Errata

Hollywood & Wilcox Environmental Impact Report

On July 31, 2020, the Final Environmental Impact Report (EIR) was published for the Hollywood & Wilcox Project (City of Los Angeles EIR No. ENV-2016-3177-EIR, State Clearinghouse No. 2017051079). Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of the Final EIR, included revisions to the Project's noise and vibration analysis based on changes to the haul route approved by the Los Angeles Department of Transportation. However, following publication of the Final EIR, additional references in the text to the previous haul route were identified. Additionally, following the publication of the Draft EIR, the Hotel Mark Twain was found eligible as a historic resource. This is now reflected in the analysis. Lastly, the Final EIR included updated Off-Site Construction Haul Truck Noise Levels based on the revised haul route (see Revised Table IV.G-12 in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, page III-20). The updated Noise Calculation Worksheets supporting these changes were inadvertently omitted from the Final EIR. They are included here as Revised Appendix I. The changes to the haul route were fully evaluated in the Final EIR and the following provides only minor revisions to the Draft EIR text. Revisions to the EIR are presented below with deletions presented as ~~strikethrough~~ and additional language presented in <u>underline</u>. Where changes to the Draft EIR Text differ from Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of the Final EIR, the revisions below supersede those published in the Final EIR.

a. Revisions to the Draft EIR

Section IV.G, Noise, of the Draft EIR, page IV.G-44, amend the last paragraph as follows:

> As discussed in Section IV.B. Cultural Resources, of the Draft EIR, the Attie Building is a historical resource and would remain as part of the Project. <u>In addition, the Hotel Mark Twain is eligible for designation as a historic resource.</u> A significance criteria of 0.12 PPV is utilized for historic structures that are extremely susceptible to vibration damage. There are no other historic buildings or other structures extremely susceptible to vibration located in the close proximity (within 15 feet) of the Project construction site. The assessment of construction vibration provided below for potential building damage due to on-site construction compares the estimated vibration levels

generated during construction of the Project to the 0.12-PPV significance criteria for buildings extremely susceptible to vibration (applicable to the Attie Building and the Hotel Mark Twain, ~~a~~ historic structures), the 0.2-PPV significance criteria for non-engineered timber and masonry building (applicable to the two-story buildings to the east and west of the Project Site), and the 0.3-PPV significance criteria for engineered concrete masonry building (applicable for the~~ 3 and~~ 4-story building~~s~~ to the ~~south and~~ north of the Project Site). In addition, the construction vibration analysis for potential building damage due to off-site construction activities (haul trips) conservatively compares the estimated vibration levels generated from haul truck activities to the 0.12-PPV significance criteria for buildings extremely susceptible to vibration damage.

Section IV.G, Noise, of the Draft EIR, page IV.G-45, amend row three (e-story hotel building) of Table IV.G-21 as follows:

Off-Site Building Structure[a]	Estimated Vibration Velocity Levels at the Outside of and Adjacent to the Nearest Off-Site Structures from the Project Construction Equipment (inch/second (PPV))[b]					Significance Criteria (PPV)	Sig. Impact?
	Large Bulldozer	Caisson Drilling	Loaded Trucks	Jack-hammer	Small Bulldozer		
3-story hotel building (Hotel Mark Twain) to the south, adjacent to the Project Site (historic structure)	0.361	0.361	0.308	0.142	0.012	~~**0.3**[c]~~ **0.12**[e]	**Yes**

Section IV.G, Noise, of the Draft EIR, page IV.G-45, amend the first sentence of the last paragraph as follows:

As indicated in Table IV.G-21, the estimated vibration velocity levels from construction equipment would exceed the 0.12 PPV building damage significance criteria at the Attie Building and the Hotel Mark Twain, and the 0.2 PPV criteria at the two-story building adjacent to the Project Site to the east~~, and the 0.3 PPV criteria at the three-story building adjacent to the Project Site to the south~~.

Section IV.G, Noise, of the Draft EIR, page IV.G-46, amend the first sentence of the second full paragraph as follows:

As described above, construction delivery/haul trucks would travel between the Project Site and US-101 Freeway via ~~Highland~~ Selma Avenue, Wilcox Avenue, Cahuenga Boulevard, and Hollywood Boulevard.

Section IV.G, Noise, of the Draft EIR, page IV.G-47, amend the second sentence of the last paragraph as follows:

The estimated vibration levels generated by construction trucks traveling along the anticipated haul route were assumed to be within 20 feet of the sensitive uses along ~~Highland~~ Selma Avenue, Wilcox Avenue, Cahuenga Boulevard, and Hollywood Boulevard.

Section IV.G, Noise, of the Draft EIR, page IV.G-47, amend the fourth sentence of the last paragraph as follows:

There are residential uses along ~~Highland~~ Selma Avenue, Wilcox Avenue, Cahuenga Boulevard, and Hollywood Boulevard (between the Project Site and US-101), which would be exposed to ground-borne vibration above the 72-VdB significance criteria from the construction trucks.

Section IV.G, Noise, of the Draft EIR, page IV.G-48, amend Mitigation Measure NOI-MM-2 as follows:

Mitigation Measure NOI-MM-2: Prior to ~~start of construction,~~ demolition, the Applicant shall retain the services of a structural engineer or qualified professional to visit the Attie Building, the 2-story commercial building on Hollywood Boulevard (adjacent to the Project Site to the east), and the 3-story hotel building (Hotel Mark Twain) on Wilcox Avenue (adjacent to the Project Site to the south) to inspect and document the apparent physical condition of the buildings' readily-visible features. In addition, the structural engineer shall establish baseline structural conditions of the building and prepare a shoring design.

Prior to start of construction, the Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at the Attie Building, the 2-story commercial building, and the ~~3-story hotel~~ Mark Twain building during demolition, grading/excavation, and construction of the

subterranean parking garage. The vibration monitoring system shall continuously measure and store the peak particle velocity (PPV) in inch/second. The system shall also be programmed for two preset velocity levels: a warning level of 0.10 PPV for the Attie Building and the Hotel Mark Twain, 0.16 PPV for the 2-story commercial building ~~and 0.25 PPV for the 3-story hotel building~~ and a regulatory level of 0.12 PPV for the Attie Building and the Hotel Mark Twain, and 0.20 PPV for the 2-story commercial building~~, and 0.30 PPV for the 3-story hotel building~~. The system shall also provide real-time alert when the vibration levels exceed the two preset levels.

In the event the warning level (0.10 PPV for the Attie Building and the Hotel Mark Twain, and 0.16 PPV for the 2-story commercial building~~, and 0.25 PPV for the 3-story hotel building~~) is triggered, the contractor shall identify the source of vibration generation, halt construction in the immediate vicinity, and provide feasible steps to reduce the vibration level, including but not limited to halting/staggering concurrent activities and utilizing lower vibratory techniques.

In the event the regulatory level (0.12 PPV for the Attie Building and the Hotel Mark Twain, and 0.20 PPV for the 2-story commercial building~~, and 0.30 PPV for the 3-story hotel building~~) is triggered, the contractor shall halt the construction activities in the vicinity of the building and visually inspect the building for any damage. Results of the inspection must be logged and maintained by the contractor and submitted to the Los Angeles Department of Building and Safety. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level. Construction activities may then restart.

In the event damage occurs to historic finish materials (applicable to the Attie Building and the Hotel Mark Twain) due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant and, if warranted, in a manner that meets the Secretary of the Interior's Standards.

Section IV.G, Noise, of the Draft EIR, page IV.G-50, amend the first sentence of the first paragraph as follows:

With implementation of Mitigation Measure NOI-MM-2, would ensure the vibration levels at the exterior of the Attie Building, the 2-story commercial building, and the ~~3-story hotel building~~ Hotel Mark Twain adjacent to the Project Site would not exceed the significance criteria, 0.12 PPV for the Attie Building and the Hotel Mark Twain, and 0.20 PPV for the 2-story commercial building~~, and 0.30 PPV for the 3 story hotel building~~.

Section IV.G, Noise, of the Draft EIR, page IV.G-50, amend the first sentence of the last full paragraph as follows:

Vibration levels generated by construction trucks (i.e., haul, delivery, and concrete trucks) along the Project's haul route (i.e., ~~Highland~~ Selma Avenue, Wilcox Avenue, Cahuenga Boulevard, and Hollywood Boulevard) would be below the significance criteria for building damage.

Section IV.G, Noise, of the Draft EIR, page IV.G-50, amend the first sentence of the last partial paragraph as follows:

Project vibration levels from construction trucks would exceed the significance criteria for human annoyance at sensitive receptors (e.g., residential and hotel uses) along ~~Highland~~ Selma Avenue, Wilcox Avenue, Cahuenga Boulevard, and Hollywood Boulevard. As noted above, in order to reduce this impact to a less than significant level, construction trucks would need to be a minimum of 25 feet from the sensitive receptors, which is not feasible, or an alternative haul route would be needed.

Section IV.G, Noise, of the Draft EIR, page IV.G-55, amend the last paragraph as follows:

In addition to the cumulative impacts of on-site construction activities, off-site construction haul trucks would have a potential to result in cumulative impacts if the trucks for the related projects and the Project were to utilize the same haul route. Specifically, based on the existing daytime ambient noise level of 70.9 dBA (L_{eq}) along the anticipated haul route, including ~~Highland Avenue,~~ Cahuenga Boulevard and Hollywood Boulevard (refer to Table IV.G-12 on page IV.G-30), it is estimated that up to 125 truck trips per hour could occur along ~~Highland Avenue,~~ Cahuenga Boulevard~~,~~ and Hollywood Boulevard without exceeding the significance criteria of 5 dBA above ambient noise levels. Therefore, if the total number of trucks from the Project and related projects were to add up to 126 truck trips per hour along ~~Highland Avenue,~~ Cahuenga Boulevard~~,~~ and Hollywood Boulevard, the estimated noise

level from 126 truck trips per hour plus the ambient would be 75.9 dBA, which would exceed the ambient noise levels by 5 dBA and exceed the significance criteria.[39] In addition, it is estimated that up to 48 truck trips per hour would exceed the significance criteria of 5 dBA along Selma Avenue and Wilcox Avenue. While the Department of Building and Safety is trying to limit the number of projects using the same haul route to the extent feasible, there are several related projects in the vicinity of the Project Site, which could utilize the same haul route, such as, Related Project Nos. 17, 22, 55, 64, 67, 74, 75, 84, 92, 98, 102, and 105. Since the Project would generate up to 22 truck trips during peak construction period, it is conservatively assumed that truck traffic related to construction of the Project and other related projects would cumulatively add up to 126 or more hourly truck trips along Cahuenga Boulevard and Hollywood Boulevard and 48 trucks trips or more hourly along Selma Avenue and Wilcox Avenue. Therefore, cumulative noise due to construction truck traffic from the Project and other related projects has the potential to exceed the ambient noise levels along the haul route by 5 dBA. **As such, cumulative noise impacts from off-site construction would be significant.**

Section IV.G, Noise, of the Draft EIR, page IV.G-56, amend the third sentence of the last paragraph as follows:

As discussed above, there are existing buildings that are approximately 20 feet from the right-of-way of the anticipated haul route for the Project (i.e., ~~Highland~~ Selma Avenue, Wilcox Avenue, Cahuenga Boulevard, and Hollywood Boulevard).

Section IV.G, Noise, of the Draft EIR, page IV.G-63, amend the first sentence of the last paragraph as follows:

Cumulative vibration levels from construction trucks would exceed the significance criteria for human annoyance at sensitive receptors (e.g., residential and hotel uses) along ~~Highland Avenue,~~ Selma Avenue, Wilcox Avenue, Cahuenga Boulevard, and Hollywood Boulevard.

Appendix I, Noise Calculation Worksheets:

Replace Draft EIR Appendix I with Revised Draft EIR Appendix I.

b. Revisions to the Final EIR

Section IV, Mitigation Monitoring Program, page IV.14, amend Mitigation Measure NOI-MM-2 as follows:

Mitigation Measure NOI-MM-2: Prior to demolition, the Applicant shall retain the services of a structural engineer or qualified professional to visit the Attie Building, the 2-story commercial building on Hollywood Boulevard (adjacent to the Project Site to the east), and the 3-story hotel building (Hotel Mark Twain) on Wilcox Avenue (adjacent to the Project Site to the south) to inspect and document the apparent physical condition of the buildings' readily-visible features. In addition, the structural engineer shall establish baseline structural conditions of the building and prepare a shoring design.

Prior to start of construction, the Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at the Attie Building, the 2-story commercial building, and the Hotel Mark Twain building during demolition, grading/excavation, and construction of the subterranean parking garage. The vibration monitoring system shall continuously measure and store the peak particle velocity (PPV) in inch/second. The system shall also be programmed for two preset velocity levels: a warning level of 0.10 PPV for the Attie Building and the Hotel Mark Twain, 0.16 PPV for the 2-story commercial building, ~~and 0.25 PPV for the Hotel Mark Twain building~~ and a regulatory level of 0.12 PPV for the Attie Building~~,~~ and the Hotel Mark Twain and 0.20 PPV for the 2-story commercial building~~, and 0.30 PPV for the Hotel Mark Twain building~~. The system shall also provide real-time alert when the vibration levels exceed the two preset levels.

In the event the warning level (0.10 PPV for the Attie Building~~,~~ and the Hotel Mark Twain and 0.16 PPV for the 2-story commercial building~~, and 0.25 PPV for the Hotel Mark Twain building~~) is triggered, the contractor shall identify the source of vibration generation, halt construction in the immediate vicinity, and provide feasible steps to reduce the vibration level, including but

not limited to halting/staggering concurrent activities and utilizing lower vibratory techniques.

In the event the regulatory level (0.12 PPV for the Attie Building~~,~~ and the Hotel Mark Twain and 0.20 PPV for the 2-story commercial building~~, and 0.30 PPV for the Hotel Mark Twain building~~) is triggered, the contractor shall halt the construction activities in the vicinity of the building and visually inspect the building for any damage. Results of the inspection must be logged and maintained by the contractor and submitted to the Los Angeles Department of Building and Safety. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level. Construction activities may then restart.

In the event damage occurs to historic finish materials (applicable to the Attie Building and the Hotel Mark Twain) due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant and, if warranted, in a manner that meets the Secretary of the Interior's Standards.

c. Conclusion

Based on the above, the majority of this information contained in this Errata merely clarifies, amplifies, or makes insignificant changes to the information that has already been presented in the EIR. With respect to the Hotel Mark Twain, these edits update the significance criteria used, but do not affect the impact conclusion. Similarly, changes to the analysis of the haul route clarify the route used (Highland Avenue was replaced with Selma Avenue and Wilcox Avenue), but the impact conclusion remains the same. The modifications to the EIR are not significant because the EIR is not changed in a way the deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project. These changes are minor and do not add significant new information that would affect the analysis or conclusions presented in the Draft EIR. Section 15088.5(a) of the CEQA Guidelines specifically states:

> *New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation includes, for example, a disclosure showing that:*

- *A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*

- *A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of insignificance.*

- *A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.*

- *The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.*

CEQA Guidelines Section 15088.5(b) provides that "[r]ecirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

Based on the above, the clarifications to the EIR would not result in any new significant impacts or a substantial increase in the severity of any impact already identified in the EIR. In addition, the clarifications and additions to the EIR merely clarify, amplify, or make insignificant refinements to the information that has already been presented in the EIR. Thus, none of the conditions in CEQA Guidelines Section 15088.5 are met, and recirculation is not required.

Revised Appendix I

Noise Calculation Worksheets

Hollywood & Wilcox Project

Noise Calculations Worksheets

Provided by Acoustical Engineering Services

Ambient Noise Measurements

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Location: R1 -
Date: 1/10/2018

Time	Overload	Leq	Lmax	L10	L90
9:56:02 AM	No	56.2	59.4	57.3	55.3
9:57:02 AM	No	55.5	58.6	56.1	54.8
9:58:02 AM	No	55.4	59.8	56.1	54.5
9:59:02 AM	No	55.4	61.3	56.6	54.3
10:00:02 AM	No	54.9	56.5	55.4	54.5
10:02:02 AM	No	54.6	56.8	55.3	53.9
10:03:02 AM	No	56	59.8	57.3	54
10:04:02 AM	No	55	57.4	56	54.3
10:05:02 AM	No	58.9	69.4	60.4	54.6
10:06:02 AM	No	58.2	60.8	59.8	54.5
10:07:02 AM	No	58.1	59.6	59	55
10:08:02 AM	No	59.2	66.6	62.6	54.7
10:09:02 AM	No	55.3	59.6	56.3	54.2
10:10:02 AM	No	55.1	58.6	56	54.2
		56.5			

Time	Overload	Leq	Lmax	L10	L90
9:59:53 PM	No	54.2	55.7	54.8	53.5
10:00:53 PM	No	55.6	61.1	57.4	53.8
10:01:53 PM	No	54.1	56	54.6	53.6
10:02:53 PM	No	54.4	55.7	55	53.8
10:03:53 PM	No	55.1	61.8	55.8	54.3
10:04:53 PM	No	55.7	59.4	57.1	54.6
10:05:53 PM	No	55.7	58.3	56.9	54.7
10:06:53 PM	No	55.1	57.7	56.1	54.3
10:07:53 PM	No	54.7	56.5	55.4	54.1
10:08:53 PM	No	54.6	55.9	55.3	54
10:09:53 PM	No	55.2	57	56.4	54.3
10:10:53 PM	No	55.7	57.1	56.7	54.5
10:11:53 PM	No	55.3	56.5	56	54.5
10:12:53 PM	No	54.9	57	55.7	54.2
10:13:53 PM	No	54.8	57.3	55.7	54.1
		55.0			

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Location: R2 -
Date: 1/10/2018

Time	Overload	Leq	Lmax	L10	L90
10:16:23 AM	No	62.4	69.2	66.2	56.5
10:17:23 AM	No	66.5	74.2	70.3	60.1
10:18:23 AM	No	65.3	70.5	68.5	61.7
10:19:23 AM	No	69.3	77.7	73.1	63.3
10:20:23 AM	No	66	72	69.4	57.2
10:22:23 AM	No	63.3	70.6	67.6	54.6
10:23:23 AM	No	66.5	73.8	70.6	60.6
10:24:23 AM	No	66.7	71.2	69.6	63.8
10:25:23 AM	No	64.6	68	66.8	60
10:26:23 AM	No	69.9	77.9	72.4	66.2
10:27:23 AM	No	65.3	72	68.7	59.4
10:28:23 AM	No	68.1	80.9	69.5	63.2
10:29:23 AM	No	68	78.5	71.4	62.1
10:30:23 AM	No	68.4	76.7	70.9	64.8
		66.8			

Time	Overload	Leq	Lmax	L10	L90
10:17:55 PM	No	62.5	70.4	65	56.5
10:18:55 PM	No	63.1	72.2	67	54.2
10:19:55 PM	No	62.1	67.9	65.8	58.3
10:20:55 PM	No	63.2	73.6	66.6	54.8
10:21:55 PM	No	62	70.3	65.4	56.2
10:22:55 PM	No	60.3	69.7	63.5	54.7
10:23:55 PM	No	63.2	70.1	66.7	59.1
10:24:55 PM	No	63.1	70	67.7	55.9
10:25:55 PM	No	62.6	70.9	65.5	57.7
10:26:55 PM	No	62.7	67.8	64.7	60.8
10:27:55 PM	No	68.2	81.8	69.6	59.1
10:28:55 PM	No	61.9	72.4	65.2	56.8
10:29:55 PM	No	65.9	75.7	70.2	58.1
10:30:55 PM	No	62.5	68.5	65.9	56.6
10:31:55 PM	No	59.5	65.6	62.7	55.8
		63.4			

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ACOUSTICAL ENGINEERING SERVICES

Location: R3
Date: 1/10/2018

Time	Overload	Leq	Lmax	L10	L90
10:36:21 AM	No	61	68.1	64.5	56.5
10:37:21 AM	No	60.9	71.9	62.3	56.2
10:38:21 AM	No	63.1	68.1	66.4	56.7
10:39:21 AM	No	63.9	73.2	67.1	57.1
10:40:21 AM	No	58.5	64.7	60.2	56.1
10:42:21 AM	No	60.4	66.3	63.6	55.5
10:43:21 AM	No	58.3	68.1	59	55.9
10:44:21 AM	No	59.8	70.7	63.2	55.6
10:45:21 AM	No	75	80.9	80.4	65.2
10:46:21 AM	No	81	82.2	81.6	80
10:47:21 AM	No	80.9	83.4	81.6	79.7
10:48:21 AM	No	81	81.7	81.3	80.6
10:49:21 AM	No	81.2	83.1	81.8	80.7
10:50:21 AM	No	81.2	82	81.6	80.8
		61.4			

Time	Overload	Leq	Lmax	L10	L90
10:36:43 PM	No	56.7	63.1	60	53.1
10:37:43 PM	No	56.3	62.5	59.9	51.7
10:38:43 PM	No	59	71	60.2	52.1
10:39:43 PM	No	54.9	63.2	58.4	51.9
10:40:43 PM	No	54.5	62.7	57	51.8
10:41:43 PM	No	63.6	74.6	68.7	52.3
10:42:43 PM	No	56.1	65.6	58.9	51.5
10:43:43 PM	No	56.2	63.9	60.4	51.3
10:44:43 PM	No	60	73.4	61.1	51.7
10:45:43 PM	No	55.4	61	58.7	52.6
10:46:43 PM	No	55.9	62.7	58.9	53
10:47:43 PM	No	56	60.7	58.2	53.6
10:48:43 PM	No	56.3	61.4	59.6	53
10:49:43 PM	No	55.9	63.7	58.1	52.8
10:50:43 PM	No	54.6	61.2	55.5	53.2
		57.6			

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Location: R4
Date: 1/10/2018

Time	Overload	Leq	Lmax	L10	L90
10:56:58 AM	No	72.7	79.6	76.4	67.8
10:57:58 AM	No	67	72.7	69.8	61
10:58:58 AM	No	71.4	77.4	74	66.4
10:59:58 AM	No	69.3	73.1	72.4	62.9
11:00:58 AM	No	69.2	75.6	72.1	61.4
11:02:58 AM	No	68.5	76.9	71.1	64
11:03:58 AM	No	70.9	77.6	73.9	65.8
11:04:58 AM	No	65.3	74.3	70.7	54.2
11:05:58 AM	No	71.3	77.1	73.8	65.9
11:06:58 AM	No	71	80.8	71.6	65.5
11:07:58 AM	No	77.7	89.5	80.4	62.7
11:08:58 AM	No	71.4	76.8	74.9	64.5
11:09:58 AM	No	69.3	75.1	73.9	60.7
11:10:58 AM	No	72.3	81.8	74.5	67.7
		70.9			

Time	Overload	Leq	Lmax	L10	L90
10:55:03 PM	No	69.7	73.4	72.2	59.6
10:56:03 PM	No	70.3	75.8	73.8	61.9
10:57:03 PM	No	68.3	74.5	72.6	63
10:58:03 PM	No	69.6	73.3	72.4	66.7
10:59:03 PM	No	73.5	81.4	79.3	63.9
11:00:03 PM	No	74	81.6	77.6	67.7
11:01:03 PM	No	69.3	73.5	72.2	64.6
11:02:03 PM	No	68	72.4	71.7	63.3
11:03:03 PM	No	67.2	72.3	69.3	63.3
11:04:03 PM	No	66.7	71.9	69.5	63.6
11:05:03 PM	No	70.1	76.1	74.2	64.5
11:06:03 PM	No	69	73.9	71.6	65.2
11:07:03 PM	No	79.4	92.5	83.1	66.3
11:08:03 PM	No	70	75.8	72.2	65.9
11:09:03 PM	No	71.1	80.2	73.8	62.3
		70.3			

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Location: R5
Date: 1/10/2018

Time	Overload	Leq	Lmax	L10	L90
11:16:24 AM	No	60.9	66.7	64.2	56.9
11:17:24 AM	No	64.1	70.1	67.4	56.4
11:18:24 AM	No	62.5	68.1	66.6	55.9
11:19:24 AM	No	62.1	68.1	67	57.3
11:20:24 AM	No	62.1	69.5	65.8	54.6
11:21:24 AM	No	57.5	63.1	61.1	54.4
11:22:24 AM	No	64.6	68.5	67.3	57.7
11:23:24 AM	No	60.7	67.2	64.1	56.5
11:24:24 AM	No	64.2	69.6	66.9	58.5
11:25:24 AM	No	65.3	74	68.5	58.3
11:26:24 AM	No	62.4	69	66.3	56.4
11:27:24 AM	No	65.3	70	68.7	57.6
11:28:24 AM	No	62.4	68.7	65.5	58
11:29:24 AM	No	65.4	69.8	68.1	61.2
11:30:24 AM	No	68.5	82.5	67.8	64.4
		64.0			

Time	Overload	Leq	Lmax	L10	L90
11:13:32 PM	No	64.3	74.1	67.7	55.3
11:14:32 PM	No	61.2	67.9	65.1	53.7
11:15:32 PM	No	59.7	65.6	63.5	55
11:16:32 PM	No	63	71.3	66.6	55.7
11:17:32 PM	No	60.7	69.4	64.9	53.9
11:18:32 PM	No	60.5	69.2	63.9	54.9
11:19:32 PM	No	61.1	68.5	64.8	54.6
11:20:32 PM	No	61.3	71.9	65.9	53
11:21:32 PM	No	61.2	67.7	63.6	54.1
11:22:32 PM	No	57.6	63.7	62.3	53.3
11:23:32 PM	No	60.3	68.1	63.1	54.5
11:24:32 PM	No	62.3	67.2	64.7	56.1
11:25:32 PM	No	60.4	66.4	64.5	53.2
11:26:32 PM	No	65.9	77	69.9	56
11:27:32 PM	No	59.7	68.8	63.3	54
		61.8			

AES
ACOUSTICAL ENGINEERING SERVICES

Location: R5
Date: 1/10/2018

Time	Overload	Leq	Lmax	L10	L90
11:40:06 AM	No	60.6	65.8	61.2	60
11:41:06 AM	No	62.4	67.6	64.8	60.4
11:42:06 AM	No	67.9	78.4	70.9	60.6
11:43:06 AM	No	61.7	66.7	63.7	60.1
11:44:06 AM	No	63.1	71.9	65.6	60.2
11:45:06 AM	No	66.3	75.9	69.7	62.3
11:46:06 AM	No	69.2	78	73	64.3
11:47:06 AM	No	63.4	75	65.1	58.1
11:48:06 AM	No	57.5	62.4	59.4	54.6
11:49:06 AM	No	59.8	70.1	63.9	53.6
11:50:06 AM	No	58.9	67	62.8	53.8
11:51:06 AM	No	59	69	62	54.4
11:52:06 AM	No	55.1	59.7	57.3	52.8
11:53:06 AM	No	58	67.7	60.1	55.7
11:54:06 AM	No	59.8	67.8	64.3	54.1
		63.3			

Time	Overload	Leq	Lmax	L10	L90
11:36:53 PM	No	57.3	60.2	59	55.9
11:37:53 PM	No	56.8	59.8	57.9	55.8
11:38:53 PM	No	56.8	66.3	57.7	54.8
11:39:53 PM	No	56.3	58.4	57.2	55.3
11:40:53 PM	No	63.6	72.8	68.4	56.3
11:41:53 PM	No	61.1	67.6	64.3	56.6
11:42:53 PM	No	56.9	63.8	60	54.4
11:43:53 PM	No	56.9	62.1	59.6	55.2
11:44:53 PM	No	57.5	63.6	60.4	55.2
11:45:53 PM	No	60.2	67.1	64.5	54.9
11:46:53 PM	No	64.4	76.5	67.1	55.5
11:47:53 PM	No	59.1	73.6	57.4	54.6
11:48:53 PM	No	58.9	69	60.2	56.1
11:49:53 PM	No	57.1	62.7	59.4	55.1
11:50:53 PM	No	56.6	58.2	57.4	55.6
		59.5			

Construction Noise Calculations

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: ***Demolition***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Concrete Saw	1	90	20%	10	0
Excavator	1	81	40%	30	0
Front End Loader	1	79	40%	30	0
Bobcat	1	79	40%	50	0
Water Truck	1	82	10%	50	0
Air Compressor	1	78	40%	75	0
Excavator	1	81	40%	75	0

7

Receptor: ***R1***

Results:

1-hour Leq: 97.3

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: ***Shoring/Excavation***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Bore/Drill Rig	1	84	20%	10	0
Plate Compactor	1	83	20%	30	0
Excavator	1	81	40%	30	0
Front End Loader	1	79	40%	50	0
Tieback Drill Rig	2	79	20%	50	0
Air Compressor	1	78	40%	75	0
Concrete Trucks	2	79	40%	75	0
Welders	4	74	40%	100	0
Crane	1	81	16%	100	0
Bore/Drill Rig	1	84	20%	100	0
	15				

Receptor: ***R1***

Results:

1-hour Leq: 92.1

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: ***Foundation***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Plate Compactor	1	83	20%	10	0
Concrete Pump	1	81	20%	30	0
Crane	1	81	16%	30	0
Generator	1	81	50%	50	0
Fork Lift	2	75	20%	50	0
Plate Compactor	1	83	20%	75	0
Generator	1	81	50%	75	0
	8				

Receptor: ***R1***

Results:

1-hour Leq: 91.0

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: ***Building Construction***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Crane	1	81	16%	10	0
Concrete Pump	1	81	20%	30	0
Fork Lift	2	75	20%	30	0
Fork Lift	2	75	20%	50	0
Fork Lift	2	75	20%	50	0
Crane	1	81	16%	75	0
	9				

Receptor: ***R1***

Results:

1-hour Leq: 88.1

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: Paving/Concrete/Landscape

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Cement & Mortar Mixer	1	80	50%	10	0
Paving Equipment	1	75	20%	30	0
Skid Steer Loader	2	79	40%	30	0
Crane	1	81	16%	50	0

5

Receptor: ***R1***

Results:

1-hour Leq: 91.7

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: ***Demolition***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Concrete Saw	1	90	20%	305	5
Excavator	1	81	40%	305	5
Front End Loader	1	79	40%	325	5
Bobcat	1	79	40%	325	5
Water Truck	1	82	10%	350	5
Air Compressor	1	78	40%	350	5
Excavator	1	81	40%	375	5

7

Receptor: ***R2***

Results:

1-hour Leq: 65.0

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: ***Shoring/Excavation***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Bore/Drill Rig	1	84	20%	305	5
Plate Compactor	1	83	20%	305	5
Excavator	1	81	40%	325	5
Front End Loader	1	79	40%	325	5
Tieback Drill Rig	2	79	20%	350	5
Air Compressor	1	78	40%	350	5
Concrete Trucks	2	79	40%	375	5
Welders	4	74	40%	375	5
Crane	1	81	16%	400	5
Bore/Drill Rig	1	84	20%	400	5
	15				

Receptor: ***R2***

Results:

1-hour Leq: 64.3

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: ***Foundation***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Plate Compactor	1	83	20%	305	5
Concrete Pump	1	81	20%	305	5
Crane	1	81	16%	325	5
Generator	1	81	50%	325	5
Fork Lift	2	75	20%	350	5
Plate Compactor	1	83	20%	350	5
Generator	1	81	50%	375	5
	8				

Receptor: ***R2***

Results:

1-hour Leq: 62.7

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: ***Building Construction***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Crane	1	81	16%	305	5
Concrete Pump	1	81	20%	305	5
Fork Lift	2	75	20%	325	5
Fork Lift	2	75	20%	325	5
Fork Lift	2	75	20%	350	5
Crane	1	81	16%	350	5
	9				

Receptor: ***R2***

Results:

1-hour Leq: 59.0

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: Paving/Concrete/Landscape

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Cement & Mortar Mixer	1	80	50%	305	5
Paving Equipment	1	75	20%	305	5
Skid Steer Loader	2	79	40%	325	5
Crane	1	81	16%	325	5

5

Receptor: ***R2***

Results:

1-hour Leq: 60.4

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: ***Demolition***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Concrete Saw	1	90	20%	260	0
Excavator	1	81	40%	260	0
Front End Loader	1	79	40%	280	0
Bobcat	1	79	40%	280	0
Water Truck	1	82	10%	300	0
Air Compressor	1	78	40%	300	0
Excavator	1	81	40%	320	0

7

Receptor: ***R3***

Results:

1-hour Leq: 71.4

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: ***Shoring/Excavation***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Bore/Drill Rig	1	84	20%	260	0
Plate Compactor	1	83	20%	260	0
Excavator	1	81	40%	280	0
Front End Loader	1	79	40%	280	0
Tieback Drill Rig	2	79	20%	300	0
Air Compressor	1	78	40%	300	0
Concrete Trucks	2	79	40%	320	0
Welders	4	74	40%	320	0
Crane	1	81	16%	340	0
Bore/Drill Rig	1	84	20%	340	0
	15				

Receptor: ***R3***

Results:

1-hour Leq: 70.6

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: ***Foundation***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Plate Compactor	1	83	20%	260	0
Concrete Pump	1	81	20%	260	0
Crane	1	81	16%	280	0
Generator	1	81	50%	280	0
Fork Lift	2	75	20%	300	0
Plate Compactor	1	83	20%	300	0
Generator	1	81	50%	320	0
	8				

Receptor: ***R3***

Results:

1-hour Leq: 69.1

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: ***Building Construction***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Crane	1	81	16%	260	0
Concrete Pump	1	81	20%	260	0
Fork Lift	2	75	20%	280	0
Fork Lift	2	75	20%	280	0
Fork Lift	2	75	20%	300	0
Crane	1	81	16%	300	0
	9				

Receptor: ***R3***

Results:

1-hour Leq: 65.3

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: Paving/Concrete/Landscape

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Cement & Mortar Mixer	1	80	50%	260	0
Paving Equipment	1	75	20%	260	0
Skid Steer Loader	2	79	40%	280	0
Crane	1	81	16%	280	0

5

Receptor: ***R3***

Results:

1-hour Leq: 66.8

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: ***Demolition***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Concrete Saw	1	90	20%	415	10
Excavator	1	81	40%	415	10
Front End Loader	1	79	40%	435	10
Bobcat	1	79	40%	435	10
Water Truck	1	82	10%	455	10
Air Compressor	1	78	40%	455	10
Excavator	1	81	40%	475	10

7

Receptor: ***R4***

Results:

1-hour Leq: 57.4

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: ***Shoring/Excavation***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Bore/Drill Rig	1	84	20%	415	10
Plate Compactor	1	83	20%	415	10
Excavator	1	81	40%	435	10
Front End Loader	1	79	40%	435	10
Tieback Drill Rig	2	79	20%	455	10
Air Compressor	1	78	40%	455	10
Concrete Trucks	2	79	40%	475	10
Welders	4	74	40%	475	10
Crane	1	81	16%	495	10
Bore/Drill Rig	1	84	20%	495	10
	15				

Receptor: ***R4***

Results:

1-hour Leq: 56.9

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: ***Foundation***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Plate Compactor	1	83	20%	415	10
Concrete Pump	1	81	20%	415	10
Crane	1	81	16%	435	10
Generator	1	81	50%	435	10
Fork Lift	2	75	20%	455	10
Plate Compactor	1	83	20%	455	10
Generator	1	81	50%	475	10
	8				

Receptor: ***R4***

Results:

1-hour Leq: 55.3

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: ***Building Construction***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Crane	1	81	16%	415	10
Concrete Pump	1	81	20%	415	10
Fork Lift	2	75	20%	435	10
Fork Lift	2	75	20%	435	10
Fork Lift	2	75	20%	455	10
Crane	1	81	16%	455	10
	9				

Receptor: ***R4***

Results:

1-hour Leq: 51.4

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: Paving/Concrete/Landscape

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Cement & Mortar Mixer	1	80	50%	415	10
Paving Equipment	1	75	20%	415	10
Skid Steer Loader	2	79	40%	435	10
Crane	1	81	16%	435	10

5

Receptor: ***R4***

Results:

1-hour Leq: 52.8

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: ***Demolition***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Concrete Saw	1	90	20%	345	10
Excavator	1	81	40%	345	10
Front End Loader	1	79	40%	365	10
Bobcat	1	79	40%	365	10
Water Truck	1	82	10%	385	10
Air Compressor	1	78	40%	385	10
Excavator	1	81	40%	405	10

7

Receptor: ***R5***

Results:

1-hour Leq: 59.0

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: ***Shoring/Excavation***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Bore/Drill Rig	1	84	20%	345	10
Plate Compactor	1	83	20%	345	10
Excavator	1	81	40%	365	10
Front End Loader	1	79	40%	365	10
Tieback Drill Rig	2	79	20%	385	10
Air Compressor	1	78	40%	385	10
Concrete Trucks	2	79	40%	405	10
Welders	4	74	40%	405	10
Crane	1	81	16%	425	10
Bore/Drill Rig	1	84	20%	425	10
	15				

Receptor: ***R5***

Results:

1-hour Leq: 58.4

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: ***Foundation***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Plate Compactor	1	83	20%	345	10
Concrete Pump	1	81	20%	345	10
Crane	1	81	16%	365	10
Generator	1	81	50%	365	10
Fork Lift	2	75	20%	385	10
Plate Compactor	1	83	20%	385	10
Generator	1	81	50%	405	10
	8				

Receptor: ***R5***

Results:

1-hour Leq: 56.8

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: ***Building Construction***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Crane	1	81	16%	345	10
Concrete Pump	1	81	20%	345	10
Fork Lift	2	75	20%	365	10
Fork Lift	2	75	20%	365	10
Fork Lift	2	75	20%	385	10
Crane	1	81	16%	385	10
	9				

Receptor: ***R5***

Results:

1-hour Leq: 53.0

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: Paving/Concrete/Landscape

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Cement & Mortar Mixer	1	80	50%	345	10
Paving Equipment	1	75	20%	345	10
Skid Steer Loader	2	79	40%	365	10
Crane	1	81	16%	365	10

5

Receptor: ***R5***

Results:

1-hour Leq: 54.4

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: ***Demolition***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Concrete Saw	1	90	20%	335	10
Excavator	1	81	40%	335	10
Front End Loader	1	79	40%	355	10
Bobcat	1	79	40%	355	10
Water Truck	1	82	10%	375	10
Air Compressor	1	78	40%	375	10
Excavator	1	81	40%	395	10

7

Receptor: ***R6***

Results:

1-hour Leq: 59.2

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: ***Shoring/Excavation***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Bore/Drill Rig	1	84	20%	335	10
Plate Compactor	1	83	20%	335	10
Excavator	1	81	40%	355	10
Front End Loader	1	79	40%	355	10
Tieback Drill Rig	2	79	20%	375	10
Air Compressor	1	78	40%	375	10
Concrete Trucks	2	79	40%	395	10
Welders	4	74	40%	395	10
Crane	1	81	16%	415	10
Bore/Drill Rig	1	84	20%	415	10
	15				

Receptor: ***R6***

Results:

1-hour Leq: 58.7

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: ***Foundation***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Plate Compactor	1	83	20%	335	10
Concrete Pump	1	81	20%	335	10
Crane	1	81	16%	355	10
Generator	1	81	50%	355	10
Fork Lift	2	75	20%	375	10
Plate Compactor	1	83	20%	375	10
Generator	1	81	50%	395	10
	8				

Receptor: ***R6***

Results:

1-hour Leq: 57.0

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: ***Building Construction***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Crane	1	81	16%	335	10
Concrete Pump	1	81	20%	335	10
Fork Lift	2	75	20%	355	10
Fork Lift	2	75	20%	355	10
Fork Lift	2	75	20%	375	10
Crane	1	81	16%	375	10
	9				

Receptor: ***R6***

Results:

1-hour Leq: 53.2

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Construction Phase: Paving/Concrete/Landscape

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Cement & Mortar Mixer	1	80	50%	335	10
Paving Equipment	1	75	20%	335	10
Skid Steer Loader	2	79	40%	355	10
Crane	1	81	16%	355	10

5

Receptor: ***R6***

Results:

1-hour Leq: 54.6

Source for Ref. Noise Levels: FHWA RCNM, 2006

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Hollywood & Wilcox Project

Off-Site Haul Trucks

	Maximum Number of Truck One Way Trips (delivery/haul)		Worker Trips		Estimated Construction Traffic Noise Levels (from TNM), dBA Leq			
Phase	Per Day	Per Hour (8-hr day)	Workers Per Day	Trips during Pk Hr.	Hollywood Blvd.	Cahuenga Blvd.	Wilcox	Selma
1-Demo	40	5	12	12	58.7	60.6	58.7	58.7
2-Grading	106	22	30	30	64.1	66.8	64.1	64.1
3-Foundation	262	22	50	50	64.5	67.0	64.5	64.5
4-Building	154	20	150	150	65.7	67.6	65.7	65.7
5-Finishing	20	3	325	325	66.1	66.3	66.1	66.1
				Ambient, dBA	70.9	70.9	66.8	66.8
				Significance Criteria, dBA (ambient + 5)	75.9	75.9	71.8	71.8

	Project + Ambient, dBA Leq			
Phase	Hollywood Blvd.	Cahuenga Blvd.	Wilcox	Selma
1-Demo	71.2	71.3	67.4	67.4
2-Grading	71.7	72.3	68.7	68.7
3-Foundation	71.8	72.4	68.8	68.8
4-Building	72.0	72.6	69.3	69.3
5-Finishing	72.1	72.2	69.5	69.5

	Noise Increase, dBA Leq			
Phase	Hollywood Blvd.	Cahuenga Blvd.	Wilcox	Selma
1-Demo	0.3	0.4	0.6	0.6
2-Grading	0.8	1.4	1.9	1.9
3-Foundation	0.9	1.5	2.0	2.0
4-Building	1.1	1.7	2.5	2.5
5-Finishing	1.2	1.3	2.7	2.7
Maximum Noise Increase above ambient	1.2	1.7	2.7	2.7

Cumulative Noise Impacts - with 126 trucks and 30 workers (along Hollywood and Cahuenga) and 48 trucks and 30 workers (along Wilcox and Selma)

Cumulative construction traffic (from TNM)	74.2	74.2	70.1	70.1
Cumulative construction traffic + ambient	75.9	75.9	71.8	71.8
Exceedance over significance criteria	0	0	0	0

ASSUMPTIONS:

Haul Routes:

Leaving the Site: Northbound on Wilcox Ave., eastbound on Hollywood Blvd., then northbound on Cahuenga Blvd.
Coming to the Site: Southbound on Cahuenga Blvd., westbound on Selma, then northbound on Wilcox

One-way coming and one-way leaving along Wilcox Ave., Hollywood Blvd., and Selma Avenue
Therefore, model uses 1/2 of the total one-way trips for those roadway segments.

Truck Hours:

Phase	hours
1-Demo	8
2-Grading	5
3-Foundation	12
4-Building	8
5-Finishing	8

8/3/2020

Eyestone Environmental 30 July 2020
Sean Bui TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: Hollywood & Wilcox
RUN: Construction Trucks - Demo Phase

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway		Points					Flow Control			Segment	
Name	Width	Name	No.	Coordinates (pavement) X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Haul Route	12.0	point1	1	0.0	0.0	0.00	Signal	0.00	100	Average	
		point2	2	1,000.0	0.0	0.00					

Eyestone Environmental **30 July 2020**
Sean Bui **TNM 2.5**

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: **Hollywood & Wilcox**
RUN: **Construction Trucks - Demo Phase**

Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Haul Route	point1	1	12	35	0	0	3	35	0	0	0	0
	point2	2										

Eyestone Environmental **30 July 2020**
Sean Bui **TNM 2.5**

INPUT: RECEIVERS
PROJECT/CONTRACT: Hollywood & Wilcox
RUN: Construction Trucks - Demo Phase

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Along Selma Wilcox and Hollywood Blvd.	1	1	500.0	25.0	0.00	4.92	0.00	71	5.0	0.0	Y

Eyestone Environmental
Sean Bui

30 July 2020
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: Hollywood & Wilcox
RUN: Construction Trucks - Demo Phase
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Along Selma Wilcox and Hollywood Blvd.	1	1	0.0	58.7	71	58.7	5	----	58.7	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	1	0.0	0.0	0.0

Eyestone Environmental 10 June 2020
Sean Bui TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: Hollywood & Wilcox
RUN: Construction Trucks - Demo Phase

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Cahuenga Blvd.	12.0	point1	1	0.0	0.0	0.00	Signal	0.00	100	Average	
		point2	2	1,000.0	0.0	0.00					

Eyestone Environmental **10 June 2020**
Sean Bui **TNM 2.5**

INPUT: RECEIVERS
PROJECT/CONTRACT: Hollywood & Wilcox
RUN: Construction Trucks - Demo Phase

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Along Cahuenga Blvd.	1	1	500.0	25.0	0.00	4.92	0.00	71	5.0	0.0	Y

Eyestone Environmental **10 June 2020**
Sean Bui **TNM 2.5**

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: **Hollywood & Wilcox**
RUN: **Construction Trucks - Demo Phase**

Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Cahuenga Blvd.	point1	1	12	35	0	0	5	35	0	0	0	0
	point2	2										

Eyestone Environmental
Sean Bui

10 June 2020
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: Hollywood & Wilcox
RUN: Construction Trucks - Demo Phase
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Along Cahuenga Blvd.	1	1	0.0	60.6	71	60.6	5	----	60.6	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	1	0.0	0.0	0.0

Eyestone Environmental	30 July 2020
Sean Bui	TNM 2.5

INPUT: ROADWAYS	Average pavement type shall be used unless
PROJECT/CONTRACT:	Hollywood & Wilcox a State highway agency substantiates the use
RUN:	Construction Trucks - Grading Phase of a different type with the approval of FHWA

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Haul Route	12.0	point1	1	0.0	0.0	0.00	Signal	0.00	100	Average	
		point2	2	1,000.0	0.0	0.00					

Eyestone Environmental **30 July 2020**

Sean Bui **TNM 2.5**

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: **Hollywood & Wilcox**

RUN: **Construction Trucks - Grading Phase**

Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Haul Route	point1	1	30	35	0	0	11	35	0	0	0	0
	point2	2										

Eyestone Environmental **30 July 2020**
Sean Bui **TNM 2.5**

INPUT: RECEIVERS
PROJECT/CONTRACT: **Hollywood & Wilcox**
RUN: **Construction Trucks - Grading Phase**

Receiver											
Name	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria				Active
			X	Y	Z	above	Existing	Impact Criteria		NR	in
						Ground	LAeq1h	LAeq1h	Sub'l	Goal	Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Along Selma Wilcox and Hollywood Blvd	1	1	500.0	25.0	0.00	4.92	0.00	71	5.0	0.0	Y

Eyestone Environmental
Sean Bui

30 July 2020
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: Hollywood & Wilcox
RUN: Construction Trucks - Grading Phase
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Along Selma Wilcox and Hollywood Blvd	1	1	0.0	64.1	71	64.1	5	----	64.1	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	1	0.0	0.0	0.0

Eyestone Environmental 10 June 2020
Sean Bui TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: Hollywood & Wilcox
RUN: Construction Trucks - Grading Phase

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Cahuenga Blvd.	12.0	point1	1	0.0	0.0	0.00	Signal	0.00	100	Average	
		point2	2	1,000.0	0.0	0.00					

Eyestone Environmental **10 June 2020**
Sean Bui **TNM 2.5**

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: **Hollywood & Wilcox**
RUN: **Construction Trucks - Grading Phase**

Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Cahuenga Blvd.	point1	1	30	35	0	0	22	35	0	0	0	0
	point2	2										

Eyestone Environmental
Sean Bui

10 June 2020
TNM 2.5

INPUT: RECEIVERS

PROJECT/CONTRACT: Hollywood & Wilcox
RUN: Construction Trucks - Grading Phase

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Along Cahuenga Blvd.	1	1	500.0	25.0	0.00	4.92	0.00	71	5.0	0.0	Y

Eyestone Environmental
Sean Bui

10 June 2020
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: Hollywood & Wilcox
RUN: Construction Trucks - Grading Phase
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Along Cahuenga Blvd.	1	1	0.0	66.8	71	66.8	5	----	66.8	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	1	0.0	0.0	0.0

Eyestone Environmental	30 July 2020
Sean Bui	TNM 2.5

INPUT: ROADWAYS	Average pavement type shall be used unless
PROJECT/CONTRACT:	Hollywood & Wilcox a State highway agency substantiates the use
RUN:	Construction Trucks - Foundation Phase of a different type with the approval of FHWA

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Haul Route	12.0	point1	1	0.0	0.0	0.00	Signal	0.00	100	Average	
		point2	2	1,000.0	0.0	0.00					

Eyestone Environmental **30 July 2020**
Sean Bui **TNM 2.5**

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: **Hollywood & Wilcox**
RUN: **Construction Trucks - Foundation Phase**

Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Haul Route	point1	1	50	35	0	0	11	35	0	0	0	0
	point2	2										

Eyestone Environmental **30 July 2020**
Sean Bui **TNM 2.5**

INPUT: RECEIVERS
PROJECT/CONTRACT: Hollywood & Wilcox
RUN: Construction Trucks - Foundation Phase

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Along Selma Wilcox and Hollywood Blvd	1	1	500.0	25.0	0.00	4.92	0.00	71	5.0	0.0	Y

Eyestone Environmental
Sean Bui

30 July 2020
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: Hollywood & Wilcox
RUN: Construction Trucks - Foundation Phase
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Along Selma Wilcox and Hollywood Blvd	1	1	0.0	64.5	71	64.5	5	----	64.5	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	1	0.0	0.0	0.0

Eyestone Environmental 10 June 2020
Sean Bui TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: Hollywood & Wilcox
RUN: Construction Trucks - Foundation Phase

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Cahuenga Blvd.	12.0	point1	1	0.0	0.0	0.00	Signal	0.00	100	Average	
		point2	2	1,000.0	0.0	0.00					

Eyestone Environmental **10 June 2020**

Sean Bui **TNM 2.5**

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: **Hollywood & Wilcox**

RUN: **Construction Trucks - Foundation Phase**

Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Cahuenga Blvd.	point1	1	50	35	0	0	22	35	0	0	0	0
	point2	2										

Eyestone Environmental **10 June 2020**
Sean Bui **TNM 2.5**

INPUT: RECEIVERS
PROJECT/CONTRACT: Hollywood & Wilcox
RUN: Construction Trucks - Foundation Phase

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Along Cahuenga Blvd.	1	1	500.0	25.0	0.00	4.92	0.00	71	5.0	0.0	Y

Eyestone Environmental
Sean Bui

10 June 2020
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: Hollywood & Wilcox
RUN: Construction Trucks - Foundation Phase
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Along Cahuenga Blvd.	1	1	0.0	67.0	71	67.0	5	----	67.0	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	1	0.0	0.0	0.0

Eyestone Environmental 30 July 2020
Sean Bui TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: Hollywood & Wilcox
RUN: Construction Trucks - Building Con Phase

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Haul Route	12.0	point1	1	0.0	0.0	0.00	Signal	0.00	100	Average	
		point2	2	1,000.0	0.0	0.00					

Eyestone Environmental **30 July 2020**
Sean Bui **TNM 2.5**

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: **Hollywood & Wilcox**
RUN: **Construction Trucks - Building Con Phase**

Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Haul Route	point1	1	150	35	0	0	10	35	0	0	0	0
	point2	2										

Eyestone Environmental **30 July 2020**
Sean Bui **TNM 2.5**

INPUT: RECEIVERS
PROJECT/CONTRACT: Hollywood & Wilcox
RUN: Construction Trucks - Building Con Phase

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Along Selma Wilcox and Hollywood Blvd	1	1	500.0	25.0	0.00	4.92	0.00	71	5.0	0.0	Y

Eyestone Environmental
Sean Bui

30 July 2020
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: Hollywood & Wilcox
RUN: Construction Trucks - Building Con Phase
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Along Selma Wilcox and Hollywood Blvd	1	1	0.0	65.7	71	65.7	5	----	65.7	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	1	0.0	0.0	0.0

Eyestone Environmental	10 June 2020
Sean Bui	TNM 2.5

INPUT: ROADWAYS	Average pavement type shall be used unless
PROJECT/CONTRACT:	Hollywood & Wilcox a State highway agency substantiates the use
RUN:	Construction Trucks - Building Con Phase of a different type with the approval of FHWA

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Cahuenga Blvd.	12.0	point1	1	0.0	0.0	0.00	Signal	0.00	100	Average	
		point2	2	1,000.0	0.0	0.00					

Eyestone Environmental **10 June 2020**
Sean Bui **TNM 2.5**

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: **Hollywood & Wilcox**
RUN: **Construction Trucks - Building Con Phase**

Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Cahuenga Blvd.	point1	1	150	35	0	0	20	35	0	0	0	0
	point2	2										

Eyestone Environmental 10 June 2020
Sean Bui TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: Hollywood & Wilcox
RUN: Construction Trucks - Building Con Phase

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Along Cahuenga Blvd.	1	1	500.0	25.0	0.00	4.92	0.00	71	5.0	0.0	Y

Eyestone Environmental
Sean Bui

10 June 2020
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: Hollywood & Wilcox
RUN: Construction Trucks - Building Con Phase
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Along Cahuenga Blvd.	1	1	0.0	67.6	71	67.6	5	----	67.6	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	1	0.0	0.0	0.0

Eyestone Environmental	30 July 2020
Sean Bui	TNM 2.5

INPUT: ROADWAYS	Average pavement type shall be used unless
PROJECT/CONTRACT:	Hollywood & Wilcox a State highway agency substantiates the use
RUN:	Construction Trucks - Finishing Phase of a different type with the approval of FHWA

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Haul Route	12.0	point1	1	0.0	0.0	0.00	Signal	0.00	100	Average	
		point2	2	1,000.0	0.0	0.00					

Eyestone Environmental **30 July 2020**
Sean Bui **TNM 2.5**

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: **Hollywood & Wilcox**
RUN: **Construction Trucks - Finishing Phase**

Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Haul Route	point1	1	325	35	0	0	2	35	0	0	0	0
	point2	2										

Eyestone Environmental 30 July 2020
Sean Bui TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: Hollywood & Wilcox
RUN: Construction Trucks - Finishing Phase

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Along Selma Wilcox and Hollywood Blvd	1	1	500.0	25.0	0.00	4.92	0.00	71	5.0	0.0	Y

Eyestone Environmental
Sean Bui

30 July 2020
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: Hollywood & Wilcox
RUN: Construction Trucks - Finishing Phase
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Along Selma Wilcox and Hollywood Blvd	1	1	0.0	66.1	71	66.1	5	----	66.1	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	1	0.0	0.0	0.0

Eyestone Environmental					**10 June 2020**						
Sean Bui					**TNM 2.5**						
INPUT: ROADWAYS							**Average pavement type shall be used unless**				
PROJECT/CONTRACT:	**Hollywood & Wilcox**						**a State highway agency substantiates the use**				
RUN:	**Construction Trucks - Finishing Phase**						**of a different type with the approval of FHWA**				
Roadway		**Points**									
Name	**Width**	**Name**	**No.**	**Coordinates (pavement)**			**Flow Control**			**Segment**	
				X	**Y**	**Z**	**Control**	**Speed**	**Percent**	**Pvmt**	**On**
							Device	**Constraint**	**Vehicles**	**Type**	**Struct?**
									Affected		
	ft			ft	ft	ft		mph	%		
Cahuenga Blvd.	12.0	point1	1	0.0	0.0	0.00	Signal	0.00	100	Average	
		point2	2	1,000.0	0.0	0.00					

Eyestone Environmental **10 June 2020**
Sean Bui **TNM 2.5**

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: **Hollywood & Wilcox**
RUN: **Construction Trucks - Finishing Phase**

Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Cahuenga Blvd.	point1	1	325	35	0	0	3	35	0	0	0	0
	point2	2										

Eyestone Environmental
Sean Bui

10 June 2020
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: Hollywood & Wilcox
RUN: Construction Trucks - Finishing Phase

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Along Cahuenga Blvd.	1	1	500.0	25.0	0.00	4.92	0.00	71	5.0	0.0	Y

Eyestone Environmental
Sean Bui

10 June 2020
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: Hollywood & Wilcox
RUN: Construction Trucks - Finishing Phase
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Along Cahuenga Blvd.	1	1	0.0	66.3	71	66.3	5	----	66.3	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	1	0.0	0.0	0.0

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Project: Hollywood and Wilcox Project EIR

Construction Vibration Impacts

Reference Levels at 25 feet are based on FTA, 2006 (Transit Noise and Vibration Impact Assessment)
Calculations using FTA procedure with n= **1.5** (for receptors 25 feet or greater)
n= **1.1** (for receptors less than 25 feet, per Caltrans procedure)

ON-SITE CONSTRUCTION ACTIVITIES

Table 1: Construction Equipment Vibration Levels (PPV) - Building Damages

Equipment	Reference Vibration Levels at 25 ft., PPV	Estimated Vibration Levels at nearest off-site building structures (distance in feet), PPV						
		Commercial building to the North	Mark Twain Hotel to the South	Commercial building to the west	Commercial building to the east	Onsite Building		
		95	7	60	5	5		
Large Bulldozer	0.089	0.012	0.361	0.024	0.523	0.523		
Caisson Drilling	0.089	0.012	0.361	0.024	0.523	0.523		
Loaded Trucks	0.076	0.010	0.308	0.020	0.446	0.446		
Jackhammer	0.035	0.005	0.142	0.009	0.206	0.206		
Small bulldozer	0.003	0.000	0.012	0.001	0.018	0.018		
Significance Threshold, PPV		0.3	0.12	0.2	0.2	0.12		

Table 2: Construction Equipment Vibration Levels (VdB) - Human Annoyance

Equipment	Reference Vibration Levels at 25 ft., VdB	Estimated Vibration Levels at Off-Site Receptors (at note distance in feet), VdB						
		R1	R2	R3	R4	R5	R6	
		7	305	260	415	345	335	
Large Bulldozer	87	99	54	56	50	53	53	
Caisson Drilling	87	99	54	56	50	53	53	
Loaded Trucks	86	98	53	55	49	52	52	
Jackhammer	79	91	46	48	42	45	45	
Small bulldozer	58	70	25	27	21	24	24	
Significance Threshold, VdB		72	72	72	72	72	72	

OFF-SITE CONSTRUCTION HAUL TRUCKS

Table 3: Off-Site Haul Trucks - Building Damage

Equipment	Reference Vibration Levels at 50 ft., PPV	Estimated Vibration Levels at noted distance in feet, PPV						
		20						
Typical road surface	0.00565	0.022						
Significance Threshold, PPV		0.12						

Ref. Levels based on FTA Figure 7-3 (converted from VdB to PPV)

Table 4: Off-Site Haul Trucks - Human Annoyance

Equipment	Reference Vibration Levels at 50 ft., VdB	Estimated Vibration Levels at noted distance in feet, VdB						
		20	25					
Typical road surface	63	75	72					
Significance Threshold, VdB		72	72					

Ref. Levels based on FTA Figure 7-3

Operation Noise Calculations

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ACOUSTICAL ENGINEERING SERVICES

Project Composite Noise Calculations (CNEL)

Project: Hollywood & Wilcox

Receptor	Ambient	Traffic[a]	Mechanical	Parking	Trash Compactor	Outdoor		Project Composite	Ambient + Project	Increase
R1	60.0	44.5	40.8	26.2	37.9	51.2		52.5	60.7	0.7
R2	69.0	58.1	39.5	18.2	30.1	47.6		58.6	69.4	0.4
R3	63.3	43.4	35.4	41.6	47.4	54.8		56.0	64.0	0.7
R4	75.1	55.0	34.4	14.8	24.0	58.6		60.2	75.2	0.1
R5	67.0	57.4	40.6	15.2	25.2	59.9		61.9	68.2	1.2
R6	65.2	41.3	39.7	15.0	27.6	57.0		57.2	65.8	0.6

[a] - traffic noise levels at each receptor is based on the traffic noise analysis for the roadway segment in front of the receptor.

		Traffic Noise Levels, CNEL								
Receptor	Roadway Segment	Existing	Existing + Project	Project Only	distance to roadway, ft	Existing	Existing + Project	barrier	distance to Center Line	adj. for distance
R1	Wilcox Ave.	55.9	56.2	44.5	200	69.6	69.9	5	30	-8.7
R2	Wilcox Ave.	69.6	69.9	58.1	10	69.6	69.9	0	30	0.0
R3	Wilcox Ave.	54.8	55.1	43.4	390	69.6	69.9	5	45	-9.8
R4	Hollywood Blvd.	71.3	71.4	55.0	10	71.3	71.4	0	45	0.0
R5	Wilcox Ave.	68.9	69.2	57.4	10	68.9	69.2	0	30	0.0
R6	Hollywood Blvd.	57.6	57.7	41.3	300	71.3	71.4	5	45	-8.7

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Outdoor Mechanical Equipment Noise Calculations

Project: Hollywood & Wilcox

	Estimated Noise Levels, Leq from SOUNDPLAN		Hours of Operations Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor	Leq	CNEL	12	3	9
R1	34.1	40.8	34.1	34.1	34.1
R2	32.8	39.5	32.8	32.8	32.8
R3	28.7	35.4	28.7	28.7	28.7
R4	27.7	34.4	27.7	27.7	27.7
R5	33.9	40.6	33.9	33.9	33.9
R6	33.0	39.7	33.0	33.0	33.0

Receptor	Ambient CNEL	Ambient + Project (CNEL)	Increase (CNEL)	ambient (Leq)	Ambient + Project (Leq)
R1	60.0	60.1	0.1	55.0	55.0
R2	69.0	69.0	0.0	63.4	63.4
R3	63.3	63.3	0.0	57.6	57.6
R4	75.1	75.1	0.0	70.3	70.3
R5	67.0	67.0	0.0	61.8	61.8
R6	65.2	65.2	0.0	59.5	59.5

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Parking Structure Noise Calculations

Project: Hollywood & Wilcox

	Estimated Noise Levels, Leq from SOUNDPLAN		Hours of Operations Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor	Leq	CNEL	12	3	9
R1	19.5	26.2	19.5	19.5	19.5
R2	11.5	18.2	11.5	11.5	11.5
R3	34.9	41.6	34.9	34.9	34.9
R4	8.1	14.8	8.1	8.1	8.1
R5	8.5	15.2	8.5	8.5	8.5
R6	8.3	15.0	8.3	8.3	8.3

Receptor	Ambient CNEL	Ambient + Project (CNEL)	Increase (CNEL)	nighttime ambient (Leq)	Ambient + Project (Leq)	Increase (Leq)
R1	60.0	60.0	0.0	55.0	55.0	0.0
R2	69.0	69.0	0.0	63.4	63.4	0.0
R3	63.3	63.3	0.0	57.6	57.6	0.0
R4	75.1	75.1	0.0	70.3	70.3	0.0
R5	67.0	67.0	0.0	61.8	61.8	0.0
R6	65.2	65.2	0.0	59.5	59.5	0.0

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Outdoor Noise Calculations

Project: Hollywood & Wilcox

ALL LEVEL

	Estimated noise levels, Leq (FROM SOUNDPLAN)				Hours of Operations Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor	Sound System	Occupants	Total, Leq	CNEL	9	**3**	**0**
R1	52.2	34.5	52.3	51.2	51.1	52.3	0.0
R2	48.6	30.0	48.7	47.6	47.5	48.7	0.0
R3	55.7	42.3	55.9	54.8	54.7	55.9	0.0
R4	59.6	41.5	59.7	58.6	58.5	59.7	0.0
R5	60.9	42.8	61.0	59.9	59.8	61.0	0.0
R6	58.0	42.3	58.1	57.0	56.9	58.1	0.0

TOTAL COMBINED

Receptor	Project (CNEL)	Ambient (CNEL)	Ambient + Project (CNEL)	Increase (CNEL)	Project Noise, (Leq)	Ambient (Leq)	Ambient + Project (Leq)
R1	51.2	60.0	60.5	0.5	52.3	55.0	56.9
R2	47.6	69.0	69.0	0.0	48.7	63.4	63.5
R3	54.8	63.3	63.9	0.6	55.9	57.6	59.8
R4	58.6	75.1	75.2	0.1	59.7	70.3	70.7
R5	59.9	67.0	67.8	0.8	61.0	61.8	64.4
R6	57.0	65.2	65.8	0.6	58.1	59.5	61.9

AES
Acoustical Engineering Services

Loading and Trash Compactor Noise Calculations

Project: Hollywood & Wilcox

LOADING

	Estimated Noise Levels, Leq from SOUNDPLAN		Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor	Leq	CNEL	3	3	0
R1	38.9	36.1	32.9	38.9	0.0
R2	30.4	27.6	24.4	30.4	0.0
R3	48.4	45.6	42.4	48.4	0.0
R4	25.5	22.7	19.5	25.5	0.0
R5	26.8	24.0	20.8	26.8	0.0
R6	27.8	25.0	21.8	27.8	0.0

TRASH COMPACTOR

	Estimated Noise Levels, Leq from SOUNDPLAN		Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor	Leq	CNEL	3	3	0
R1	36.0	33.2	30.0	36.0	0.0
R2	29.4	26.6	23.4	29.4	0.0
R3	45.6	42.8	39.6	45.6	0.0
R4	20.7	18.1	14.7	20.7	0.0
R5	21.5	18.9	15.5	21.5	0.0
R6	26.9	24.1	20.9	26.9	0.0

TOTAL COMBINED

Receptor	Project CNEL	Ambient CNEL	Ambient + Project (CNEL)	Increase (CNEL)	Project Noise, (Leq)	daytime ambient (Leq)	Ambient + Project (Leq)
R1	37.9	60.0	60.0	0.0	40.7	56.5	56.6
R2	30.1	69.0	69.0	0.0	32.9	66.8	66.8
R3	47.4	63.3	63.4	0.1	50.2	61.4	61.7
R4	24.0	75.1	75.1	0.0	26.7	70.9	70.9
R5	25.2	67.0	67.0	0.0	27.9	64.0	64.0
R6	27.6	65.2	65.2	0.0	30.4	63.3	63.3

Hollywood & Wilcox
Octave spectra of the sources in dB(A) - Mechanical

Name	Source type	Lw dB(A)	63Hz dB	125Hz dB	250Hz dB	500Hz dB	1kHz dB	2kHz dB	4kHz dB	8kHz dB	
Rooftop Mechanical 1	Point	90.0	83.7	91.2	92.7	86.7	81.7	81.7	79.2	77.7	
Rooftop Mechanical 2	Point	90.0	83.7	91.2	92.7	86.7	81.7	81.7	79.2	77.7	
Rooftop Mechanical 3	Point	90.0	83.7	91.2	92.7	86.7	81.7	81.7	79.2	77.7	
Rooftop Mechanical 4	Point	90.0	83.7	91.2	92.7	86.7	81.7	81.7	79.2	77.7	
Rooftop Mechanical 5	Point	90.0	83.7	91.2	92.7	86.7	81.7	81.7	79.2	77.7	
Rooftop Mechanical 6	Point	90.0	83.7	91.2	92.7	86.7	81.7	81.7	79.2	77.7	
Rooftop Mechanical 7	Point	90.0	83.7	91.2	92.7	86.7	81.7	81.7	79.2	77.7	
Rooftop Mechanical 8	Point	90.0	83.7	91.2	92.7	86.7	81.7	81.7	79.2	77.7	

Hollywood & Wilcox
Assessed contribution level - Mechanical

Source	Ld dB(A)	
Receiver R1 Ld 34.1 dB(A)		
Rooftop Mechanical 1	26.7	
Rooftop Mechanical 2	26.7	
Rooftop Mechanical 3	25.3	
Rooftop Mechanical 4	27.5	
Rooftop Mechanical 5	24.8	
Rooftop Mechanical 6	21.8	
Rooftop Mechanical 7	21.1	
Rooftop Mechanical 8	21.8	
Receiver R2 Ld 32.8 dB(A)		
Rooftop Mechanical 1	22.1	
Rooftop Mechanical 2	25.0	
Rooftop Mechanical 3	16.1	
Rooftop Mechanical 4	25.1	
Rooftop Mechanical 5	22.4	
Rooftop Mechanical 6	25.5	
Rooftop Mechanical 7	22.5	
Rooftop Mechanical 8	25.4	
Receiver R3 Ld 28.7 dB(A)		
Rooftop Mechanical 1	17.7	
Rooftop Mechanical 2	12.2	
Rooftop Mechanical 3	18.5	
Rooftop Mechanical 4	11.8	
Rooftop Mechanical 5	20.2	
Rooftop Mechanical 6	22.2	
Rooftop Mechanical 7	21.6	
Rooftop Mechanical 8	22.4	
Receiver R3b Ld 28.6 dB(A)		
Rooftop Mechanical 1	13.6	
Rooftop Mechanical 2	13.2	
Rooftop Mechanical 3	18.5	
Rooftop Mechanical 4	13.4	
Rooftop Mechanical 5	20.2	
Rooftop Mechanical 6	22.2	
Rooftop Mechanical 7	21.6	
Rooftop Mechanical 8	22.4	
Receiver R4 Ld 27.7 dB(A)		
Rooftop Mechanical 1	19.3	
Rooftop Mechanical 2	17.8	
Rooftop Mechanical 3	19.3	
Rooftop Mechanical 4	17.9	
Rooftop Mechanical 5	19.5	
Rooftop Mechanical 6	19.0	
Rooftop Mechanical 7	20.5	
Rooftop Mechanical 8	12.5	
Receiver R5 Ld 33.9 dB(A)		
Rooftop Mechanical 1	26.8	
Rooftop Mechanical 2	23.6	
Rooftop Mechanical 3	27.0	
Rooftop Mechanical 4	23.6	
Rooftop Mechanical 5	27.1	
Rooftop Mechanical 6	23.8	
Rooftop Mechanical 7	21.6	
Rooftop Mechanical 8	20.2	
Receiver R6 Ld 32.9 dB(A)		
Rooftop Mechanical 1	27.6	

Hollywood & Wilcox
Assessed contribution level - Mechanical

Source	Ld dB(A)	
Rooftop Mechanical 2	27.7	
Rooftop Mechanical 3	23.6	
Rooftop Mechanical 4	24.9	
Rooftop Mechanical 5	20.7	
Rooftop Mechanical 6	12.5	
Rooftop Mechanical 7	19.7	
Rooftop Mechanical 8	13.6	
Receiver R6b Ld 33.0 dB(A)		
Rooftop Mechanical 1	28.0	
Rooftop Mechanical 2	27.9	
Rooftop Mechanical 3	23.7	
Rooftop Mechanical 4	24.3	
Rooftop Mechanical 5	20.7	
Rooftop Mechanical 6	13.6	
Rooftop Mechanical 7	19.8	
Rooftop Mechanical 8	14.6	

Hollywood & Wilcox
Input data parking lots - Parking

Parking lot	f	Unit B0	Reference value B	KI dB	KD dB	KStrO	Time hist. ID	
Level 1 Parking	1.0	1 parking bay	126	4.0	5.2	0.5	1	

Hollywood & Wilcox
Assessed contribution level - Parking

Source	Ld dB(A)	
Receiver R1 Ld 19.5 dB(A)		
Level 1 Parking	19.5	
Receiver R2 Ld 11.5 dB(A)		
Level 1 Parking	11.5	
Receiver R3 Ld 33.9 dB(A)		
Level 1 Parking	33.9	
Receiver R3b Ld 34.9 dB(A)		
Level 1 Parking	34.9	
Receiver R4 Ld 8.1 dB(A)		
Level 1 Parking	8.1	
Receiver R5 Ld 8.5 dB(A)		
Level 1 Parking	8.5	
Receiver R6 Ld 8.3 dB(A)		
Level 1 Parking	8.3	
Receiver R6b Ld 6.2 dB(A)		
Level 1 Parking	6.2	

Hollywood & Wilcox
Octave spectra of the sources - Loading

Name	Source type	Lw dB(A)	63Hz dB	125Hz dB	250Hz dB	500Hz dB	1kHz dB	2kHz dB	4kHz dB	8kHz dB	
Loading	Point	101.9	68.9	78.9	85.9	91.9	94.9	95.9	95.9	93.9	

Source	Ld dB(A)	
Receiver R1 Ld 38.9 dB(A)		
Loading	38.9	
Receiver R2 Ld 30.4 dB(A)		
Loading	30.4	
Receiver R3 Ld 48.3 dB(A)		
Loading	48.3	
Receiver R3b Ld 48.4 dB(A)		
Loading	48.4	
Receiver R4 Ld 25.5 dB(A)		
Loading	25.5	
Receiver R5 Ld 26.8 dB(A)		
Loading	26.8	
Receiver R6 Ld 27.8 dB(A)		
Loading	27.8	
Receiver R6b Ld 27.6 dB(A)		
Loading	27.6	

Hollywood & Wilcox
Octave spectra of the sources - Trash

Name	Source type	Lw dB(A)	63Hz dB(A)	125Hz dB(A)	250Hz dB(A)	500Hz dB(A)	1kHz dB(A)	2kHz dB(A)	4kHz dB(A)	8kHz dB(A)	
Trash Compactor	Point	97.7	68.9	83.0	90.5	89.9	92.1	91.3	87.1	80.0	

Hollywood & Wilcox
Assessed contribution level - Trash

Source	Ld dB(A)	
Receiver R1 Ld 36.0 dB(A)		
Trash Compactor	36.0	
Receiver R2 Ld 29.4 dB(A)		
Trash Compactor	29.4	
Receiver R3 Ld 30.6 dB(A)		
Trash Compactor	30.6	
Receiver R3b Ld 45.6 dB(A)		
Trash Compactor	45.6	
Receiver R4 Ld 20.7 dB(A)		
Trash Compactor	20.7	
Receiver R5 Ld 21.5 dB(A)		
Trash Compactor	21.5	
Receiver R6 Ld 24.8 dB(A)		
Trash Compactor	24.8	
Receiver R6b Ld 26.9 dB(A)		
Trash Compactor	26.9	

Hollywood & Wilcox
Octave spectra of the sources - People

Name	Source type	l or A m,m²	Lw dB(A)	500Hz dB	
Level 1 North Courtyard	Area	55.62	85.9	89.1	
Level 1 South Courtyard	Area	34.25	84.4	87.6	
Level 4 Inner Courtyard - People	Area	428.41	93.7	96.9	
Level 4 Pool Deck - People	Area	526.72	94.5	97.7	
Level 12 Sky Deck - People	Area	885.28	97.5	100.7	

Hollywood & Wilcox
Assessed contribution level - People

Source	Ld dB(A)	
Receiver R1 Ld 34.5 dB(A)		
Level 1 North Courtyard	14.8	
Level 1 South Courtyard	23.1	
Level 4 Pool Deck - People	22.7	
Level 4 Inner Courtyard - People	32.2	
Level 12 Sky Deck - People	28.8	
Receiver R2 Ld 30.0 dB(A)		
Level 1 North Courtyard	23.6	
Level 1 South Courtyard	25.4	
Level 4 Pool Deck - People	16.6	
Level 4 Inner Courtyard - People	21.0	
Level 12 Sky Deck - People	23.9	
Receiver R3 Ld 40.8 dB(A)		
Level 1 North Courtyard	31.1	
Level 1 South Courtyard	24.0	
Level 4 Pool Deck - People	37.8	
Level 4 Inner Courtyard - People	17.4	
Level 12 Sky Deck - People	36.4	
Receiver R3b Ld 42.3 dB(A)		
Level 1 North Courtyard	35.8	
Level 1 South Courtyard	34.8	
Level 4 Pool Deck - People	38.6	
Level 4 Inner Courtyard - People	19.1	
Level 12 Sky Deck - People	34.3	
Receiver R4 Ld 41.5 dB(A)		
Level 1 North Courtyard	23.3	
Level 1 South Courtyard	17.7	
Level 4 Pool Deck - People	39.1	
Level 4 Inner Courtyard - People	18.7	
Level 12 Sky Deck - People	37.4	
Receiver R5 Ld 42.8 dB(A)		
Level 1 North Courtyard	21.4	
Level 1 South Courtyard	18.6	
Level 4 Pool Deck - People	40.5	
Level 4 Inner Courtyard - People	20.8	
Level 12 Sky Deck - People	38.6	
Receiver R6 Ld 41.4 dB(A)		
Level 1 North Courtyard	7.2	
Level 1 South Courtyard	6.1	
Level 4 Pool Deck - People	34.8	
Level 4 Inner Courtyard - People	38.4	
Level 12 Sky Deck - People	35.6	
Receiver R6b Ld 42.3 dB(A)		
Level 1 North Courtyard	8.1	
Level 1 South Courtyard	7.4	
Level 4 Pool Deck - People	34.0	
Level 4 Inner Courtyard - People	40.0	
Level 12 Sky Deck - People	36.7	

Hollywood & Wilcox
Octave spectra of the sources - Speakers

Name	Source type	Lw dB(A)	125Hz dB	250Hz dB	500Hz dB	1kHz dB	2kHz dB	4kHz dB	8kHz dB	
Level 1 North Courtyard Speaker	Point	103.6	87.2	90.7	93.7	95.7	96.7	96.7	98.7	
Level 1 South Courtyard Speaker	Point	103.6	87.2	90.7	93.7	95.7	96.7	96.7	98.7	
Level 12 Sky Deck Speaker 1	Point	123.6	107.2	110.7	113.7	115.7	116.7	116.7	118.7	
Level 12 Sky Deck Speaker 2	Point	123.6	107.2	110.7	113.7	115.7	116.7	116.7	118.7	
Level 12 Sky Deck Speaker 3	Point	123.6	107.2	110.7	113.7	115.7	116.7	116.7	118.7	
Level 12 Sky Deck Speaker 4	Point	123.6	107.2	110.7	113.7	115.7	116.7	116.7	118.7	
Level 12 Sky Deck Speaker 5	Point	123.6	107.2	110.7	113.7	115.7	116.7	116.7	118.7	
Level 12 Sky Deck Speaker 6	Point	123.6	107.2	110.7	113.7	115.7	116.7	116.7	118.7	
Level 4 Inner Courtyard Speaker 1	Point	113.6	97.2	100.7	103.7	105.7	106.7	106.7	108.7	
Level 4 Inner Courtyard Speaker 2	Point	113.6	97.2	100.7	103.7	105.7	106.7	106.7	108.7	
Level 4 Inner Courtyard Speaker 3	Point	113.6	97.2	100.7	103.7	105.7	106.7	106.7	108.7	
Level 4 Inner Courtyard Speaker 4	Point	113.6	97.2	100.7	103.7	105.7	106.7	106.7	108.7	
Level 4 Pool Deck Speaker 1	Point	113.6	97.2	100.7	103.7	105.7	106.7	106.7	108.7	
Level 4 Pool Deck Speaker 2	Point	113.6	97.2	100.7	103.7	105.7	106.7	106.7	108.7	
Level 4 Pool Deck Speaker 3	Point	113.6	97.2	100.7	103.7	105.7	106.7	106.7	108.7	
Level 4 Pool Deck Speaker 4	Point	113.6	97.2	100.7	103.7	105.7	106.7	106.7	108.7	

Hollywood & Wilcox
Assessed contribution level - Speakers

Source	Ld dB(A)	
Receiver R1 Ld 52.2 dB(A)		
Level 1 North Courtyard Speaker	23.7	
Level 1 South Courtyard Speaker	28.1	
Level 12 Sky Deck Speaker 1	35.9	
Level 12 Sky Deck Speaker 2	39.4	
Level 12 Sky Deck Speaker 3	30.0	
Level 12 Sky Deck Speaker 4	31.4	
Level 12 Sky Deck Speaker 5	47.1	
Level 12 Sky Deck Speaker 6	43.8	
Level 4 Inner Courtyard Speaker 1	46.0	
Level 4 Inner Courtyard Speaker 2	41.8	
Level 4 Inner Courtyard Speaker 3	40.3	
Level 4 Inner Courtyard Speaker 4	37.8	
Level 4 Pool Deck Speaker 1	34.0	
Level 4 Pool Deck Speaker 2	26.6	
Level 4 Pool Deck Speaker 3	20.6	
Level 4 Pool Deck Speaker 4	20.6	
Receiver R2 Ld 48.6 dB(A)		
Level 1 North Courtyard Speaker	25.4	
Level 1 South Courtyard Speaker	32.0	
Level 12 Sky Deck Speaker 1	35.7	
Level 12 Sky Deck Speaker 2	46.4	
Level 12 Sky Deck Speaker 3	27.1	
Level 12 Sky Deck Speaker 4	25.6	
Level 12 Sky Deck Speaker 5	38.0	
Level 12 Sky Deck Speaker 6	40.4	
Level 4 Inner Courtyard Speaker 1	32.3	
Level 4 Inner Courtyard Speaker 2	28.2	
Level 4 Inner Courtyard Speaker 3	24.6	
Level 4 Inner Courtyard Speaker 4	17.4	
Level 4 Pool Deck Speaker 1	33.9	
Level 4 Pool Deck Speaker 2	22.0	
Level 4 Pool Deck Speaker 3	18.9	
Level 4 Pool Deck Speaker 4	15.5	
Receiver R3 Ld 55.7 dB(A)		
Level 1 North Courtyard Speaker	34.5	
Level 1 South Courtyard Speaker	25.1	
Level 12 Sky Deck Speaker 1	46.3	
Level 12 Sky Deck Speaker 2	49.9	
Level 12 Sky Deck Speaker 3	29.1	
Level 12 Sky Deck Speaker 4	27.8	
Level 12 Sky Deck Speaker 5	41.2	
Level 12 Sky Deck Speaker 6	46.1	
Level 4 Inner Courtyard Speaker 1	20.0	
Level 4 Inner Courtyard Speaker 2	15.6	
Level 4 Inner Courtyard Speaker 3	31.4	
Level 4 Inner Courtyard Speaker 4	15.4	
Level 4 Pool Deck Speaker 1	42.7	
Level 4 Pool Deck Speaker 2	38.8	
Level 4 Pool Deck Speaker 3	51.5	
Level 4 Pool Deck Speaker 4	25.5	
Receiver R3b Ld 55.5 dB(A)		
Level 1 North Courtyard Speaker	43.8	
Level 1 South Courtyard Speaker	41.4	
Level 12 Sky Deck Speaker 1	40.6	
Level 12 Sky Deck Speaker 2	50.5	
Level 12 Sky Deck Speaker 3	29.6	

Source	Ld dB(A)	
Level 12 Sky Deck Speaker 4	27.9	
Level 12 Sky Deck Speaker 5	33.3	
Level 12 Sky Deck Speaker 6	43.2	
Level 4 Inner Courtyard Speaker 1	22.5	
Level 4 Inner Courtyard Speaker 2	18.6	
Level 4 Inner Courtyard Speaker 3	32.2	
Level 4 Inner Courtyard Speaker 4	16.4	
Level 4 Pool Deck Speaker 1	46.5	
Level 4 Pool Deck Speaker 2	39.6	
Level 4 Pool Deck Speaker 3	50.4	
Level 4 Pool Deck Speaker 4	25.0	
Receiver R4 Ld 59.6 dB(A)		
Level 1 North Courtyard Speaker	21.8	
Level 1 South Courtyard Speaker	20.8	
Level 12 Sky Deck Speaker 1	56.4	
Level 12 Sky Deck Speaker 2	47.5	
Level 12 Sky Deck Speaker 3	50.6	
Level 12 Sky Deck Speaker 4	43.1	
Level 12 Sky Deck Speaker 5	46.7	
Level 12 Sky Deck Speaker 6	49.4	
Level 4 Inner Courtyard Speaker 1	21.6	
Level 4 Inner Courtyard Speaker 2	23.1	
Level 4 Inner Courtyard Speaker 3	29.1	
Level 4 Inner Courtyard Speaker 4	13.2	
Level 4 Pool Deck Speaker 1	40.8	
Level 4 Pool Deck Speaker 2	38.2	
Level 4 Pool Deck Speaker 3	50.6	
Level 4 Pool Deck Speaker 4	43.5	
Receiver R5 Ld 60.9 dB(A)		
Level 1 North Courtyard Speaker	31.8	
Level 1 South Courtyard Speaker	21.9	
Level 12 Sky Deck Speaker 1	55.4	
Level 12 Sky Deck Speaker 2	46.0	
Level 12 Sky Deck Speaker 3	53.8	
Level 12 Sky Deck Speaker 4	52.4	
Level 12 Sky Deck Speaker 5	48.1	
Level 12 Sky Deck Speaker 6	50.7	
Level 4 Inner Courtyard Speaker 1	32.1	
Level 4 Inner Courtyard Speaker 2	31.0	
Level 4 Inner Courtyard Speaker 3	21.7	
Level 4 Inner Courtyard Speaker 4	16.6	
Level 4 Pool Deck Speaker 1	48.4	
Level 4 Pool Deck Speaker 2	42.9	
Level 4 Pool Deck Speaker 3	44.0	
Level 4 Pool Deck Speaker 4	50.9	
Receiver R6 Ld 57.1 dB(A)		
Level 1 North Courtyard Speaker	8.6	
Level 1 South Courtyard Speaker	7.5	
Level 12 Sky Deck Speaker 1	48.2	
Level 12 Sky Deck Speaker 2	46.6	
Level 12 Sky Deck Speaker 3	27.2	
Level 12 Sky Deck Speaker 4	49.3	
Level 12 Sky Deck Speaker 5	45.2	
Level 12 Sky Deck Speaker 6	40.3	
Level 4 Inner Courtyard Speaker 1	41.5	
Level 4 Inner Courtyard Speaker 2	37.5	
Level 4 Inner Courtyard Speaker 3	43.3	

Source	Ld dB(A)	
Level 4 Inner Courtyard Speaker 4	50.4	
Level 4 Pool Deck Speaker 1	44.8	
Level 4 Pool Deck Speaker 2	49.3	
Level 4 Pool Deck Speaker 3	36.4	
Level 4 Pool Deck Speaker 4	17.1	
Receiver R6b Ld 58.0 dB(A)		
Level 1 North Courtyard Speaker	10.8	
Level 1 South Courtyard Speaker	8.2	
Level 12 Sky Deck Speaker 1	49.0	
Level 12 Sky Deck Speaker 2	47.2	
Level 12 Sky Deck Speaker 3	26.4	
Level 12 Sky Deck Speaker 4	51.9	
Level 12 Sky Deck Speaker 5	46.8	
Level 12 Sky Deck Speaker 6	40.9	
Level 4 Inner Courtyard Speaker 1	44.7	
Level 4 Inner Courtyard Speaker 2	36.3	
Level 4 Inner Courtyard Speaker 3	41.7	
Level 4 Inner Courtyard Speaker 4	52.5	
Level 4 Pool Deck Speaker 1	46.7	
Level 4 Pool Deck Speaker 2	37.4	
Level 4 Pool Deck Speaker 3	35.8	
Level 4 Pool Deck Speaker 4	16.9	

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Off-Site Traffic Noise Calculations
Project: Hollywood & Wilcox

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

EXISTING CONDITIONS

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	PHV to ADT factor	Barrier Atten.	Site Adjust., dBA	24-Hour CNEL
Wilcox Avenue										
- Between Franklin Ave. and Hollywood Blvd.	40	10	30	25	731	7,310	10%	0	0	68.9
- Between Hollywood Blvd. and Sunset Blvd.	40	10	30	25	852	8,520	10%	0	0	69.6
Cahuenga Boulevard										
- Between US-101 and Franklin Ave.	70	10	45	35	3,038	30,380	10%	0	0	73.2
- Between Franklin Ave. and Hollywood Blvd.	60	10	40	35	2,332	23,320	10%	0	0	72.5
- Between Hollywood Blvd. and Sunset Blvd.	50	10	35	35	1,922	19,220	10%	0	0	72.3
Vine Street										
- Between Franklin Ave. and Hollywood Blvd.	70	10	45	30	1,991	19,910	10%	0	0	71.1
- Between Hollywood Blvd. and Sunset Blvd.	70	10	45	30	2,436	24,360	10%	0	0	72.0
Argyle Avenue										
- Between Franklin Ave. and Hollywood Blvd.	50	10	35	25	811	8,110	10%	0	0	68.6
- Between Hollywood Blvd. and Sunset Blvd.	50	10	35	25	731	7,310	10%	0	0	68.2
Franklin Avenue										
- West of Wilcox Ave.	40	10	30	30	1,359	13,590	10%	0	0	71.4
- Between Wilcox Ave. and Vine St.	40	10	30	30	2,100	21,000	10%	0	0	73.3
- East of Argyle Ave.	50	10	35	30	2,425	24,250	10%	0	0	73.2
Yucca Street										
- Between Wilcox Ave. and Cahuenga Blvd.	40	10	30	25	342	3,420	10%	0	0	65.6
- Between Cahuenga Blvd. and Argyle Ave.	50	10	35	25	441	4,410	10%	0	0	66.0
Hollywood Boulevard										
- Between Highland Ave. and Wilcox Ave.	70	10	45	35	1,910	19,100	10%	0	0	71.2
- Between Wilcox Ave.a nd Cahuenga Blvd.	70	10	45	35	1,971	19,710	10%	0	0	71.3
- Between Cahuenga Blvd. and Vine St.	70	10	45	35	1,790	17,900	10%	0	0	70.9
- Between Vine St. and Argyle Ave.	70	10	45	35	2,031	20,310	10%	0	0	71.4
Selma Avenue										
- West of Wilcox Ave.	40	10	30	25	458	4,580	10%	0	0	66.9

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EXISTING CONDITIONS

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	PHV to ADT factor	Barrier Atten.	Site Adjust., dBA	24-Hour CNEL
- Between Wilcox Ave. and Cahuenga Blvd.	40	10	30	25	336	3,360	10%	0	0	65.5
- East of Cahuenga Blvd.	40	10	30	25	300	3,000	10%	0	0	65.0
Sunset Boulevard										
- West of Wilcox Ave.	60	10	40	35	2,966	29,660	10%	0	0	73.6
- Between Wilcox Ave. and Cahuenga Blvd.	60	10	40	35	2,978	29,780	10%	0	0	73.6
- East of Cahuenga Blvd.	60	10	40	35	2,784	27,840	10%	0	0	73.3

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Date Printed: 1/3/2018

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Off-Site Traffic Noise Calculations
Project: Hollywood & Wilcox

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

EXISTING + PROJECT CONDITIONS

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	PHV to ADT factor	Barrier Atten.	Site Adjust., dBA	24-Hour CNEL
Wilcox Avenue										
- Between Franklin Ave. and Hollywood Blvd.	40	10	30	25	777	7,770	10%	0	0	69.2
- Between Hollywood Blvd. and Sunset Blvd.	40	10	30	25	922	9,220	10%	0	0	69.9
Cahuenga Boulevard										
- Between US-101 and Franklin Ave.	70	10	45	35	3,070	30,700	10%	0	0	73.2
- Between Franklin Ave. and Hollywood Blvd.	60	10	40	35	2,339	23,390	10%	0	0	72.5
- Between Hollywood Blvd. and Sunset Blvd.	50	10	35	35	1,925	19,250	10%	0	0	72.3
Vine Street										
- Between Franklin Ave. and Hollywood Blvd.	70	10	45	30	1,991	19,910	10%	0	0	71.1
- Between Hollywood Blvd. and Sunset Blvd.	70	10	45	30	2,436	24,360	10%	0	0	72.0
Argyle Avenue										
- Between Franklin Ave. and Hollywood Blvd.	50	10	35	25	811	8,110	10%	0	0	68.6
- Between Hollywood Blvd. and Sunset Blvd.	50	10	35	25	731	7,310	10%	0	0	68.2
Franklin Avenue										
- West of Wilcox Ave.	40	10	30	30	1,359	13,590	10%	0	0	71.4
- Between Wilcox Ave. and Vine St.	40	10	30	30	2,118	21,180	10%	0	0	73.3
- East of Argyle Ave.	50	10	35	30	2,432	24,320	10%	0	0	73.2
Yucca Street										
- Between Wilcox Ave. and Cahuenga Blvd.	40	10	30	25	344	3,440	10%	0	0	65.6
- Between Cahuenga Blvd. and Argyle Ave.	50	10	35	25	443	4,430	10%	0	0	66.0
Hollywood Boulevard										
- Between Highland Ave. and Wilcox Ave.	70	10	45	35	1,923	19,230	10%	0	0	71.2
- Between Wilcox Ave.a nd Cahuenga Blvd.	70	10	45	35	1,999	19,990	10%	0	0	71.4
- Between Cahuenga Blvd. and Vine St.	70	10	45	35	1,810	18,100	10%	0	0	70.9
- Between Vine St. and Argyle Ave.	70	10	45	35	2,053	20,530	10%	0	0	71.5
Selma Avenue										
- West of Wilcox Ave.	40	10	30	25	458	4,580	10%	0	0	66.9

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EXISTING + PROJECT CONDITIONS

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	PHV to ADT factor	Barrier Atten.	Site Adjust., dBA	24-Hour CNEL
- Between Wilcox Ave. and Cahuenga Blvd.	40	10	30	25	338	3,380	10%	0	0	65.5
- East of Cahuenga Blvd.	40	10	30	25	300	3,000	10%	0	0	65.0
Sunset Boulevard										
- West of Wilcox Ave.	60	10	40	35	2,980	29,800	10%	0	0	73.6
- Between Wilcox Ave. and Cahuenga Blvd.	60	10	40	35	2,990	29,900	10%	0	0	73.6
- East of Cahuenga Blvd.	60	10	40	35	2,791	27,910	10%	0	0	73.3

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Date Printed: 1/3/2018

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Off-Site Traffic Noise Calculations
Project: Hollywood & Wilcox

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

FUTURE NO PROJECT CONDITIONS

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	PHV to ADT factor	Barrier Atten.	Site Adjust., dBA	24-Hour CNEL
Wilcox Avenue										
- Between Franklin Ave. and Hollywood Blvd.	40	10	30	25	798	7,980	10%	0	0	69.3
- Between Hollywood Blvd. and Sunset Blvd.	40	10	30	25	1,000	10,000	10%	0	0	70.3
Cahuenga Boulevard										
- Between US-101 and Franklin Ave.	70	10	45	35	3,596	35,960	10%	0	0	73.9
- Between Franklin Ave. and Hollywood Blvd.	60	10	40	35	2,816	28,160	10%	0	0	73.4
- Between Hollywood Blvd. and Sunset Blvd.	50	10	35	35	2,363	23,630	10%	0	0	73.2
Vine Street										
- Between Franklin Ave. and Hollywood Blvd.	70	10	45	30	2,387	23,870	10%	0	0	71.9
- Between Hollywood Blvd. and Sunset Blvd.	70	10	45	30	2,901	29,010	10%	0	0	72.8
Argyle Avenue										
- Between Franklin Ave. and Hollywood Blvd.	50	10	35	25	944	9,440	10%	0	0	69.3
- Between Hollywood Blvd. and Sunset Blvd.	50	10	35	25	825	8,250	10%	0	0	68.7
Franklin Avenue										
- West of Wilcox Ave.	40	10	30	30	1,527	15,270	10%	0	0	71.9
- Between Wilcox Ave. and Vine St.	40	10	30	30	2,391	23,910	10%	0	0	73.8
- East of Argyle Ave.	50	10	35	30	2,668	26,680	10%	0	0	73.6
Yucca Street										
- Between Wilcox Ave. and Cahuenga Blvd.	40	10	30	25	408	4,080	10%	0	0	66.4
- Between Cahuenga Blvd. and Argyle Ave.	50	10	35	25	592	5,920	10%	0	0	67.3
Hollywood Boulevard										
- Between Highland Ave. and Wilcox Ave.	70	10	45	35	2,484	24,840	10%	0	0	72.3
- Between Wilcox Ave.a nd Cahuenga Blvd.	70	10	45	35	2,569	25,690	10%	0	0	72.5
- Between Cahuenga Blvd. and Vine St.	70	10	45	35	2,685	26,850	10%	0	0	72.6
- Between Vine St. and Argyle Ave.	70	10	45	35	3,002	30,020	10%	0	0	73.1
Selma Avenue										
- West of Wilcox Ave.	40	10	30	25	555	5,550	10%	0	0	67.7

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FUTURE NO PROJECT CONDITIONS

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	PHV to ADT factor	Barrier Atten.	Site Adjust., dBA	24-Hour CNEL
- Between Wilcox Ave. and Cahuenga Blvd.	40	10	30	25	497	4,970	10%	0	0	67.2
- East of Cahuenga Blvd.	40	10	30	25	363	3,630	10%	0	0	65.9
Sunset Boulevard										
- West of Wilcox Ave.	60	10	40	35	3,926	39,260	10%	0	0	74.8
- Between Wilcox Ave. and Cahuenga Blvd.	60	10	40	35	3,944	39,440	10%	0	0	74.8
- East of Cahuenga Blvd.	60	10	40	35	3,801	38,010	10%	0	0	74.7

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

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Off-Site Traffic Noise Calculations
Project: Hollywood & Wilcox

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

FUTURE + PROJECT CONDITIONS

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	PHV to ADT factor	Barrier Atten.	Site Adjust., dBA	24-Hour CNEL
Wilcox Avenue										
- Between Franklin Ave. and Hollywood Blvd.	40	10	30	25	845	8,450	10%	0	0	69.5
- Between Hollywood Blvd. and Sunset Blvd.	40	10	30	25	1,070	10,700	10%	0	0	70.5
Cahuenga Boulevard										
- Between US-101 and Franklin Ave.	70	10	45	35	3,629	36,290	10%	0	0	74.0
- Between Franklin Ave. and Hollywood Blvd.	60	10	40	35	2,823	28,230	10%	0	0	73.4
- Between Hollywood Blvd. and Sunset Blvd.	50	10	35	35	2,364	23,640	10%	0	0	73.2
Vine Street										
- Between Franklin Ave. and Hollywood Blvd.	70	10	45	30	2,387	23,870	10%	0	0	71.9
- Between Hollywood Blvd. and Sunset Blvd.	70	10	45	30	2,901	29,010	10%	0	0	72.8
Argyle Avenue										
- Between Franklin Ave. and Hollywood Blvd.	50	10	35	25	944	9,440	10%	0	0	69.3
- Between Hollywood Blvd. and Sunset Blvd.	50	10	35	25	825	8,250	10%	0	0	68.7
Franklin Avenue										
- West of Wilcox Ave.	40	10	30	30	1,527	15,270	10%	0	0	71.9
- Between Wilcox Ave. and Vine St.	40	10	30	30	2,409	24,090	10%	0	0	73.9
- East of Argyle Ave.	50	10	35	30	2,675	26,750	10%	0	0	73.6
Yucca Street										
- Between Wilcox Ave. and Cahuenga Blvd.	40	10	30	25	410	4,100	10%	0	0	66.4
- Between Cahuenga Blvd. and Argyle Ave.	50	10	35	25	594	5,940	10%	0	0	67.3
Hollywood Boulevard										
- Between Highland Ave. and Wilcox Ave.	70	10	45	35	2,497	24,970	10%	0	0	72.3
- Between Wilcox Ave.a nd Cahuenga Blvd.	70	10	45	35	2,597	25,970	10%	0	0	72.5
- Between Cahuenga Blvd. and Vine St.	70	10	45	35	2,707	27,070	10%	0	0	72.7
- Between Vine St. and Argyle Ave.	70	10	45	35	3,024	30,240	10%	0	0	73.2
Selma Avenue										
- West of Wilcox Ave.	40	10	30	25	555	5,550	10%	0	0	67.7

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ACOUSTICAL ENGINEERING SERVICES

FUTURE + PROJECT CONDITIONS

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	PHV to ADT factor	Barrier Atten.	Site Adjust., dBA	24-Hour CNEL
- Between Wilcox Ave. and Cahuenga Blvd.	40	10	30	25	499	4,990	10%	0	0	67.2
- East of Cahuenga Blvd.	40	10	30	25	363	3,630	10%	0	0	65.9
Sunset Boulevard										
- West of Wilcox Ave.	60	10	40	35	3,940	39,400	10%	0	0	74.8
- Between Wilcox Ave. and Cahuenga Blvd.	60	10	40	35	3,956	39,560	10%	0	0	74.8
- East of Cahuenga Blvd.	60	10	40	35	3,808	38,080	10%	0	0	74.7

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

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