4 (55% REDUCTION)			25,725						
MAXIMUM INDOOR SPACE (25% OF TOTAL)			6,431						
PROPOSED									
PRIVATE		BALCONIES (25' X 50')	12,850						
OUTDOOR COMMON		ROOF DECK	7,210						
INDOOR COMMON		FITNESS, BUSINESS CENTER, LOUNGE	5,665						
TOTAL PROVIDED	25,725								
MINIMUM LANDSCAPED SPACE (25% OF EXTERIOR TOTAL)					1,803				
TREE REQUIREMENT									
REQUIRED (1 TREE PER 4 UNITS)	86								
PROVIDED	86								
AUTOMOBILE PARKING									
REQUIRED PER AB 2345									
RESIDENTIAL STANDARD		SPACES PER UNIT	NO. OF UNITS	TOTAL REQUIRED					
< 3 HABITABLE ROOMS	0.5	343	172						
3 HABITABLE ROOMS	0.5	0	0						
> 3 HABITABLE ROOMS	0.5	0	0						
SUBTOTAL OF RESIDENTIAL	343		172						
TOC TIER 4 (100% REDUCTION)	0	343	0						
PROPOSED									
TOTAL RESIDENTIAL PARKING				0	PROVIDED ON-SITE				
REPLACEMENT COMMERCIAL PER C OF O				64	PROVIDED OFF-SITE				
TOTAL AUTO PARKING PROVIDED				64					
BICYCLE PARKING									
REQUIRED									
SHORT TERM RESIDENTIAL STANDARD		NO. OF UNITS	RATIO	TOTAL REQUIRED	TOTAL PROPOSED				
1-25 UNITS (10 SPACES PER UNIT)	25	10	2.5						
26-100 UNITS (15 SPACES PER UNIT)	75	15	5						
101-200 UNITS (20 SPACES PER UNIT)	100	20	5						
201+ UNITS (40 SPACES PER UNIT)	143	40	4						
TOTAL SHORT TERM PARKING STALLS REQUIRED			16		16				
LONG TERM RESIDENTIAL STANDARD		NO. OF UNITS	RATIO	TOTAL REQUIRED	TOTAL PROPOSED				
1-25 UNITS (10 SPACES PER UNIT)	25	1	25						
26-100 UNITS (15 SPACES PER UNIT)	75	1.5	50						
101-200 UNITS (20 SPACES PER UNIT)	100	2	50						
201+ UNITS (40 SPACES PER UNIT)	143	4	36						
TOTAL SHORT TERM PARKING STALLS REQUIRED			161		161				
REQUIRED									
COMMERCIAL	0								
RESIDENTIAL	177								
TOTAL REQUIRED	177								
PROPOSED									
REPLACEMENT	0								
TOTAL PROPOSED	177								

THE PROPOSED PROJECT WILL CONFORM WITH THE REQUIREMENTS OF THE CALIFORNIA GREEN BUILDINGS STANDARDS CODE, TITLE 24, PART 11

PROJECT METICS  
/ PLOT PLAN

A010

1 LEVEL 01 PLAN - NEW BUILDING  
SCALE: 1/8" = 1'-0"

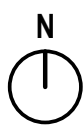
LEVEL 01 PLAN - EXISTING BUILDING

NON-HISTORIC STAIRS TO BE REMOVED

NON-HISTORIC RAMP TO BE REMOVED

LEVEL 01 PLAN - EXISTING BUILDING

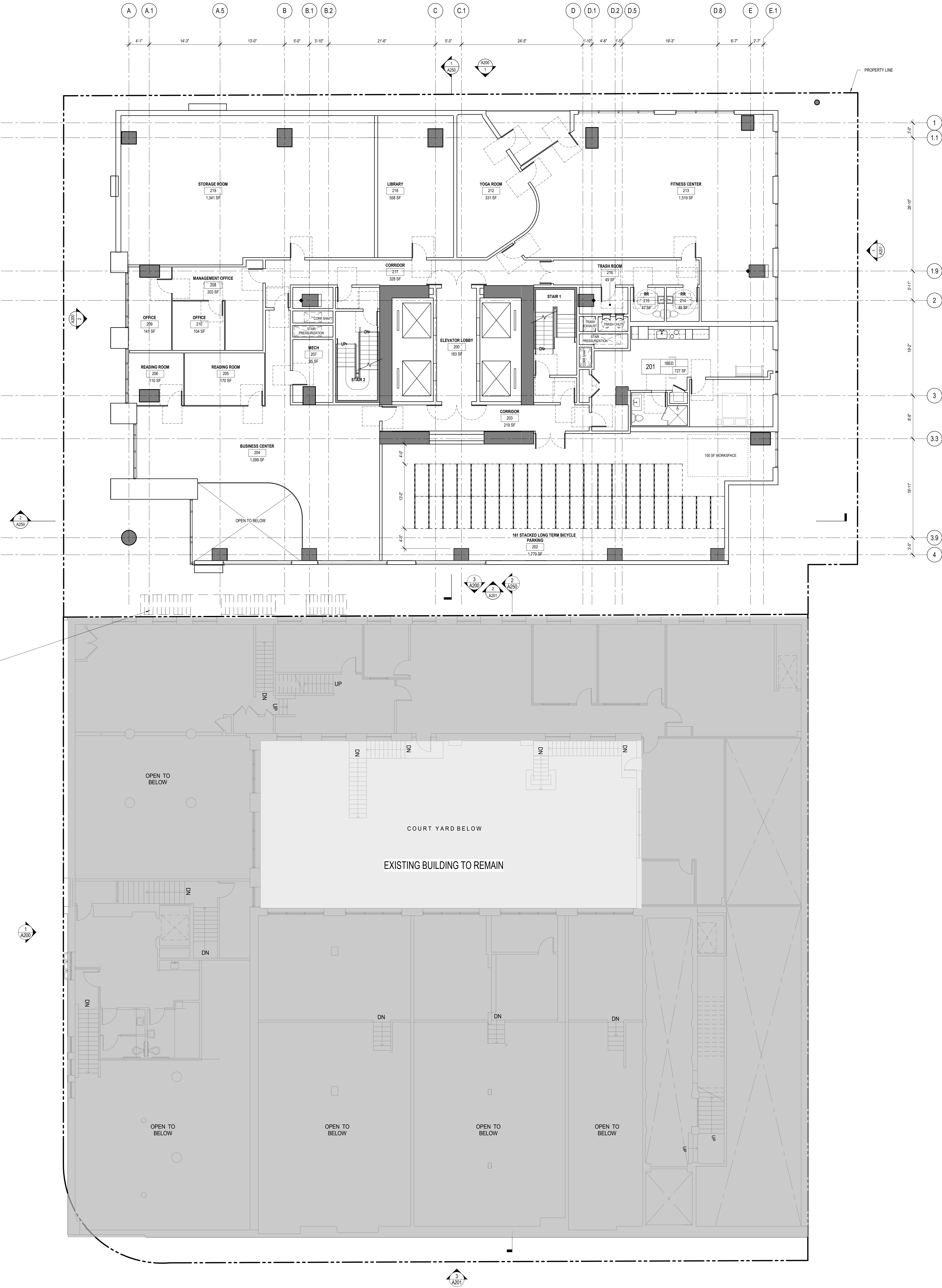


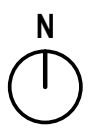


1 LEVEL 02 PLAN - NEW BUILDING  
SCALE: 1/8" = 1'-0"

LEVEL 01 MEZZ PLAN - EXISTING BUILDING

NON-HISTORIC STAIRS TO BE REMOVED





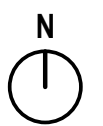
1 LEVEL 03 PLAN - NEW BUILDING  
SCALE: 1/8" = 1'-0"

LEVEL 02 PLAN - EXISTING BUILDING

NON-HISTORIC STAIRS TO BE REMOVED

COURT YARD BELOW

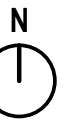
EXISTING BUILDING TO REMAIN



1 LEVEL 04-21 PLAN - NEW BUILDING  
SCALE: 1/8" = 1'-0"

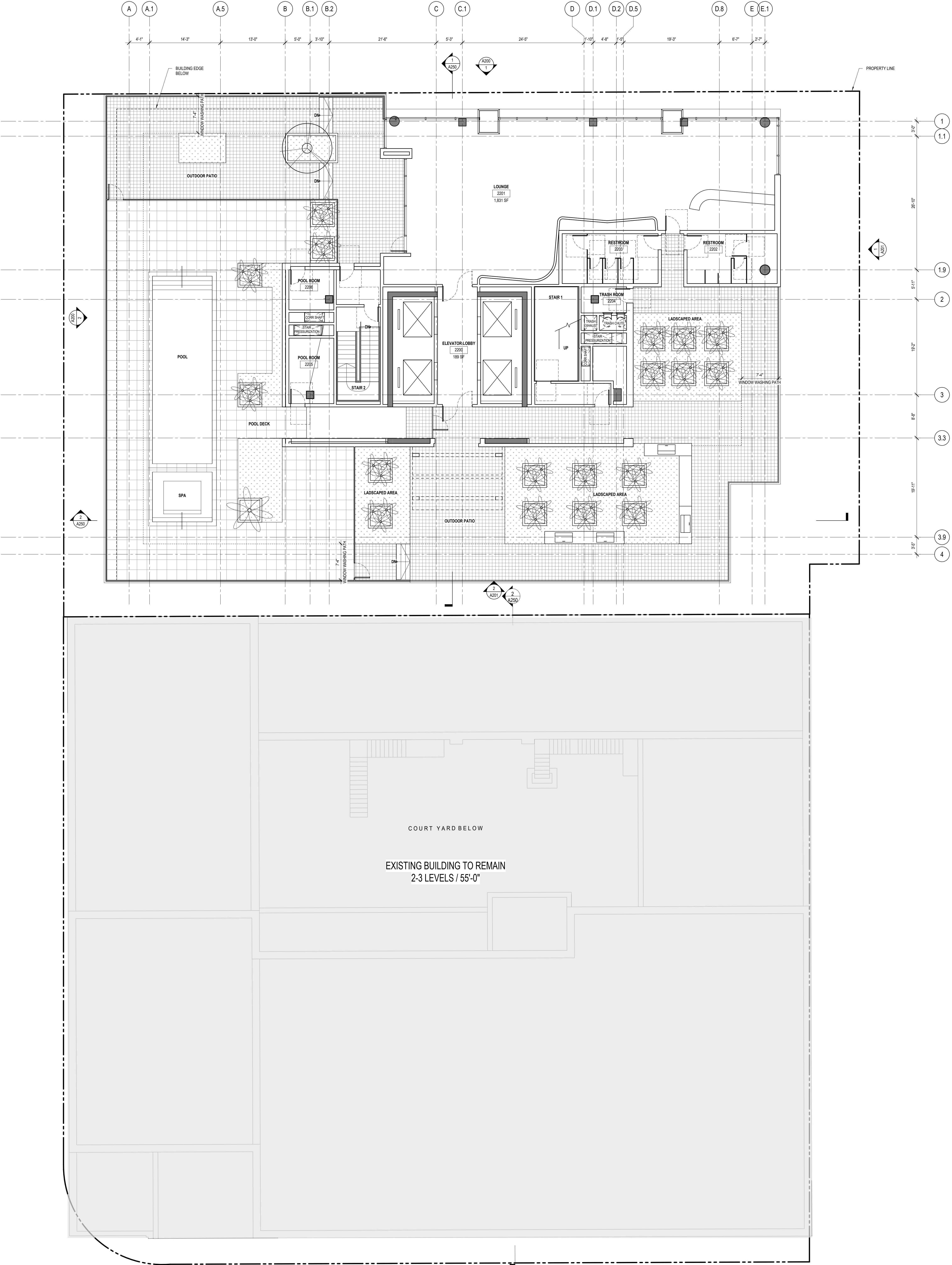
LEVEL 02 MEZZ PLAN - EXISTING BUILDING





1 LEVEL 22 PLAN - NEW BUILDING  
SCALE: 1/8" = 1'-0"

ROOF PLAN - EXISTING BUILDING



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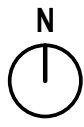
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BAR SCALE

SHEET REVISION

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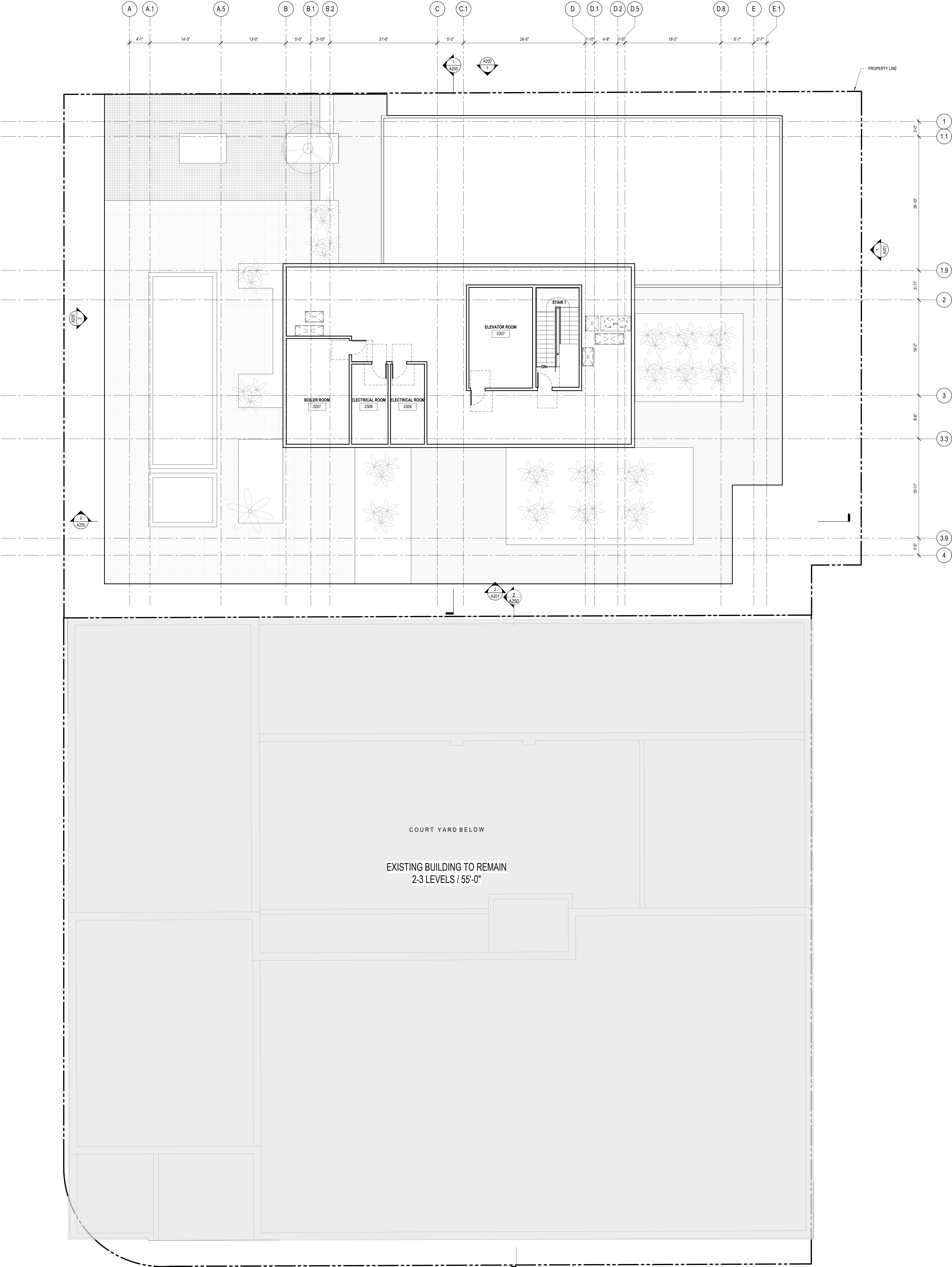
MECHANICAL PENTHOUSE

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

A105

1 MECHANICAL PLAN - NEW BUILDING  
SCALE: 1/8" = 1'-0"

ROOF PLAN - EXISTING BUILDING







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# A200



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## KEY PLAN

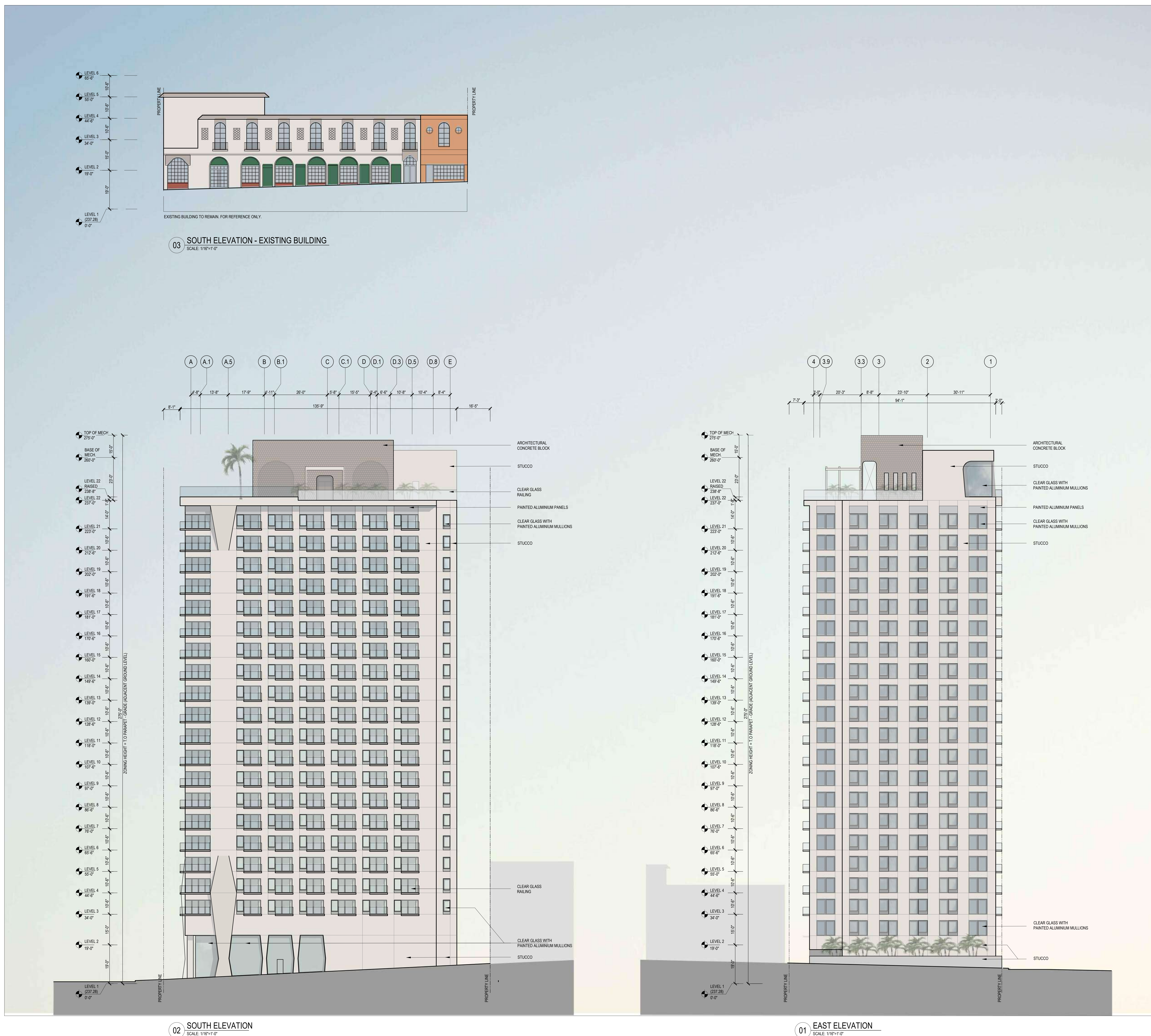
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SOUTH AND EAST  
ELEVATIONS

A201

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KEY PLAN

N

BAR SCALE

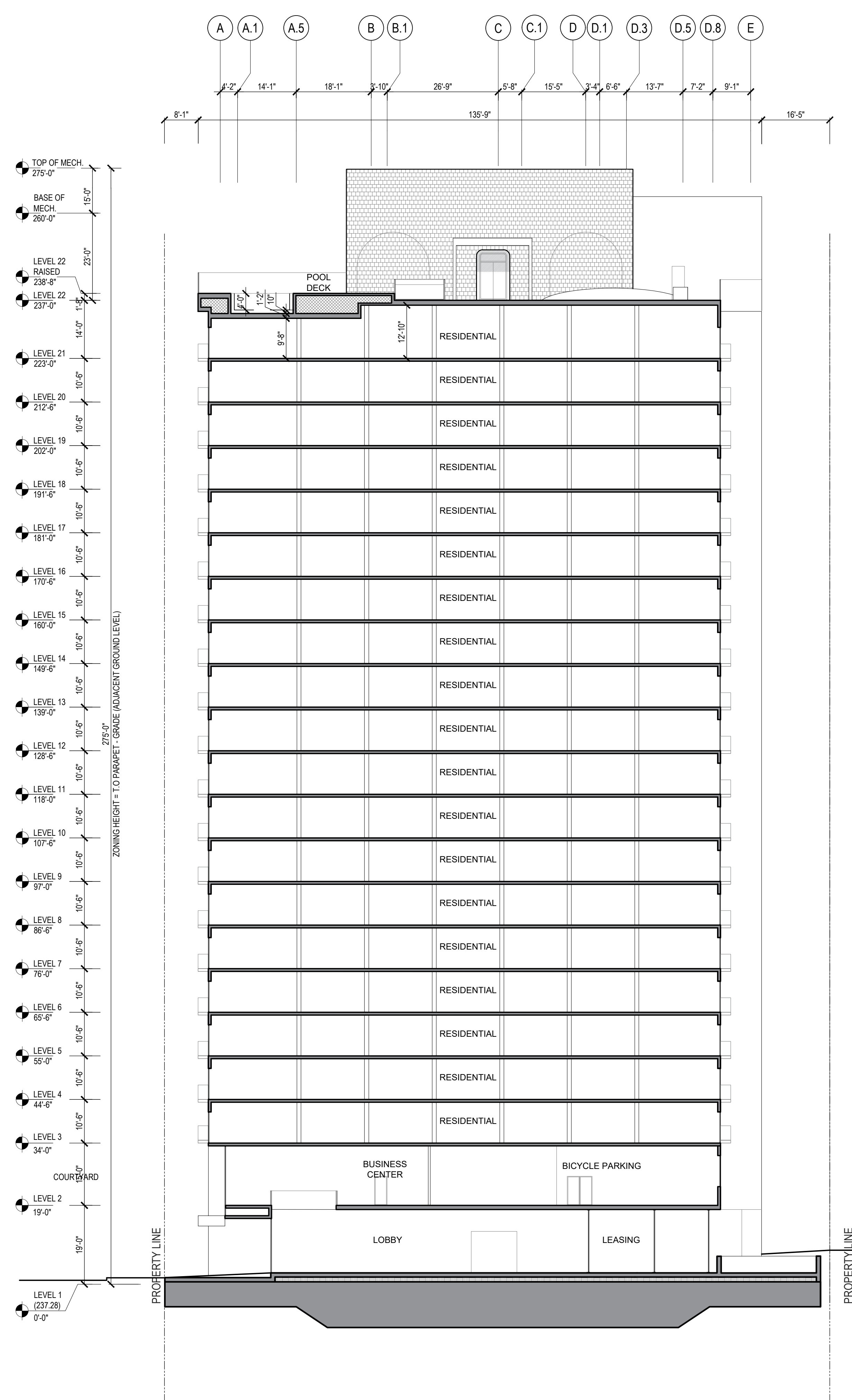
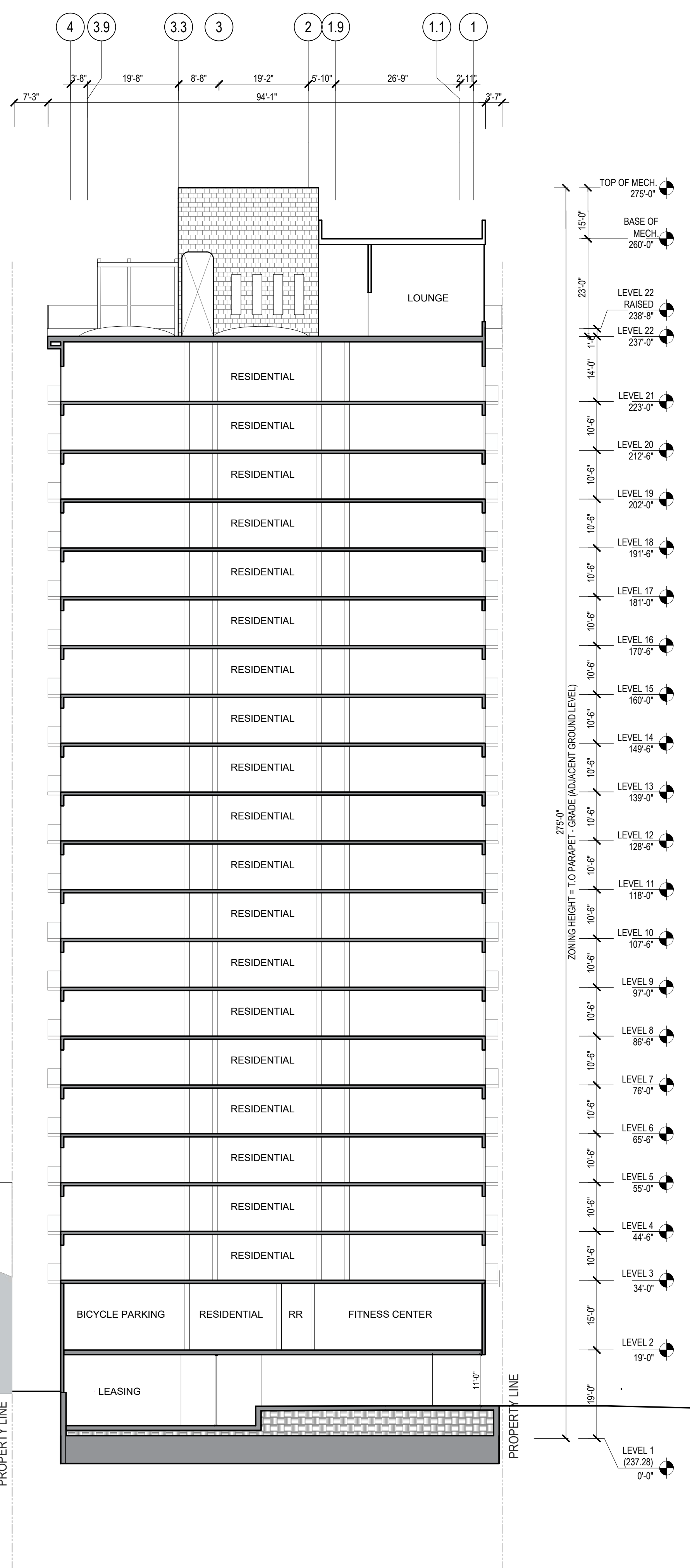
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BUILDING SECTIONS

A250

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04 WEST ELEVATION



03 NORTH ELEVATION



02 EAST ELEVATION



01 SOUTH ELEVATION

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CONTEXT VIEWS

A260

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RENDERINGS

A261

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Building Area Analysis Part 2: Calculation Table				
Parking Area (non-parking)				
	Residential Floor Area (sq ft shared)	Non-residential Floor Areas (existing to remain)	Total non-shared floor Area, non-parking	
Level 1	0	0		
Level 2	0	0		
Level 3	0	0		
Level 4	0	0		
Level 5	0	0		
Level 6	0	0		
Level 7	0	0		
Level 8	0	0		
Level 9	0	0		
Level 10	0	0		
Level 11	0	0		
Level 12	0	0		
Level 13	0	0		
Level 14	0	0		
Level 15	0	0		
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Level 88	0	0		
Level 89	0	0		
Level 90	0	0		
Level 91	0	0		
Level 92	0	0		
Level 93	0	0		
Level 94	0	0		
Level 95	0	0		
Level 96	0	0		
Level 97	0	0		

LEVEL	RESIDENTIAL FLOOR AREA
LEVEL 22	4340 SQ. FT.
LEVEL 21	11747 SQ. FT.
LEVEL 20	11747 SQ. FT.
LEVEL 19	11747 SQ. FT.
LEVEL 18	11747 SQ. FT.
LEVEL 17	11747 SQ. FT.
LEVEL 16	11747 SQ. FT.
LEVEL 15	11747 SQ. FT.
LEVEL 14	11747 SQ. FT.
LEVEL 13	11747 SQ. FT.
LEVEL 12	11747 SQ. FT.
LEVEL 11	11747 SQ. FT.
LEVEL 10	11747 SQ. FT.
LEVEL 9	11747 SQ. FT.
LEVEL 8	11747 SQ. FT.
LEVEL 7	11747 SQ. FT.
LEVEL 6	11747 SQ. FT.
LEVEL 5	11747 SQ. FT.
LEVEL 4	11747 SQ. FT.
LEVEL 3	11747 SQ. FT.
LEVEL 2	15322 SQ. FT.
LEVEL 1	19855 SQ. FT.
TOTAL	250510 SQ. FT.

LEVEL	PRIVATE DRIVE (COMMON AREA)	CUTTING (COMMON AREA)	NOOD (COMMON AREA)	TOTAL
LEVEL 20	7210 SQ. FT.		1671 SQ. FT.	8881 SQ. FT.
LEVEL 19	250 SQ. FT.			250 SQ. FT.
LEVEL 20	750 SQ. FT.			750 SQ. FT.
LEVEL 19	750 SQ. FT.			750 SQ. FT.
LEVEL 18	750 SQ. FT.			750 SQ. FT.
LEVEL 17	750 SQ. FT.			750 SQ. FT.
LEVEL 16	750 SQ. FT.			750 SQ. FT.
LEVEL 15	750 SQ. FT.			750 SQ. FT.
LEVEL 14	750 SQ. FT.			750 SQ. FT.
LEVEL 13	750 SQ. FT.			750 SQ. FT.
LEVEL 12	750 SQ. FT.			750 SQ. FT.
LEVEL 11	750 SQ. FT.			750 SQ. FT.
LEVEL 10	750 SQ. FT.			750 SQ. FT.
LEVEL 9	750 SQ. FT.			750 SQ. FT.
LEVEL 8	750 SQ. FT.			750 SQ. FT.
LEVEL 7	750 SQ. FT.			750 SQ. FT.
LEVEL 6	750 SQ. FT.			750 SQ. FT.
LEVEL 5	750 SQ. FT.			750 SQ. FT.
LEVEL 4	750 SQ. FT.			750 SQ. FT.
LEVEL 3	750 SQ. FT.			750 SQ. FT.
LEVEL 2			3634 SQ. FT.	3634 SQ. FT.
LEVEL 1				
TOTAL	12850 SQ. FT.	7210 SQ. FT.	5665 SQ. FT.	25725 SQ. FT.

	UNIT	RESIDENTIAL COST PER SQ. FT.
	LEVEL-20	\$145.50
	LEVEL-19	\$166.50 SQ. FT.
	LEVEL-20	\$166.50 SQ. FT.
	LEVEL-19	\$166.50 SQ. FT.
	LEVEL-18	\$166.50 SQ. FT.
	LEVEL-17	\$166.50 SQ. FT.
	LEVEL-16	\$166.50 SQ. FT.
	LEVEL-15	\$166.50 SQ. FT.
	LEVEL-14	\$166.50 SQ. FT.
	LEVEL-13	\$166.50 SQ. FT.
	LEVEL-12	\$166.50 SQ. FT.
	LEVEL-11	\$166.50 SQ. FT.
	LEVEL-10	\$166.50 SQ. FT.
	LEVEL-9	\$166.50 SQ. FT.
	LEVEL-8	\$166.50 SQ. FT.
	LEVEL-7	\$166.50 SQ. FT.
	LEVEL-6	\$166.50 SQ. FT.
	LEVEL-5	\$166.50 SQ. FT.
	LEVEL-4	\$166.50 SQ. FT.
	LEVEL-3	\$166.50 SQ. FT.
	LEVEL-2	\$166.50 SQ. FT.
	LEVEL-1	\$166.50 SQ. FT.
	TOTAL	219652 SQ. FT.

*(continued)*

The diagram shows a 2D lattice system. A central white square is surrounded by a thick grey border. The grey border is composed of several rectangular blocks of different sizes, representing various components or particles. The top-left corner of the grey border is labeled 'a' and 'b'.

Figure 1 shows a schematic diagram of a 2D rectangular domain. The domain is bounded by a solid line on the left and right, and a dashed line on the top and bottom. A horizontal dashed line divides the domain into two equal halves. A vertical dashed line divides the domain into two equal halves. A small square is located at the center of the domain. The domain is labeled '2D' in the top right corner.

BUILDING AREAS. FOR REFERENCE ONLY

Age Group	Percentage of Respondents
18-29	65
30-49	75
50-69	80
70+	85

Age Group	Male (%)	Female (%)
18-24	~15	~15
25-34	~15	~15
35-44	~15	~15
45-54	~15	~15
55-64	~15	~15
65-74	~15	~15
75+	~15	~15

**FLOOR AREAS, FOR REFERENCE ONLY**

LEVEL	BUILDING WCA
LEVEL 1, 10637	1024 SQ. FT.
LEVEL 1	10402 SQ. FT.
LEVEL 1, 10622	10410 SQ. FT.
LEVEL 1	10146 SQ. FT.
TOTAL	33007 SQ. FT.

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TREE COUNT SUMMARY	
TOTAL NO. OF UNITS	= 343
NO. OF TREES (24" BOX MIN.) REQUIRED 1 PER 4 UNITS	= 86
NO. OF TREES (24" BOX MIN.) PLANTED: LEVEL 1 (Including New Street Trees @ 25' o.c.)	= 38
ROOF DECK	= 56
TOTAL PROVIDED	= 94

OUTDOOR COMMON OPEN SPACE	
TOTAL OUTDOOR COMMON OPEN SPACE PROVIDED	= 7,210 S.F.
MINIMUM (25%) REQUIRED LANDSCAPE AREA (25% OF 7,466 S.F.)	= 1,803 S.F.
LANDSCAPE AREA PROVIDED ON:	
ROOF DECK	= 1,803 S.F.
TOTAL LANDSCAPE AREA PROVIDED IN OUTDOOR COMMON OPEN SPACE	= 1,803 S.F.

- GENERAL NOTES:
- ALL LANDSCAPE AREAS WILL BE IRRIGATED W/ A HIGH EFFICIENCY IRRIGATION W/ SMART IRRIGATION CONTROLS.
  - ALL PLANTING & IRRIGATION SHALL COMPLY WITH CITY OF LOS ANGELES REQUIREMENTS.
  - IRRIGATION DESIGN WILL INCORPORATE EPA WATERSENSE SPECIFICATIONS.
  - STREET TREES SHALL BE SELECTED AND INSTALLED PER CITY OF LOS ANGELES DEPARTMENT OF URBAN FORESTRY.
  - ALL NEW PLANTED AREAS TO BE HEAVILY MULCHED FOR WATER CONSERVATION.
  - THERE ARE NO SIGNIFICANT TREES TO BE REMOVED ON THE SITE.
  - THERE ARE NO PROTECTED TREES ON THE SITE.

STAMP

KEY PLAN

N  
BAR SCALE

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COMPOSITE  
LANDSCAPE PLAN

L-1

ROOF DECK LANDSCAPE:  
SEE SHEET L-3.

ALLEY

SOUTH BERENDO STREET

STREET AND PERIMETER LANDSCAPE:  
SEE SHEET L-2.



PRINTED: 28 JULY 2023 BY: JADE TORRES FILE: L-2\_GROUND LEVEL



NOTE: PLANTS SHALL BE CHOSEN FROM THE FOLLOWING LIST.  
ALL PLANT TYPES MAY NOT BE SPECIFIED.

PLANT LEGEND - GROUND LEVEL	
SYMBOL	BOTANICAL NAME 'COMMON NAME'
	TRIPLE-TRUNK PALMS ARCHONTOPHOENIX CUNNINGHAMIANA 'KING PALM'
	FILTRATION PLANT SHRUBS & GROUND COVERS ACORUS GRAMINEUS 'OGON' 'SWEET FLAG' ARBUTUS UNEDO 'COMPACTA' 'DWARF STRAWBERRY TREE' CHONDROPETALUM SPECIES 'CAPE RUSH' CISTUS SKANBERGII 'PINK ROCKROSE' HEUCHERA SPECIES 'CORAL BELLS' JUNCUS SPECIES 'RUSH' MIMULUS CARDINALIS 'SCARLET MONKEY FLOWER' RHAMNUS CALIFORNICA 'MOUND SAN BRUNO' 'COFFEEBERRY' SALVIA SPECIES 'SAGE'
	SHADE TOLERANT SHRUBS & GROUND COVERS CARISSA MACROCARPA 'NATAL PLUM' COPROSMA SPECIES 'MIRROR PLANT' DIANELLA SPECIES 'FLAX LILY' GREVILLEA SPECIES 'GREVILLEA' HEUCHERA SPECIES 'CORAL BELLS' LONICERA JAPONICA 'JAPANESE HONEYSUCKLE' MAHONIA SPECIES 'OREGON GRAPE' MANDINA DOMESTICA SPECIES 'HEAVENLY BAMBOO' PHLOMIS FRUITICOSA 'JERUSALEM SAGE' PHORMIUM TENAX 'NEW ZEALAND FLAX' RHAPHIOLEPS SPECIES 'INDIAN HAWTHORN' SALVIA GREGGII 'SAGE' TECOMA CAPENSIS 'CAPE HONEYSUCKLE' VINCA SPECIES 'PERIWINKLE'

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KEY PLAN

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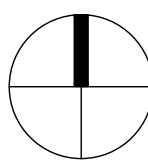
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GROUND LEVEL  
LANDSCAPE PLAN

L-2

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SCALE: 1/8" = 1'-0"  
0 4' 8' 16' 32'





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NOTE: PLANTS SHALL BE CHOSEN FROM THE FOLLOWING LIST.  
ALL PLANT TYPES MAY NOT BE SPECIFIED.

PLANT LEGEND - ROOF DECK	
SYMBOL	BOTANICAL NAME "COMMON NAME"
	HERITAGE TREE - 36" BOX MIN.
	ERYTHRINA SYRIENSII "CORAL TREE"
	TRIPLE-TRUNK PALMS
	ARCHONTOPHOENIX CUNNINGHAMIANA "KING PALM"
GREEN ROOF MODULES - 6"-8" DEEP	
	AGAVE SPECIES "AGAVE"
	ALOE SPECIES "ALOE"
	ARCTOSTAPHYLOS SPECIES "MANZANITA"
	BACCHARIS PILLULARIS "COYOTE BUSH"
	CALANDRINIA GRANDIFLORA "ROCK PUEBLOANE"
	CEANOTHUS SPECIES "CALIFORNIA ULAC"
	CHONDROPETALUM TECTORIUM "SMALL CAPE RUSH"
	CISTUS SPECIES "ROCKROSE"
	DASYLIUM SPECIES "SOTOL"
	ERIOGONUM FASCICULATUM "CALIFORNIA BUCKWEAT"
	GALVEZIA SPECIOSA "ISLAND SNAPDRAGON"
	HEUCHERA SPECIES "CORAL BELLS"
	HESPERALOE SPECIES "TUCCA"
	IRIS DOUGLASSIANA "DOUGLAS IRIS"
	KECKELIA CORDIFOLIA "CLIMBING PENSTEMON"
	LAVANDULA ANGUSTIFOLIA "ENGLISH LAVENDER"
	MAHONIA REPENS "OREGON GRAPE"
	MUHLENBERGIA RIENS "DEER GRASS"
	MYOPORUM PARVIFOLIUM "CREEPING BOOBIALLA"
	PITTOSPORUM TENUIFOLIUM 'COMPACTA' "COMPACT KOHUIRO"
	RHAMNUS CALIFORNICA "COFFEE BERRY"
	RISES VIBURNIFOLIUM "CATALINA CURRANT"
	HELICOTOTRICHON SEMPERVIRENS "BLUE OAT GRASS"
	ROSA SPECIES "ROSES"
	ROSMARINUS SPECIES "ROSEMARY"
	SALVIA SPECIES "SAGE"
	SEDUM SPECIES "STONE CROP"
	SENECIO MANDRALISCAE "CHALK STICKS"

PLANTING IN GREEN  
ROOF TRAYS

TRIPLE TRUNK PALMS IN  
FIBERGLASS PLANTERS

BARBEQUE AND  
BAR COUNTERS

638 BER  
638 S. BERENDO ST.  
LOS ANGELES, CA 90010

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T. 310.888.7444

STAMP

KEY PLAN

N

BAR SCALE

SHEET REVISION DATE

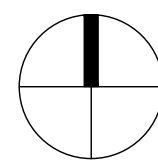
ENTITLEMENT SET RE ISSUE 08.27.22  
ENTITLEMENT SET RE ISSUE 04.28.22  
ENTITLEMENT SET 03.15.22  
ISSUE DATE

ROOF DECK  
LANDSCAPE PLAN

L-3


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SCALE: 1/8" = 1'-0"  
0 4' 8' 16' 32'
















GROUND LEVEL - PALMS


ARCHONTOPHOENIX CUNNINGHAMIANA "KING PALM"

GROUND LEVEL - FILTRATION PLANTER SHRUBS & GROUNDCOVERS

								
ACORUS GRAMINEUS "SWEET FLAG"	ARBUTUS UNEDO 'COMPACTA' "DRAWF STRAWBERRY TREE"	CHONDROPETALUM TECTORUM "CAPE RUSH"	CISTUS SKANBERGII "PINK ROCKROSE"	HEUCHERA SPECIES "CORAL BELLS"	JUNCUS SPECIES "RUSH"	MIMULUS CARDINALIS "SCARLET MONKEY FLOWER"	RHAMNUS CALIFORNIA 'MOUNT SAN BRUNO' COFFEEBERRY"	SALVIA SPECIES "SAGE"


GROUND LEVEL - SHADE TOLERANT SHRUBS & GROUNDCOVERS

										
CARISSA MACROCARPA "NATAL PLUM"	COPROSMA SPECIES "MIRROR PLANT"	DIANELLA SPECIES "FLAX LILY"	GREVILLEA SPECIES "GREVILLEA"	MAHONIA SPECIES "OREGON GRAPE"	NANDINA SPECIES "HEAVENLY BAMBOO"	PHILOMIS FRUTICOSA "JERUSALEM SAGE"	PHORMIUM SPECIES "NEW ZEALAND FLAX"	RHAPHIOLEPIS SPECIES "INDIAN HAWTHORN"	TECOMA CAPENSIS "CAPE HONEYSUCKLE"	VINCA SPECIES "PERIWINKLE"

ROOF DECK - HERITAGE TREE


ERYTHRINA SPECIOSA "CORAL TREE"

ROOF DECK - PALMS


ARCHONTOPHOENIX CUNNINGHAMIANA "KING PALM"

ROOF DECK - GREEN ROOF MODULES

							
AGAVE SPECIES "AGAVE"	ALOE SPECIES "ALOE"	ARCTOSTAPHYLOS SPECIES "MANZANITA"	BACCHARIS SPECIES "COYOTE BUSH"	CALANDRINIA GRANDIFLORA "ROCK PURSLANE"	CEANOTHUS SPECIES "CAPE RUSH"	CHONDROPETALUM TECTORUM "SMALL CAPE RUSH"	DASYLIRION SPECIES "SOTOL"

ROOF DECK - GREEN ROOF MODULES

									
ERIOGONUM FASCICULATUM "BUCKWEAT"	GALVEZIA SPECIOSA "ISLAND SNAPDRAGON"	HELICTOTRICHON SEMPERVIRENS "BLUE OAT GRASS"	HESPERALOE SPECIES "YUCCA"	IRIS DOUGLASIANA "DOUGLAS IRIS"	KECKLIELLA CORDIFOLIA "CLIMBING PENNSETUM"	LAVANDULA SPECIES "LAVENDER"	MUHLENBERGIA RIGENS "DEER GRASS"	MYOPORUM PARVIFOLIUM "MYOPORUM"	PITTOSPORUM 'COMPACTA' "COMPACT KOHUHU"

ROOF DECK - GREEN ROOF MODULES

					
RIBES VIBURNIFOLIUM "CATALINA CURRANT"	ROSA SPECIES "ROSES"	ROSMARINUS SPECIES "ROSEMARY"	SALVIA SPECIES "SAGE"	SEDUM SPECIES "STONECROP"	SENECIO SPECIES "CHALK STICKS"

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STAMP

KEY PLAN

N

BAR SCALE

SHEET REVISION DATE

ENTITLEMENT SET RE ISSUE 08.27.22  
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ENTITLEMENT SET 03.15.22  
ISSUE DATE

PLANT IMAGES

L-4

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## **APPENDIX F – RESUMES OF AUTHORS/CONTRIBUTORS**

# HISTORIC RESOURCES GROUP

**Years of Experience: 18**

## **Professional License**

California Architect C24223

## **Education**

Master's Degree, Historic  
Preservation, University of  
Southern California

Bachelor of Architecture,  
University of Southern California

## **Honors and Awards**

Los Angeles Conservancy  
Preservation Award

- Glendale Central Air Terminal, 2017
- CBS Columbia Square, 2016
- 28<sup>th</sup> Street YMCA, 2013

California Preservation Foundation  
Preservation Design Award

- CBS Columbia Square, 2017
- Glendale Central Air Terminal, 2016
- 28<sup>th</sup> Street YMCA, 2013

City of Pasadena Historic  
Preservation Award, Constance  
Hotel, 2015

AIA Institute Honor Award, 28<sup>th</sup>  
Street YMCA, 2015

## **Professional Affiliations**

American Institute of Architects  
Glendale Historical Society

- President, 2008-2011

## **JOHN LOCASCIO, AIA PRINCIPAL**



## **Experience Profile**

A licensed, practicing architect since 1993, John has been involved with historic preservation since 2002 and working at HRG since 2011.

John's areas of focus at HRG include historic architecture and technology, building conservation, historic structure reports and federal historic rehabilitation tax credit projects. He provides technical assistance for construction documents, advises on compliance with the Secretary of the Interior's Standards and the use of the State Historic Building Code, provides construction monitoring, and paint and materials sampling and analysis services.

John has worked on a wide variety of projects involving historic buildings and structures in California as well as in other states. He is currently advising on historic tax credit projects in Los Angeles, the San Francisco Bay area and Washington State. In addition, John regularly provides historic architecture consultation for numerous LAUSD campus modernization projects.

Prior to joining HRG, John served as Executive Director of Claremont Heritage, including reviewing environmental documents and advising the City of Claremont on planning and design issues. John served as President of the Glendale Historical Society for three years, and also worked for 14 years as a project architect in private practice, specializing in custom residential projects.

John LoCascio meets the *Secretary of the Interior's Professional Qualifications Standards* in Architecture and Historic Architecture.

## **Selected Projects**

28<sup>th</sup> Street YMCA, Los Angeles  
Academy Museum of Motion Pictures, Hollywood  
CBS Columbia Square, Hollywood  
Constance Hotel, Pasadena  
Grand Central Air Terminal, Glendale  
Forum, Inglewood  
Los Angeles International Airport  
Painted Desert Visitors' Center, Arizona  
University of Southern California  
Venice High School Modernization, Los Angeles

# HISTORIC RESOURCES GROUP

**Years of Experience: 6**

## **Education**

Master of Arts, Historic  
Preservation,  
University of Delaware  
Bachelor of Arts, History  
Bachelor of Music, Instrumental  
Performance,  
Chapman University, Orange, CA  
Certificate, Photography,  
Glendale Community College

## **Professional Affiliations**

Los Angeles Conservancy  
National Trust for Historic  
Preservation  
Preserve Orange County  
Vernacular Architecture Forum  
U.S. Green Building Council  
California Preservation  
Foundation, Guest Speaker

## **MOLLY IKER-JOHNSON ARCHITECTURAL HISTORIAN STAFF PHOTOGRAPHER**



## **Experience Profile**

Molly Iker-Johnson joined Historic Resources Group in 2014. She holds a Master of Arts in Historic Preservation from the University of Delaware, a Bachelor of Arts in History and a Bachelor of Music in Instrumental Performance from Chapman University, and a Certificate in Photography from Glendale Community College.

At Historic Resources Group, Molly works on historic resources surveys, historic context statements, historic resource assessments, historic resources technical reports, National Register nominations, Historic American Building Survey documentation, and landmark photography.

Prior to joining HRG, Molly worked at the Center for Historic Architecture and Design, a historic preservation organization located at the University of Delaware, as a Graduate Research Assistant. Her responsibilities included assisting with large format re-photography of early 20<sup>th</sup> century glass plate photographs taken by Delaware seed analyst Roydon Hammond, aiding in the compilation of inventories of historically significant sites along Delaware's Byways, and creating photographic databases of historic sites along Delaware's Byways and Newark, Delaware's Main Street.

Molly Iker-Johnson meets the *Secretary of the Interior's Professional Qualifications Standards* in History and Architectural History.

## **Selected Projects**

City of Goleta Historic Preservation Program  
City of Santa Monica Citywide Survey Update  
City of South Pasadena Citywide Survey Update  
Chapman University VPOA Packing House Adaptive Reuse  
Peter Drucker House National Register Nomination  
Lydia D. Killefer School National Register Nomination  
Frank Thomas House National Register Nomination  
Hulett C. Merritt Mansion Pasadena Landmark Nomination  
W. Parker Lyon House Pasadena Landmark Nomination



**From:** Max Loder <[max.loder@lacity.org](mailto:max.loder@lacity.org)>  
**Sent:** Wednesday, August 17, 2022 4:28 PM  
**To:** John LoCascio <[john@historicalresourcesgroup.com](mailto:john@historicalresourcesgroup.com)>  
**Cc:** Melissa Jones <[melissa.jones@lacity.org](mailto:melissa.jones@lacity.org)>; Lambert Giessinger <[lambert.giessinger@lacity.org](mailto:lambert.giessinger@lacity.org)>  
**Subject:** Re: 638 Berendo

Hi John,

Thanks again for sending the revised report. It looks good; we continue to accept its conclusion.

Best,

Max

# HISTORIC RESOURCES GROUP

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12 S. Fair Oaks Avenue, Suite 200  
Pasadena, CA 91105

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Tel 626-793-2400  
[historicrosourcesgroup.com](http://historicrosourcesgroup.com)

## MEMO

TO: OFFICE OF HISTORIC RESOURCES  
ATTN: LAMBERT GIESSINGER, SENIOR ARCHITECT  
FROM: JOHN LOCASCIO, AIA, PRINCIPAL ARCHITECT  
DATE: MAY 25, 2023  
RE: 638 S. BERENDO STREET

## Introduction

This memorandum is intended as an addendum to the Historical Resources Impacts Analysis Report dated July 2022 (the submitted Report), prepared for the proposed new 22-story multi-family residential building (the Submitted Project) on the property located at 638-642 South Berendo Street in the City of Los Angeles. The parcel is currently occupied by a surface parking lot and is immediately adjacent to the Roseberry Building located on the parcel at 3273-3289 Wilshire Boulevard and 646 South Berendo Street. The two parcels jointly comprise the Project Site.

The Roseberry Building was found eligible for listing in the National Register of Historic Places (the National Register) in the 2009 CRA Survey. It was re-evaluated in the submitted Report and was found eligible for listing in the National Register, the California Register of Historical Resources (the California Register), and as a local Historic-Cultural Monument (HCM). The Submitted Report identified six other historical resources in the near vicinity of the Project Site: 624 S. Berendo Street, 3243 Wilshire Boulevard, Immanuel Presbyterian Church, the Talmadge Apartments, the I. Magnin and Company Building, and the Wilshire Boulevard streetlights. These resources and the Roseberry Building were therefore all considered to be “historical resources” as defined by the California Environmental Quality Act (CEQA) for purposes of the submitted Report. The submitted Report determined that the Submitted Project would make minor alterations to the rear of the Roseberry Building but would not result in a substantial adverse change in the significance of any historical resource on the Project Site or in the vicinity

and therefore would not have a significant effect on the environment as defined by CEQA.

The Applicant is now proposing revisions (the Modified Project) to the Submitted Project. The purpose of this addendum is to evaluate the Modified Project for potential impacts to the historical resources on, and in the vicinity of, the Project Site. This addendum evaluates only those potential impacts that may result from the changes proposed in the Modified Project; all other aspects of the evaluation of the Submitted Project that are not affected by the Modified Project remain valid.

## Description of Submitted and Modified Projects

The Submitted Project proposed to develop a new 22-story, 343-unit multi-family residential building approximately 275 feet in height, with a total floor area of 219,652 square feet and 7.52:1 FAR. Because of the new building's proximity to the Roseberry Building, the existing exterior staircase on the north façade of the Roseberry Building would be removed and the windows and door openings on the north façade blocked on the interior with CMU infill to create a required fire separation, leaving the existing windows and doors in place. The Submitted Project included submittal of a shoring plan prepared by a qualified structural engineer meeting the relevant Secretary of the Interior's Professional Qualifications Standards, for review and approval by the City of Los Angeles prior to issuance of grading permits.

The Modified Project proposes an eight-story, 163-unit multi-family residential building approximately 96 feet in height over one level of subterranean parking, with a total floor area of 81,811 square feet and 6:1 FAR. The Modified Project includes the same modifications to the Roseberry Building's north façade as the Submitted Project: removal of the exterior staircase and CMU infill of window and door openings, leaving the window and door units in place on the exterior. The Modified Project also includes submittal of a shoring plan prepared by a qualified structural engineer meeting the relevant Secretary of the Interior's Professional Qualifications Standards, for review and approval by the City of Los Angeles prior to issuance of grading permits.

See Table 1, below, for a comparison of the Modified Project with the Submitted Project.

**TABLE 1**

COMPARISON OF SUBMITTED PROJECT AND MODIFIED PROJECT		
Project Feature	Submitted Project	Modified Project
STORIES	22	8
HEIGHT	275 feet	96 feet
UNITS	343	163
FLOOR AREA	219,652 square feet	81,811 square feet
FAR	7.52:1	6:1
PARKING	None on site	One level at grade, one level subterranean

## Evaluation of Potential Impacts

The submitted Report determined that the limited alterations to the utilitarian north (rear) façade of the Roseberry Building included in the Submitted Project would not materially impair the Roseberry Building such that it could no longer convey its historic significance; and that the Submitted Project would not demolish, relocate, rehabilitate, or alter 624 S. Berendo Street, 3243 Wilshire Boulevard, Immanuel Presbyterian Church, the Talmadge Apartments, the I. Magnin and Company Building, or the Wilshire Boulevard Streetlights. Therefore, the Submitted Project would not result in a substantial adverse change in the significance of any historical resource on the Project Site or in the vicinity and would not have a significant effect on the environment as defined by CEQA.

As described above, the Modified Project will include the same limited alterations to the north (rear) façade of the Roseberry Building that were part of the Submitted Project; and will include a shoring plan, prepared by a qualified structural engineer, to protect the Roseberry Building during excavation and construction activities. Therefore, the Modified Project will not materially impair the Roseberry Building such that it can no longer convey its historic significance.

The Modified Project is less than half the size of the Submitted Project and therefore has even less potential to impact nearby historical resources. The Modified Project, like the Submitted Project, will not demolish, relocate, rehabilitate, or alter 624 S. Berendo Street, 3243 Wilshire Boulevard, Immanuel Presbyterian Church, the Talmadge Apartments, the I. Magnin and Company Building, or the Wilshire Boulevard Streetlights such that they can no longer convey their historic significance.

Therefore, the Modified project, like the Submitted Project, will not result in a substantial adverse change in the significance of any historical resource on the Project Site or in the vicinity and would not have a significant effect on the environment as defined by CEQA.