



# DEPARTMENT OF CITY PLANNING

## APPEAL RECOMMENDATION REPORT

### City Planning Commission

**Date:** January 23, 2025  
**Time:** After 8:30 a.m.\*  
**Place:** Van Nuys City Hall  
Council Chambers, 2nd Floor  
14410 Sylvan Street  
Van Nuys, CA 91401

This meeting may be available virtually, in hybrid format. Please check the meeting agenda (available at the link below) approximately 72 hours before the meeting for additional information or contact [cpc@lacity.org](mailto:cpc@lacity.org).

<https://planning.lacity.org/about/commissions-boards-hearings>

**Public Hearing:** Required  
**Appeal Status:** Not further appealable  
**Expiration Date:** February 24, 2025  
**Multiple Approval:** Yes

**Case No.:** DIR-2023-2838-TOC-SPP-SPR  
HCA-1A  
**CEQA No.:** ENV-2023-2839-CE  
**Incidental Cases:** None  
**Council No.:** 4 – Raman  
**Plan Area:** Hollywood  
**Specific Plan:** Vermont/Western Station  
Neighborhood Area Plan  
(SNAP) Specific Plan –  
Subarea C (Community  
Center)  
**Certified NC:** Los Feliz  
**GPLU:** Highway Oriented Commercial  
**Zone:** C2-1D  
**Applicant:** Kristin Harrison  
Z Wayne Griffin Trust B.  
**Representative:** Warren Techentin  
Warren Techentin  
Architecture (WTARCH)  
**Appellant:** Supporters Alliance for  
Environmental Responsibility  
(SAFER)  
**Appellant's  
Representative:** Hayley Uno  
Lozeau Drury LLP

**PROJECT LOCATION:** 4579 West Hollywood Boulevard (4601-4627 W. Hollywood Boulevard, 4571-4579 W. Hollywood Boulevard, 1561 N. Lyman Place)

**PROPOSED PROJECT:** The proposed project includes the demolition of an existing commercial building and surface parking lot and the construction, use, and maintenance of seven-story, 174,021 square-foot, 181-unit mixed-use building within Subarea C (Community Center) of the Vermont / Western Station Neighborhood Area Plan (SNAP) Specific Plan.

**REQUESTED ACTION:** A partial appeal by the Appellant of the September 26, 2024, Director of Planning's determination which:

1. **Determined** that based on the whole of the administrative record as supported by the justification prepared and found in the administrative case file, the project is exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332 (Class 32 - In-Fill Development Project), and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources

applies;

2. **Approved with Conditions** the following project consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program Tier 4, to permit a project consisting of 181 residential units by reserving 20 dwelling units, equal to 11% of the total units, for Extremely Low Income Household Occupancy for a period of 55 years, with Base Incentives permitted pursuant to LAMC 12.22 A.31, in addition to the following Additional Incentives:
  - a. **Height.**
    - (i) An up to 22-foot increase in the height requirement, allowing up to 97 feet in height in lieu of the permitted 75 feet per Subarea C of the Vermont/Western SNAP Specific Plan.
    - (ii) An increase of one-story in height to the setback requirement per the SNAP which requires buildings with a property line fronting on a Major Highway, including Hollywood Boulevard, have the second floor set back 10 feet from the first floor frontage.
  - b. **Open Space.** An up to 25 percent reduction in the required open space, allowing a minimum of 14,625 square feet in lieu of the required 19,500 square feet of open space otherwise required;
3. **Approved with Conditions** a Project Permit Compliance Review for the demolition of a commercial building and surface parking lot and the construction, use and maintenance of a seven-story, 174,021 square-foot, 181-unit mixed-use building within Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan; and
4. **Approved with Conditions** a Site Plan Review for a development project resulting in a net increase of 50 or more dwelling units.

#### RECOMMENDED ACTIONS:

1. **Determine**, based on the whole of the administrative record, that the project is exempt from CEQA pursuant to State CEQA Statue and Guidelines, Article 19, Section 15332 (Urban In-Fill Development), and there is no substantial evidence demonstrating that an exception to a Categorical Exemption pursuant to State CEQA Statue and Guidelines, Section 15300.2 applies;
2. **Deny** the appeal of DIR-2023-2838-TOC-SPP-SPR-HCA;
3. **Sustain** the action of the Director of Planning in approving DIR-2023-2838-TOC-SPP-SPR-HCA to conditionally approve a Transit Oriented Communities Affordable Housing Incentive Program, Project Permit Compliance Review, and Site Plan Review to permit the demolition of an existing commercial building and surface parking lot and the construction, use, and maintenance of seven-story, 174,021 square-foot, 181-unit mixed-use building, with 20 dwelling units reserved for Extremely Low Income Households, and,
4. **Adopt** the Director of Planning's Conditions of Approval and Findings for DIR-2023-2838-TOC-SPP-SPR-HCA.



VINCENT P. BERTONI, AICP  
Director of Planning

  
\_\_\_\_\_  
Jane Choi, AICP, Principal City Planner

  
\_\_\_\_\_  
Danalynn Dominguez, City Planner  
[danalynn.dominguez@lacity.org](mailto:danalynn.dominguez@lacity.org)

**ADVICE TO PUBLIC:** \*The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012 (Phone No. 213-978-1300) or emailed to [cpc@lacity.org](mailto:cpc@lacity.org). While all written communications are given to the Commission for consideration, the initial packets are sent to the Commission the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request no later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at 213-978-1299.

# TABLE OF CONTENTS

**Project Analysis** .....A-1

Project Summary  
Background  
Summary of Appeal & Appeal Analysis  
Staff Recommendation

**Exhibits:**

A. Appeal Documents, including November 26, 2024 Appeal Comment Letter

B. Maps

B.1 Vicinity Map

B.2 Radius Map

B.3 ZIMAS Map

C. DIR-2023-2838-TOC-SPP-SPR-HCA Letter of Determination

D. "Exhibit A" Project Plans DIR-2023-2838-TOC-SPP-SPR-HCA

E. Categorical Exemption

E.1 Notice of Exemption (ENV-2023-2839-CE)

E.2 Class 32 Justifications (ENV-2023-2839-CE)

E.3 Noise and Vibration Study

E.4 Air Quality Study

E.5 Transportation Assessment

E.6 Department of Transportation (LADOT) Correspondence

F. Applicant's Appeal Response, dated December 18, 2024

## PROJECT ANALYSIS

### Project Summary

The proposed project includes the demolition of an existing commercial building and surface parking lot and the construction, use, and maintenance of seven-story, 174,021 square-foot, 181-unit mixed-use building, with 20 dwelling units reserved for Extremely Low Income Households. The proposed building measures up to 88 feet in height, includes approximately 16,821 square feet of open space, 207 residential parking spaces, and 31 commercial parking spaces.

Pursuant to the TOC Guidelines, the project is eligible for Base Incentives and up to three (3) Additional Incentives for setting aside 11 percent of the total 181 units and at least eleven (11) percent of the base 122 units (maximum allowable density allowed by the Specific Plan, prior to any density increase) for Extremely Low-Income Households.

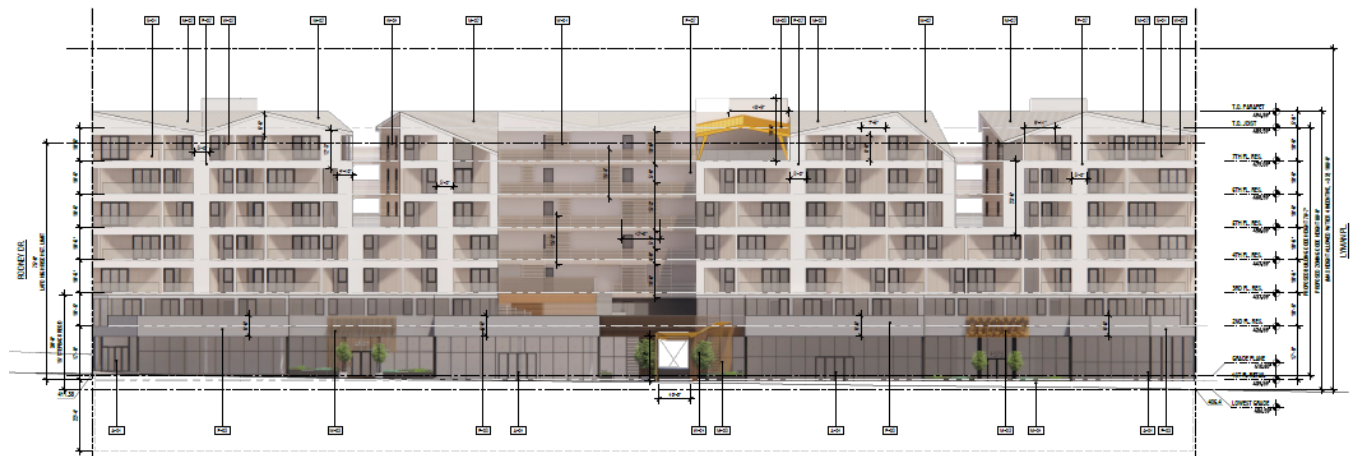


Figure 1. Southern elevation of the proposed project.

The Applicant was approved for the following TOC Program incentives:

#### Base Incentives:

1. An up to 80 percent increase in density,
2. An up to 45 percent increase in Floor Area Ratio (FAR), and
3. No minimum residential parking requirement.

#### Additional Incentives:

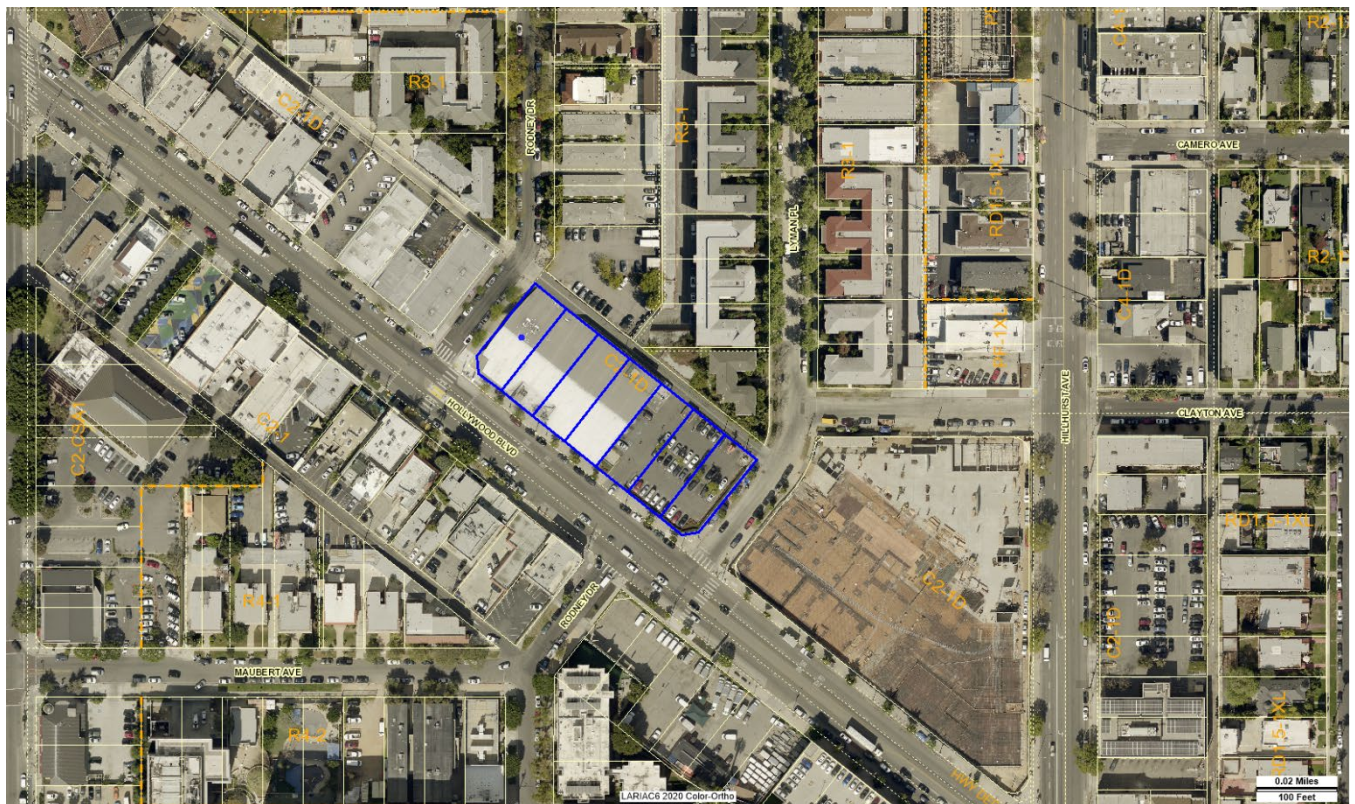
1. An up to 22-foot increase in the height requirement, allowing up to 97 feet in height in lieu of the permitted 75 feet per Subarea C of the Vermont/Western SNAP Specific Plan and an increase of one-story in height to the stepback requirement per the SNAP which requires buildings with a property line fronting on a Major Highway, including Hollywood Boulevard, have the second floor set back 10 feet from the first floor, and
2. An up to 25 percent reduction in the required open space, allowing a minimum of 14,625 square feet in lieu of the required 19,500 square feet of open space otherwise required.

On September 17, 2024, the Director of Planning approved the Project, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program Tier 4, a Project Permit Compliance Review, and a Site Plan Review for the demolition of an existing commercial building and surface parking lot and the construction, use, and maintenance of seven-story, 174,021 square-foot, 181-unit mixed-use building, with 20 dwelling units reserved for Extremely Low Income

Households within Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan.

### **Background**

The subject property consists of seven (7) contiguous rectangular lots with approximately 350 feet of frontage along the northerly side of Hollywood Boulevard, 135 feet of frontage along the easterly side of Rodney Drive, and 135 feet of frontage along the westerly side of Lyman Place. The subject property is also adjacent to an alleyway to the north. The total lot size of the subject property is 45,527.54 square feet according to the topographic survey prepared by Cynthia A. De Leon, Civil Engineer #C-31604. The project site is located within the Hollywood Community Plan and Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan. The site is zoned C2-1D, designated for Highway Oriented Commercial land uses and is currently improved with a one-story commercial building and a surface parking lot.



*Figure 2. Aerial view of the subject property.*

The surrounding area is characterized by level topography and improved streets. The property to the north, across the alleyway, is zoned R2-1, developed with multifamily residential uses and within Subarea B (Mixed Use Boulevards) of the Vermont/Western SNAP Specific Plan. The property to the west, across Rodney Drive, is zoned C2-1D, developed with a one-story commercial building and located within Subarea C (Community Center) of the Vermont/Western SNAP Specific Plan. The property to the east, across Lyman Place, is zoned C2-1D, developed with a six-story mixed use building, and is located within Subarea B (Mixed Use Boulevards) and Subarea C (Community Center) of the Vermont/Western SNAP Specific Plan. Lastly, the properties to the south, across Hollywood Boulevard, are zoned C2-1, developed with commercial buildings and are located within Subarea C (Community Center) of the Vermont/Western SNAP Specific Plan.

## **Summary of Appeal**

On September 26, 2024, an Appellant filed a partial appeal of the Director's Determination issued on September 17, 2024, including "all conditions except TOC," as stated in the Appellant's Appeal Application, attached as Exhibit A. On November 26, 2024, the Appellant submitted additional appeal points, also attached as Exhibit A. Of note, the appeal points are interrelated, primarily focused on the City's CEQA review process. The following section provides a summary of the Appellant's points and Planning Staff's responses to each point.

## **Appeal Analysis**

**Appeal Point 1:** *The project does not qualify for a Class 32 (In-Fill Project) Categorical Exemption as the project results in significant environmental impacts, including air quality, traffic congestion, and noise and vibration impacts.*

**Staff's Response:** On September 17, 2024, the Director of Planning issued a Class 32 Categorical Exemption ("Class 32 CE") for the subject case (Environmental Case No. ENV-2023-2839-CE), which found that the subject project is exempt from the California Environmental Quality Act. ("CEQA") According to the State CEQA Guidelines, Section 15332, Class 32 (Infill Development Project), a Class 32 CE may be used for infill development projects within an urbanized area provided that the project meets the following criteria:

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations;
- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses;
- (c) The project site has no value as habitat for endangered, rare or threatened species;
- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
- (e) The site can be adequately served by all required utilities and public services.

Additionally, the State CEQA Guidelines provide that a Class 32 CE may not be used if any of the following five (5) exceptions apply: (a) cumulative impact; (b) significant effect; (c) scenic highways; (d) hazardous waste sites; and (e) historical resources.

A local agency's determination that a project falls within a categorical exemption is presumed to be valid so long as substantial evidence supports the City's determination that all of the Class 32 requirements have been met. The City has met its burden by preparing a robust and detailed Notice of Exemption and Class 32 Justification, attached as Exhibit E. Once this initial threshold analysis has been met, the burden shifts to the challenging party to produce evidence showing that one of the exceptions applies to take the project out of the exempt category. (*Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal.4th 1086; *San Francisco Beautiful v. City and County of San Francisco* (2014) 226 Cal.App.4th 1012, 1022-23.) Here, the Appellant has not met its burden as substantial evidence was not submitted in the administrative record to conclude that the proposed project does not qualify for a Class 32 CEQA Exemption.



As detailed in the Class 32 Justification for Project Exemption Case No. ENV-2023-2839-CE (Exhibit E), the proposed project meets all criteria to qualify as an infill site under the Class 32 CEQA Exemption, California Environmental Quality Act & CEQA Guidelines Section 15332. The Appellant has submitted no evidence or reasoning as to why the proposed project does not qualify for a Class 32 CEQA Exemption.

As set forth in the administrative record, the proposed project and other projects in the vicinity area are subject to Regulatory Compliance Measures (RCMs) related to air quality, noise, hazardous materials, geology, and transportation. Numerous RCMs in the City's Municipal Code and State law provide requirements for construction activities and ensure impacts from construction-related air quality, noise, traffic, and parking are less than significant. For example, the South Coast Air Quality Management District (SCAQMD) has District Rules related to dust control during construction, type, and emission of construction vehicles, architectural coating, and air pollution. All projects are subject to the City's Noise Ordinance No. 144,331, which regulates construction equipment and maximum noise levels during construction and operation. Furthermore, the Applicant submitted a noise and vibration study and an air quality study prepared by Rincon Consultants that demonstrated the proposed project will not have a significant impact upon the environment. The Applicant also submitted a transportation assessment, prepared by KOA Corporation, which also concluded that the project will not have a significant impact upon the environment. The Department of Transportation (LADOT) reviewed the transportation assessment and concurred with the conclusions in the report per an interdepartmental correspondence dated March 29, 2024. All the technical studies can be found in Case No. ENV-2023-2839-CE and Exhibits E.3-5.

The Appellant submitted an Appeal Comment Letter, dated November 26, 2024, which states that the Project will have significant adverse noise and vibration impacts, as well as health risks from indoor air quality impacts. The Appellant relies on studies prepared by Baseline Environmental Consulting, dated November 14, 2024, for purported noise impacts, and Indoor Environmental Engineering, dated November 22, 2024, for the purported health risks and indoor air quality concerns. The Applicant submitted a memo prepared by Rincon Consultants, dated December 18, 2024, which shows that the Appellant's studies rely on outdated thresholds for noise impacts, and the air quality concerns raised show the impact of the environment on the project, not of the project on the environment, as required by CEQA. Both the additional comments from the Appellant, dated November 22, 2024, and the Applicant's response, dated December 18, 2024, are attached as Exhibits. Staff concurs with the analysis provided in the Rincon memo and finds that the project continues to qualify for the Class 32 categorical exemption.

In conclusion, the Appellant has failed to provide substantial evidence demonstrating that the Class 32 Categorical Exemption for the Project is deficient. The CEQA Determination includes substantial evidence that the Class 32 Categorical Exemption applies to the proposed project and that no exceptions to the categorical exemption apply.

For the reasons explained above, the Director's decision was appropriate, and the Class 32 Categorical Exemption adequately addresses all impacts relative to the proposed project at 4579 West Hollywood Boulevard (4601-6427 W. Hollywood Boulevard, 4571-4579 W. Hollywood Boulevard, 1561 N. Lyman Place).

**Appeal Point 2:** *Due to the inadequate CEQA analysis, the approval of the Project's Site Plan Review entitlements was in error and the City lacks substantial evidence to support its findings for the Site Plan Review entitlements.*

**Staff Response:** Staff's response incorporates the points highlighted in Appeal Point 1. The first finding for Site Plan Review appeal requires that the project be in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any application specific plan. Consistency with the General Plan and all applicable community and specific plans was also analyzed as part of the project's eligibility for the Class 32 Infill Exemption and was thoroughly analyzed in the Class 32 Justification.

The Appeal Justification fails to cite to any other site plan review findings that are inadequate or lacking. As such, the Director's decision assessed the project's scale and building arrangement, all of which are considered and assessed in detail in the September 17, 2024 determination letter.

#### **STAFF'S RECOMMENDATION:**

In consideration of the foregoing, it is submitted that the Director of Planning's determination conditionally approving a Transit Oriented Communities (TOC) Affordable Housing Incentive Program, a Project Permit Compliance Review, and a Site Plan Review for the demolition of an existing commercial building and surface parking lot and the construction, use, and maintenance of seven-story, 174,021 square-foot, 181-unit mixed-use building located within Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan is supported by the findings, as well as substantial evidence contained in the administrative record. Staff recommends that the Los Angeles City Planning Commission deny the appeal, determine that the project is categorically exempt from CEQA as a Class 32 In-fill Project, sustain the action of the Director of Planning in approving a Transit Oriented Communities (TOC) Affordable Housing Incentive Program, a Project Permit Compliance Review, and a Site Plan Review and adopt the Conditions of Approval and Findings of the Director of Planning.

DIR-2023-2838-TOC-SPP-SPR-HCA-1A

EXHIBITS

4579 West Hollywood Boulevard

(4601-6427 W. Hollywood Boulevard, 4571-4579 W. Hollywood Boulevard, 1561 N. Lyman Place)

**EXHIBIT A – APPEAL DOCUMENTS**

**(including November 26, 2024 Appeal Comment Letter)**



# APPLICATIONS



## APPEAL APPLICATION Instructions and Checklist

### PURPOSE

This application is for the appeal of Los Angeles Department of City Planning determinations, as authorized by the LAMC. For California Environmental Quality Act Appeals use form [CP13-7840](#). For Building and Safety Appeals and Housing Department Appeals use form CP13-7854.

### RELATED CODE SECTION

Refer to the Letter of Determination (LOD) for the subject case to identify the applicable Los Angeles Municipal Code (LAMC) Section for the entitlement and the appeal procedures.

### APPELLATE BODY

**Check only one. If unsure of the Appellate Body, check with City Planning staff before submission.**

- Area Planning Commission (APC)     City Planning Commission (CPC)     City Council  
 Zoning Administrator (ZA)

### CASE INFORMATION

Case Number: DIR-2023-2838-TOC-SPP-SPR-HCA

APN: 5542002009 / 5542002010

Project Address: 4579 West Hollywood Boulevard (4601- 4627 W. Hollywood Boulevard; 4571- 4579 W. Hollywood Boulevard; 1561 N. Lyman Place)

Final Date to Appeal: October 2, 2024

### APPELLANT

**Check all that apply.**

- Person, other than the Applicant, Owner or Operator claiming to be aggrieved  
 Representative     Property Owner     Applicant     Operator of the Use/Site

## APPELLANT INFORMATION

Appellant Name: Supporters Alliance for Environmental Responsibility ("SAFER")

Company/Organization: Lozeau Drury LLP on behalf of SAFER

Mailing Address: 1123 Park View Drive, Suite 300

City: Covina State: CA Zip Code: 91724

Telephone: 510-836-4200 E-mail: richard@lozeaudrury.com

Is the appeal being filed on your behalf or on behalf of another party, organization, or company?

Self  Other: \_\_\_\_\_

Is the appeal being filed to support the original applicant's position?  YES  NO

## REPRESENTATIVE / AGENT INFORMATION

Name: Hayley Uno

Company/Organization: Lozeau Drury LLP

Mailing Address: 1939 Harrison Street, Suite 150

City: Oakland State: CA Zip Code: 94612

Telephone: 510-836-4200 E-mail: hayley@lozeaudrury.com

## JUSTIFICATION / REASON FOR APPEAL

Is the decision being appealed in its entirety or in part?  Entire  Part

Are specific Conditions of Approval being appealed?  YES  NO

If Yes, list the Condition Number(s) here: All conditions except TOC/Density Bonus Compliance Review Determination.

On a separate sheet provide the following:

Reason(s) for the appeal

Specific points at issue

How you are aggrieved by the decision

## APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true.

Appellant Signature: \_\_\_\_\_ *Hayley Uvo* \_\_\_\_\_ Date: 9/23/2024

## GENERAL NOTES

*A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.*

*The appellate body must act on the appeal within a time period specified in the LAMC Section(s) pertaining to the type of appeal being filed. Los Angeles City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.*

### THIS SECTION FOR CITY PLANNING STAFF USE ONLY

Base Fee: \$172

Reviewed & Accepted by (DSC Planner): Ruben Vasquez

Receipt No.: 200152022282 Date: 09/26/24

Determination authority notified  Original receipt and BTC receipt (if original applicant)

## GENERAL APPEAL FILING REQUIREMENTS

If dropping off an appeal at a Development Services Center (DSC), the following items are required. See also additional instructions for specific case types. To file online, visit our [Online Application System \(OAS\)](#).

## APPEAL DOCUMENTS

### 1. Hard Copy

Provide three sets (one original, two duplicates) of the listed documents for each appeal filed.

- Appeal Application
- Justification/Reason for Appeal

- Copy of Letter of Determination (LOD) for the decision being appealed

## 2. Electronic Copy

- Provide an electronic copy of the appeal documents on a USB flash drive. The following items must be saved as individual PDFs and labeled accordingly (e.g., “Appeal Form”, “Justification/Reason Statement”, or “Original Determination Letter”). No file should exceed 70 MB in size.

## 3. Appeal Fee

- Original Applicant.* The fee charged shall be in accordance with LAMC Section 19.01 B.1(a), or a fee equal to 85% of the original base application fee. Provide a copy of the original application receipt(s) to calculate the fee.
- Aggrieved Party.* The fee charged shall be in accordance with LAMC Section 19.01 B.1(b)

## 4. Noticing Requirements (Applicant Appeals Only)

- Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per the LAMC for all Applicant appeals.
- BTC Receipt.* Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning’s mailing contractor (BTC).

See the Mailing Procedures Instructions ([CP13-2074](#)) for applicable requirements.

## SPECIFIC CASE TYPES

### ADDITIONAL APPEAL FILING REQUIREMENTS AND / OR LIMITATIONS

## DENSITY BONUS (DB) / TRANSIT ORIENTED COMMUNITIES (TOC)

Appeal procedures for DB/TOC cases are pursuant to LAMC Section 13B.2.5. (Director Determination) of Chapter 1A or LAMC Section 13B.3.3. (Class 3 Conditional Use) of Chapter 1A as applicable.

- Off-Menu Incentives or Waiver of Development Standards are not appealable.
- Appeals of On-Menu Density Bonus or Additional Incentives for TOC cases can only be filed by adjacent owners or tenants and is appealable to the City Planning Commission.

- Provide documentation confirming adjacent owner or tenant status is required (e.g., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, driver's license, bill statement).

## WAIVER OF DEDICATION AND / OR IMPROVEMENT

Procedures for appeals of Waiver of Dedication and/or Improvements (WDIs) are pursuant to LAMC Section 12.37 I of Chapter 1.

- WDIs for by-right projects can only be appealed by the Property Owner.
- If the WDI is part of a larger discretionary project, the applicant may appeal pursuant to the procedures which govern the main entitlement.

## [VESTING] TENTATIVE TRACT MAP

Procedures for appeals of [Vesting] Tentative Tract Maps are pursuant LAMC Section 13B.7.3.G. of Chapter 1A.

- Appeals must be filed within 10 days of the date of the written determination of the decision-maker.

## NUISANCE ABATEMENT / REVOCATIONS

Appeal procedures for Nuisance Abatement/Revocations are pursuant to LAMC Section 13B.6.2.G. of Chapter 1A. Nuisance Abatement/Revocations cases are only appealable to the City Council.

### Appeal Fee

- Applicant (Owner/Operator)*. The fee charged shall be in accordance with the LAMC Section 19.01 B.1(a) of Chapter 1.

For appeals filed by the property owner and/or business owner/operator, or any individuals/agents/representatives/associates affiliated with the property and business, who files the appeal on behalf of the property owner and/or business owner/operator, appeal application fees listed under LAMC Section 19.01 B.1(a) of Chapter 1 shall be paid, at the time the appeal application is submitted, or the appeal application will not be accepted.

- Aggrieved Party*. The fee charged shall be in accordance with the LAMC Section 19.01 B.1(b) of Chapter 1.

## **Justification/Reason for Appeal**

4579 West Hollywood Boulevard Project

(DIR-2023-2838-TOC-SPP-SPR-HCA; ENV-2023-2839-CE)

### **I. REASON FOR THE APPEAL**

SAFER appeals the City Planning Director's approval of a Site Plan Review for the 4579 West Hollywood Boulevard Project (DIR-2023-2838-TOC-SPP-SPR-HCA; ENV-2023-2839-CE) ("Project"). The Site Plan Review approval was in error because the Categorical Exemption ("CE") prepared for the Project (DIR-2023-2838-TOC-SPP-SPR-HCA) fails to comply with the California Environmental Quality Act ("CEQA"). The City of Los Angeles ("City") must fully comply with CEQA prior to *any approvals* in furtherance of the Project. Therefore, the City of Los Angeles ("City") must set aside the Site Plan Review entitlements and prepare an initial study to determine the appropriate level of environmental review to undertake pursuant to CEQA.

### **II. SPECIFICALLY THE POINTS AT ISSUE**

SAFER specifically appeals all findings related to the Project's Site Plan Review (DIR-2023-2838-TOC-SPP-SPR-HCA). The Project does not qualify for a categorical exemption pursuant to Section 15332 of the CEQA Guidelines ("Infill Exemption") because the Project does not meet the terms of the exemption. Because proper CEQA review must be complete *before* the City approves the Project's entitlements (*Orinda Ass'n. v. Bd. of Supervisors* (1986) 182 Cal.App.3d 1145, 1171 ["No agency may approve a project subject to CEQA until the entire CEQA process is completed and the overall project is lawfully approved."]), the approval of the Project's Site Plan Review entitlements was in error. Additionally, by failing to properly conduct environmental review under CEQA, the City lacks substantial evidence to support its findings for the Site Plan Review entitlements.

### **III. HOW YOU ARE AGGRIEVED BY THE DECISION**

Members of appellant Supporters Alliance for Environmental Responsibility ("SAFER") live and/or work in the vicinity of the proposed Project. They breathe the air, suffer traffic congestion, and will suffer other environmental impacts of the Project unless it is properly mitigated.

### **IV. WHY YOU BELIEVE THE DECISION-MAKER ERRED OR ABUSED THEIR DISCRETION**

The Director of City Planning approved the Site Plan Review and approved a Categorical Exemption for the project pursuant to Section 15332 of the CEQA Guidelines, despite a lack of substantial evidence in the record that the Project met the requirements for the Infill Exemption. Rather than exempt the Project from CEQA, the City should have prepared an initial study followed by an EIR or negative declaration in accordance with CEQA prior to consideration of approvals for the Project. The City is not permitted to approve the Project's entitlements until proper CEQA review has been completed.



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**VIA EMAIL**

November 26, 2024

Monique Lawshe, President  
And Honorable Commissioners  
Los Angeles City Planning Commission  
200 North Spring Street, Suite 525  
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cpc@lacity.org

Danalynn Dominguez, City Planner  
Central Project Planning Division  
Los Angeles City Planning Department  
200 North Spring Street, Room 621  
Los Angeles, CA 90012  
danalynn.dominguez@lacity.org

**Re: Appeal Comment for the California Environmental Quality Act Class 32  
Categorical Exemption for the 4579 West Hollywood Boulevard Project (Case Nos.:  
DIR-2023-2838-TOC-SPP-SPR-HCA; ENV-2023-2839-CE)**

Dear Honorable Members of the Los Angeles City Planning Commission and Ms. Dominguez:

This comment is submitted on behalf of Supporters Alliance for Environmental Responsibility (“SAFER”) and its members living or working in the City of Los Angeles (“City”), in support of SAFER’s appeal of the Planning Director’s September 17, 2024 determination that the California Environmental Quality Act (“CEQA”) Class 32 Categorical Exemption (“Infill Exemption” or “Exemption”) applies to the 4579 West Hollywood Boulevard Project (DIR-2023-2838-TOC-SPP- SPR-HCA; ENV-2023-2839-CE) (“Project”). The Project proposes the construction of a new seven-story, 174,021-square-foot, 181-unit, mixed-use building, located at 4579 West Hollywood Boulevard, Los Angeles, CA 90027.

After reviewing the Director’s Determination and corresponding Justification for Project Exemption, we conclude that the Project does not qualify for CEQA’s Infill Exemption, because it will have significant adverse impacts on noise and indoor air quality. The City therefore cannot rely on the Exemption because (1) the Exemption does not apply on its face, and (2) the Unusual Circumstances Exception to the Exemption applies.

SAFER’s review of the Project has been assisted by expert environmental engineers Patrick Sutton, P.E., and Yilin Tian of Baseline Environmental Consulting (“Baseline”); and indoor air quality expert and certified industrial hygienist Francis Offermann, P.E., C.I.H.. Baseline’s comment and CV are attached as Exhibit A and are incorporated herein by reference in their entirety. Mr. Offermann’s comment and CV are attached as Exhibit B and are incorporated herein by reference in their entirety.

For the reasons discussed below, the Project does not qualify for CEQA's Infill Exemption. Instead, the Project requires an Initial Study to determine the appropriate level of CEQA review before approval, whether a mitigated negative declaration ("MND") or an environmental impact report ("EIR"). SAFER thus respectfully requests that the Planning Commission grant SAFER's appeal and find that the CEQA Infill Exemption does not apply to the Project.

## **I. PROJECT DESCRIPTION**

The Project proposes the construction, use, and maintenance of a new 88-foot-tall, seven-story, mixed-use residential and commercial building with a total combined floor area of 174,021 square feet. The building will have 15,398 square feet of commercial floor area. It will also have 181 dwelling units, comprised of 49 studios units, 79 one-bedroom units, and 53 two-bedroom units. Twenty of the total units will be reserved for Extremely Low Income households. Additionally, the Project would also contain 16,821 total square feet of usable open space. In one at-grade parking level and two subterranean parking levels, the Project will have 238 total vehicle parking spaces, 31 of which would be designated as shared commercial and residential guest parking, and 104 total bicycle parking spaces. The Project requires the demolition of an existing one-story commercial building and surface parking lot. It also requires the grading and export of approximately 41,093 cubic yards of earth and the removal of four existing non-protected street trees.

The Project site will occupy 45,527.54 total square feet (1.045 acres) of buildable lot area. The site is located at 4579-4627 West Hollywood Boulevard and 1561 Lyman Place, in the City of Los Angeles. The site is bounded by Lyman Place to the east, West Hollywood Boulevard to the south, Rodney Drive to the west, and a public alleyway to the north. The site is surrounded by a mixed-use building to the east, commercial buildings to the south and west, and multifamily residential uses to the north. The site is within the Hollywood Community Plan Area and Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan Specific Plan. The site is zoned C2-1D, with a corresponding General Plan Land Use Designation of Highway Oriented Commercial.

## **II. LEGAL STANDARD**

CEQA mandates that "the long-term protection of the environment . . . shall be the guiding criterion in public decisions" throughout California. (Pub. Res. Code § 21001(d) ["PRC"].) A "project" is "the whole of an action" directly undertaken, supported, or authorized by a public agency "which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment." (PRC § 21065; 14 Cal. Code Regs. § 15378(a) ["CCR"].) CEQA requires environmental factors to be considered at the "earliest possible stage . . . before [the project] gains irreversible momentum," (*Bozung v. Loc. Agency Formation Com.* (1975) 13 Cal. 3d 263, 284), "at a point in the planning process where genuine flexibility remains." (*Sundstrom v. Mendocino County* (1988) 202 Cal.App.3d 296, 307.)



To achieve its objectives of environmental protection, CEQA has a three-tiered structure. (14 CCR § 15002(k); *Committee to Save the Hollywoodland Specific Plan v. City of Los Angeles* (2008) 161 Cal.App.4th 1168, 1185-86 [*“Hollywoodland”*].) First, if a project falls into an exempt category, or if it can be seen with certainty that the activity in question will not have a significant effect on the environment, no further evaluation is required under CEQA. (14 CCR § 15002(k)(1).) Second, if the project is not exempt, and there is a possibility the project will have a significant environmental effect, then the agency must perform an initial threshold study. (14 CCR § 15002(k)(2).) Third, if the initial study indicates that there is no substantial evidence that the project may have a significant environmental effect (*id.*), then a mitigated negative declaration (“MND”) is required, but if the initial study shows that the project may have a significant environmental effect, then an environmental impact report (“EIR”) is required. (14 CCR § 15002(k)(3).) Here, because the City exempted the Project from CEQA entirely, the first step of the CEQA process applies.

CEQA identifies certain classes of projects as exempt from CEQA’s provisions. These are called categorical exemptions. (14 CCR §§ 15300, 15354.) “Exemptions to CEQA are narrowly construed and ‘[e]xemption categories are not to be expanded beyond the reasonable scope of their statutory language.’ [Citations.]” (*Mountain Lion Foundation v. Fish & Game Com.* (1997) 16 Cal.4th 105, 125.) The determination as to the appropriate scope of a categorical exemption is a question of law subject to independent, or *de novo*, review. (*San Lorenzo Valley Community Advocates for Responsible Education v. San Lorenzo Valley Unified School Dist.*, (2006) 139 Cal. App. 4th 1356, 1375 [“[Q]uestions of interpretation or application of the requirements of CEQA are matters of law. [Citations.] Thus, for example, interpreting the scope of a CEQA exemption presents ‘a question of law, subject to *de novo* review by this court.’”].) Here, the City has recommended that the Project is categorically exempt from CEQA’s requirements pursuant to the Class 32 Exemption, or “Infill Exemption.” (14 CCR § 15332.)

Under CEQA’s Infill Exemption, a project is exempt from CEQA’s requirements if the project meets the following five conditions:

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- (c) The project site has no value, as habitat for endangered, rare, or threatened species.
- (d) ***Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.***
- (e) The site can be adequately served by all required utilities and public services.

(14 CCR § 15332 [emph. added].) Importantly, mitigated categorical exemptions are not allowed. (*Salmon Protection & Watershed Network v. County of Marin* (2004) 125

Cal.App.4th 1098, 1102 [*“SPAWN”*]; *Azusa Land Reclamation Co. v. Main San Gabriel Basin Watermaster* (1997) 52 Cal.App.4th 1165, 1200 [*“Azusa”*].) Agencies may not rely on mitigation measures as a basis for concluding that a project is categorically exempt, or as a basis for determining that one of the significant effects exceptions does not apply.

### III. DISCUSSION

#### A. CEQA’s Infill Exemption does not apply on its face to the Project and thus a full CEQA analysis is required.

The City relies on the CEQA Infill Exemption for the Project. However, the Exemption does not apply on its face if a project will have any significant effects related to traffic, noise, air quality, or water quality. (14 CCR § 15332(d).) Here, the Project does not qualify for the Infill Exemption because the Project will have significant adverse effects on noise and indoor air quality. Therefore, the City must prepare an Initial Study to determine the appropriate level of CEQA review before approval, whether an EIR or an MND.

##### 1. The Project will have significant adverse noise and vibration impacts, precluding reliance on the Infill Exemption.

Expert environmental engineers Patrick Sutton, P.E., and Yilin Tian from Baseline Environmental Consulting (“Baseline”) have reviewed the Project’s noise and vibration analyses, concluding that the Project will generate significant noise impacts related to construction. Moreover, Baseline found that the “the construction noise analysis included in the Noise Study is inadequate and would underestimate the construction noise impact at the nearby noise-sensitive receptors.” (Ex. A at 3.) Baseline’s expert comments thereby constitute substantial evidence of the Project’s adverse noise impacts. The CEQA Infill Exemption does not apply if a project results in significant noise impacts. (14 CCR § 15332(d).) Thus, the Exemption is not allowed.

The nearest noise-sensitive receptor to the Project site is a multi-family residential building (“Building”) approximately 28 feet north of the Project site. (Ex. A at 1.) This is where potential noise impacts would be the greatest. (*Id.*) According to the Noise Study prepared for the Director’s Determination (“Noise Study”), the existing ambient noise level at the Building is about 65 dBA. (*Id.* at 3.)

Baseline conducted a revised construction noise analysis to estimate the Project’s hourly noise impacts on the Building, generated by each kind of construction equipment used for the Project. (*Id.*) For its calculations, Baseline used the Federal Highway Administration’s Roadway Construction Noise Model (RCNM), Version 1.1, and also measured noise reductions achieved from compliance with RCM-1, which requires the Project to comply with the City’s existing noise standards. (*Id.*)

According to the City’s 2006 *L.A. CEQA Thresholds Guide* (“*CEQA Guide*”), a project has significant impacts on noise levels from construction if its construction activities, lasting

more than ten days in a three-month period, would exceed existing ambient exterior noise levels by at least 5 dBA at a noise-sensitive receptor. (*Id.* at 2.) Here, Baseline found that, with the implementation of RCM-1, the Project's 24 months of construction activities will generate noise levels of up to 83 dBA at the Building. (*Id.* at 2-3.) Thus, even after implementing RCM-1, the Project's construction will increase the ambient noise levels at the Building by about 18 dBA. (*Id.* at 3.) This exceeds the City's *CEQA Guide* threshold of 5 dBA above existing ambient noise levels. (*Id.* at 2.) The Project's modeled noise impacts on the Building would also exceed the Los Angeles Municipal Code standard of 75 dBA that was used in the Noise Study. (*Id.* at 3.) Therefore, "the project's construction noise impact would be significant," and "construction of the project would result in significant impacts related to noise; therefore, the project does not qualify for a Class 32 CE. As a result, Baseline recommends that the City of Los Angeles prepare a full CEQA analysis . . ." (*Id.* at 3-4.)

## **2. The Project will pose significant health risks from indoor air quality impacts, precluding reliance on the Infill Exemption.**

Certified industrial hygienist, Francis Offermann, P.E., C.I.H., has reviewed the Project, the Director's Determination, and other documents regarding the Project's indoor air emissions. These documents provide no analysis of the Project's indoor air quality impacts. Mr. Offermann concludes that the Project will expose its future residents to significant health impacts related to indoor air quality, particularly emissions of the cancer-causing chemical formaldehyde. Mr. Offermann is a leading expert on indoor air quality and has published extensively on the topic.

Mr. Offermann explains that many composite wood products used in building materials commonly found in residences contain formaldehyde-based glues which release formaldehyde gas over a very long period of time. He states, "The primary source of formaldehyde indoors is composite wood products manufactured with urea-formaldehyde resins, such as plywood, medium density fiberboard, and particle board. These materials are commonly used in residential, office, and retail building construction for flooring, cabinetry, baseboards, window shades, interior doors, and window and door trims." (Ex. B at 2-3.)

Formaldehyde is a known human carcinogen, classified by the State as a Toxic Air Contaminant. The SCAQMD has established a CEQA significance threshold for airborne cancer risk of 10 per million. Mr. Offermann found that future Project occupants may be exposed to a cancer risk from formaldehyde emissions of about 120 per million for residents, and 17.7 per million for commercial employees, even assuming that all materials comply with the California Air Resources Board's ("CARB") formaldehyde airborne toxics control measure. (*Id.* at 4-5.) This exceeds the SCAQMD's CEQA significance threshold for airborne cancer risk. (*Id.* at 2.)

Mr. Offermann concludes that the Project will have significant environmental impacts that must be analyzed in an EIR or MND and mitigation measures must be imposed to reduce the raised cancer risk. (*Id.* at 12-13.) Mr. Offermann prescribes a methodology for estimating the Project's formaldehyde emissions for a more project-specific health risk assessment. (*Id.* at 6-10.) He also identifies feasible several mitigation measures to decrease the significant health

risks, like installing air ventilation systems and requiring the use of composite wood materials only for all interior finish systems that are made with CARB-approved no-added formaldehyde (“NAF”) resins or ultra-low emitting formaldehyde (“ULEF”) resins. (*Id.* at 12-14.)

When a project exceeds a duly adopted CEQA significance threshold, as here, this alone establishes substantial evidence that the project will have a significant adverse environmental impact. Indeed, in many instances, such air quality thresholds are the only criteria reviewed and treated as dispositive in evaluating the significance of a project’s air quality impacts. (*See, e.g. Schenck v. County of Sonoma* (2011) 198 Cal.App.4th 949, 960 [County applies Air District’s “published CEQA quantitative criteria” and “threshold level of cumulative significance”]; *see also Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App.4th 98, 110-11 [“A ‘threshold of significance’ for a given environmental effect is simply that level at which the lead agency finds the effects of the project to be significant”].) The California Supreme Court has shown the importance an air district significance threshold has in providing substantial evidence of a significant adverse impact. (*Communities for a Better Environment v. South Coast Air Quality Management Dist.* (2010) 48 Cal.4th 310, 327 [estimated emissions in excess of air district’s significance thresholds “constitute substantial evidence supporting a fair argument for a significant adverse impact”].) Since expert evidence shows the Project will exceed the SCAQMD’s CEQA significance threshold, there is substantial evidence that an “unstudied, potentially significant environmental effect[.]” exists. (*See Friends of Coll. of San Mateo Gardens v. San Mateo Cty. Cmty. Coll. Dist.* (2016) 1 Cal.5th 937, 958.)

The City’s failure to address the Project’s formaldehyde emissions is contrary to the California Supreme Court’s decision in *California Building Industry Ass’n v. Bay Area Air Quality Mgmt. Dist.* (2015) 62 Cal.4th 369, 386 (“*CBIA*”). The Court held in *CBIA* that CEQA does not generally require lead agencies to analyze the impacts of adjacent environmental conditions on a project. (*Id.* at 800-01.) However, to the extent that a project may exacerbate existing environmental conditions at or near a project site, those effects would still have to be considered pursuant to CEQA. (*Id.* at 801 [“CEQA calls upon an agency to evaluate existing conditions in order to assess whether a project could exacerbate hazards that are already present”].) In so holding, the Court expressly held that CEQA’s statutory language requires lead agencies to disclose and analyze “impacts on a project’s users or residents that arise from the project’s effects on the environment.” (*Id.* at 800.)

The carcinogenic formaldehyde emissions Mr. Offermann has identified are not an existing environmental condition. Those emissions will be from the Project. Residential tenants will be the Project’s users. Currently, there is presumably little to no formaldehyde emissions at the site. Once built, the Project will start emitting formaldehyde at levels posing significant direct and cumulative health risks to the Project’s users. The California Supreme Court in *CBIA* expressly found that this air emission and health impact from the Project on the environment and a “project’s users and residents” must be addressed under CEQA.

The California Supreme Court’s reasoning is well-grounded in CEQA’s statutory language. CEQA expressly includes a project’s effects on human beings as an effect on the

environment that must be addressed in an environmental review. “Section 21083(b)(3)’s express language, for example, requires a finding of a ‘significant effect on the environment’ (§ 21083(b)) whenever the ‘environmental effects of a project will cause substantial adverse effects *on human beings*, either directly or indirectly.” (*CBIA*, 62 Cal.4th at 800 [emphasis in original].) Likewise, “the Legislature has made clear—in declarations accompanying CEQA’s enactment—that public health and safety are of great importance in the statutory scheme.” (*Id.*, citing e.g., §§ 21000, subds. (b), (c), (d), (g), 21001, subds. (b), (d).) It goes without saying that the Project’s future residents and commercial employees are human beings, and their health and safety must be subjected to CEQA’s safeguards.

The City has a duty to investigate issues relating to a project’s potential environmental impacts. (*See County Sanitation Dist. No. 2 v. County of Kern*, (2005) 127 Cal.App.4th 1544, 1597–98. [“[U]nder CEQA, the lead agency bears a burden to investigate potential environmental impacts.”].) The Project will have significant effects on indoor air quality and health risks by emitting formaldehyde that will expose future residents and commercial employees to cancer risks exceeding SCAQMD’s significance threshold for cancer risk of 10 per million. In light of this impact and the City’s lack of any evidence to the contrary, the Project does not qualify for the Infill Exemption and must undergo CEQA review before approval.

#### **B. The Project does not qualify for CEQA’s Infill Exemption due to the Unusual Circumstances Exception.**

The Unusual Circumstances Exception (“Exception”) prohibits categorical exemptions where there is a “reasonable possibility” that a project will significantly impact the environment “due to unusual circumstances.” (14 CCR § 15300.2(c).) To determine whether the Exception applies, agencies use a two-part test. They first ask whether a project presents unusual circumstances. If it does, they then ask whether there is a reasonable possibility that a significant environmental effect will result from those unusual circumstances. (*Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal.4th 1086, 1098 (*Berkeley Hillside*)). The California Supreme Court has held that “a party may establish an unusual circumstance with evidence that the project *will* have a significant environmental effect.” (*Id.* at 1105 [emph. added].) That evidence, if convincing, necessarily also establishes a reasonable possibility that the project will significantly affect the environment due to those unusual circumstances. (*Id.*)

As discussed above, we have submitted substantial evidence that the Project will have significant noise and indoor air quality impacts. The fact that these impacts will occur constitutes an unusual circumstance, thereby precluding the City’s reliance on the Exemption.

#### **IV. CONCLUSION**

The City cannot rely on a CEQA Infill Exemption because the Project does not meet the terms of the Exemption, and the Unusual Circumstances Exception to the Exemption applies. Instead, in accordance with CEQA, the City must prepare an Initial Study, followed by either an MND or EIR, to examine the Project’s significant adverse impacts on noise and indoor air

4579 West Hollywood Boulevard Project  
Appeal Comment for CEQA Class 32 Categorical Exemption  
November 26, 2024  
Page 8 of 8

quality before approval. Therefore, SAFER respectfully requests that the Planning Commission grant SAFER's appeal.

Sincerely,

A handwritten signature in cursive script that reads "Hayley Uno".

Hayley Uno  
LOZEAU DRURY LLP

# EXHIBIT A



November 14, 2024  
24229-00

Hayley Uno  
Lozeau Drury LLP  
1939 Harrison St., Suite 150  
Oakland, CA 94612

**Subject: Review of Noise Impacts Analyzed for the 4579-4627 Hollywood Boulevard Residential Project**

Dear Ms. Uno:

Baseline Environmental Consulting (Baseline) has reviewed the Noise environmental analyses included in the Class 32 Categorical Exemption (CE) for the proposed 4579-4627 Hollywood Boulevard Residential Project (project) at 4579 West Hollywood Boulevard in the City of Los Angeles, California (site). The proposed project involves the demolition of a commercial building and surface parking lot and the construction, use, and maintenance of a seven-story, 174,021 square-foot, 181-unit mixed use building. According to the City, the project is exempt from CEQA pursuant to State CEQA Guidelines, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a CE pursuant to CEQA Guidelines, Section 15300.2, applies. Based on our review, we have identified flaws in the analysis used to support the significance determinations for the CE, as described in detail below.

### **Inadequate Construction Noise Analysis**

The Noise and Vibration Study (Noise Study)<sup>1</sup> prepared for the project failed to properly evaluate construction noise levels at the nearest noise-sensitive receptors, which is a multi-family residential building approximately 28 feet to the north of the project site boundary.

First, the Noise Study only evaluated the construction noise impact in accordance with the Los Angeles Municipal Code (LAMC) standards, such as LAMC Section 112.05<sup>2</sup>. The noise thresholds recommended in the City's 2006 *L.A. CEQA Thresholds Guide* (CEQA Guide)<sup>3</sup> were not included.

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<sup>1</sup> Rincon Consultants, Inc, 2024. Noise and Vibration Study for the 4579-4627 Hollywood Boulevard Residential Project, Los Angeles, California 90027. July 15.

<sup>2</sup> As stated on page 5 of the Noise Study, "LAMC Section 112.05 limits noise from construction equipment located within 500 feet of a residential zone to 75 dBA between 7:00 a.m. and 10:00 p.m., as measured at a distance of 50 feet from the source, i.e. construction site, unless compliance is technically infeasible."

<sup>3</sup> City of Los Angeles, 2006. *L.A. CEQA Thresholds Guide*.



Ms. Hayley Uno  
November 14, 2024  
Page 2

According to the CEQA Guide, a project would normally have a significant impact on noise levels from construction if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use;
- Construction activities lasting more than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or
- Construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at anytime on Sunday.

According to the Air Quality Study for this project,<sup>4</sup> project construction would begin in January 2025 for a duration of approximately 24 months, as provided by the applicant. Since project construction activities would last more than 10 days, an increase in the ambient exterior noise levels by 5 dBA or more at a noise-sensitive use should be used as a significance threshold for construction generated noise, in addition to the LAMC Section 112.05 noise limits.

Second, the Noise Study evaluated the construction noise impact the nearest noise-sensitive receptors based on a distance of 125 feet, which is measured from the average center of the on-site construction activity, instead of the more conservative distance of 28 feet measured from the project site boundary. According to the site plan, the proposed mixed-use building would encompass most of the project site area. In other words, construction activities would occur near the project site boundary and would not be limited to the center of the project site. As noise attenuates with distance, the Noise Study failed to evaluate the worst-case scenario for construction noise impacts.

Third, the Study evaluated the construction noise impacts on nearby noise-sensitive receptors based on the noise level generated by each individual type of construction equipment, instead of the combined noise levels. During construction, multiple types of construction equipment are often used at the same time. Only evaluating the noise level generated by a single type of construction equipment at the noise-sensitive receptors would underestimate the potential noise impact. For construction noise impacts, the Federal Transit Administration (FTA) recommends quantifying the noise levels that would result from the simultaneous operation of the two noisiest pieces of equipment near the site boundary.<sup>5</sup>

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<sup>4</sup> Rincon Consultants, Inc, 2024. Air Quality Study for the 4579-4627 Hollywood Boulevard Residential Project, Los Angeles, California 90027. August 1.

<sup>5</sup> Federal Transit Administration (FTA), 2018. Transit Noise and Vibration Impact Assessment Manual, FTA Report No.0123, September.

Ms. Hayley Uno  
November 14, 2024  
Page 3

In summary, the construction noise analysis included in the Noise Study is inadequate and would underestimate the construction noise impact at the nearby noise-sensitive receptors.

### **Revised Analysis of Construction Noise Impacts**

Baseline has prepared a revised construction noise analysis to estimate the project's potential noise impacts on nearby noise-sensitive receptors. In accordance with the City's CEQA guidance, construction noise impacts were evaluated based on the construction-generated noise levels at the nearest noise-sensitive receptor related to the existing ambient noise levels. The nearest noise-sensitive receptor, which is a multi-family residential building approximately 28 feet to the north of the project site boundary, is about 200 feet from the Hollywood Boulevard. According to the existing traffic noise levels presented in Table 1 of the Noise Study, the existing traffic noise levels at the multi-family residential building would be about 65 dBA.

The project's hourly construction noise levels at the nearest noise-sensitive receptors generated by each piece of equipment were modeled using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) Version 1.1. It was conservatively assumed that the construction equipment will be used near the perimeter of the project site closest to a sensitive receptor. In addition, the combined construction noise levels associated with the simultaneous operation of the two noisiest pieces of equipment expected to be used during construction were calculated. Furthermore, noise reduction achieved from compliance with RCM-1, which requires the project to comply with the City of Los Angeles existing noise standards, are incorporated in the analysis. According to page 7 of the Noise Study, implementation of noise control measures such as sound mufflers can reduce noise levels by a minimum of 6 dBA. No other noise control measure was evaluated in the Noise Study for RCM-1.

As shown in **Table 1**, project construction would generate noise levels up to approximately 83 dBA at the nearest noise-sensitive receptors with the implementation of RCM-1, which exceeds the LAMC standard of 75 dBA used in the Noise Study. With the implementation of RCM-1, project construction would increase the ambient noise levels at the nearest noise-sensitive receptors by about 18 dBA, exceeding the City's CEQA Guide threshold of 5 dBA above existing ambient noise levels. As presented in **Table 1**, even with just one piece of construction equipment operating at a time and the implementation of RCM-1, the project's construction activity would generate noise levels that exceed both the LAMC standard of 75 dBA and the CEQA Guide threshold of 5 dBA above the existing ambient noise level. Therefore, the project's construction noise impact would be significant.

Ms. Hayley Uno  
 November 14, 2024  
 Page 4

**Table 1. Potential Noise Impact at Nearest Sensitive Receptor from Project Construction (dBA Leq)**

Construction Equipment	Nearest Residence (28 feet distance)								
	Ambient Noise Level	One Piece of Equipment				Two Noisiest Pieces of Equipment <sup>2</sup>			
		without RCM-1	With RCM-1 <sup>1</sup>	Above Ambient (with RCM-1)	Significant? (above 75 dBA/5 dBA above Ambient)	without RCM-1	With RCM-1 <sup>2</sup>	Above Ambient (with RCM-1)	Significant? (above 75 dBA/5 dBA above Ambient)
Tractor	65	85	79	14	Yes/Yes	89	83	18	Yes/Yes
Dozer		83	77	12	Yes/Yes				
Excavator		80	74	9	No/Yes				
Front end loader		82	76	11	Yes/Yes				
Grader		86	80	15	Yes/Yes				
Generator		83	77	12	Yes/Yes				
Air compressor		78	72	7	No/Yes				

Notes:

<sup>1</sup> It was assumed that the implementation of sound mufflers would be technically feasible and would reduce noise levels by a minimum of 6 dBA per the discussion on page 7 of the Noise Study.

<sup>2</sup> Combined noise levels at receptor calculated for two noisiest equipment using decibel addition:

$$\text{where } L = 10 * \log_{10} (10^{(L_1/10)} + 10^{(L_2/10)})$$

L = Combined noise level

L<sub>1</sub> = Noise level for first noisiest piece of equipment

L<sub>2</sub> = Noise level for second noisiest piece of equipment

The Study did not specify which type of equipment would be used for each construction phase. Therefore, the two noisiest pieces of equipment among the seven pieces of equipment were used in this analysis.

Source: RCNM input and output are provided in **Attachment A**.

## Conclusions

Based on our review, construction of the project would result in significant impacts related to noise; therefore, the project does not qualify for a Class 32 CE. As a result, Baseline recommends that the City of Los Angeles prepare a full CEQA analysis to evaluate and mitigate the noise impacts described above.

Sincerely,



Patrick Sutton  
 Principal Environmental Engineer



Yilin Yian  
 Environmental Engineer

**ATTACHMENT A**

**RCNM Inputs and Outputs**

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 11/13/2024  
 Case Description: 4627 Hollywood Blvd

\*\*\*\* Receptor #1 \*\*\*\*

Description	Baselines (dBA)			
	Land Use	Daytime	Evening	Night
Nearest noise-sensitive receptors	Residential	65.0	60.0	55.0

Description	Impact Device	Usage (%)	Equipment		Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)			
Tractor	No	40	84.0	28.0	0.0		
Dozer	No	40	81.7	28.0	0.0		
Front End Loader	No	40	79.1	28.0	0.0		
Excavator	No	40	80.7	28.0	0.0		
Grader	No	40	85.0	28.0	0.0		
Generator	No	50	80.6	28.0	0.0		
Compressor (air)	No	40	77.7	28.0	0.0		

Equipment	Noise Limits (dBA)						Noise Limit Exceedance (dBA)							
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Tractor	89.0	85.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Dozer	86.7	82.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Front End Loader	84.1	80.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Excavator	85.7	81.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Grader	90.0	86.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Generator	85.7	82.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Compressor (air)	82.7	78.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Total	90.0	91.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														

**ATTACHMENT B**

**Staff Resumes**

# Patrick Sutton, P.E.

## Principal Environmental Engineer



### Areas of Expertise

Air Quality, GHGs, Noise, Hazardous Materials, Geology, and Hydrology

### Education

M.S., Civil and Environmental Engineering, University of California – Davis

B.S., Environmental Science, Dickinson College

### Registration

Professional Engineer No. 13609 (RI)

### Years of Experience

20 Years

**Patrick Sutton** is an environmental engineer who specializes in the assessment of hazardous materials released into the environment. Mr. Sutton prepares technical reports in support of environmental review, such as Phase I/II Environmental Site Investigations, Air Quality Reports, and Health Risk Assessments. He has prepared numerous CEQA/NEPA evaluations for air quality, GHGs, noise, energy, geology, hazardous materials, and water quality related to residential, commercial, and industrial projects, as well as large infrastructure developments. His proficiency in a wide range of modeling software (AERMOD, CalEEMod, RCEM, CT-EMFAC) as well as relational databases, GIS, and graphics design allows him to thoroughly and efficiently assess and mitigate environmental concerns.

For mixed-use development projects, Mr. Sutton has prepared health risk assessments for sensitive receptors exposed to toxic air contaminants based on air dispersion modeling. For large transportation improvement projects, Mr. Sutton has prepared air quality and hazardous materials technical reports in accordance with Caltrans requirements. The air quality assessments include the evaluation of criteria air pollutants, mobile source air toxics, and GHG emissions to support environmental review of the project under CEQA/NEPA and to determine conformity with the State Implementation Plan. The hazardous materials investigations include sampling and statistically analysis of aerially-deposited lead adjacent to highway corridors. Mr. Sutton is also an active member of ASTM International and is the author of the Standard Practice for Low-Flow Purging and Sampling Used for Groundwater Monitoring.

## Project Experience

**Oakland Downtown Specific Plan EIR.** Prepared a program- and project-level Air Quality and GHG Emissions analysis. Developed a mitigation measure with performance standards to ensure GHG emissions from future projects comply with the Citywide 2030 GHG reduction target.

**I-680 Express Lanes from SR 84 to Alcosta Boulevard Project.** Prepared Initial Site Assessment and Preliminary Site Investigation to evaluate contaminants of potential concern in soil and groundwater. Prepared Air Quality Report to determine the project's conformity to federal air quality regulations and to support environmental review of the project under CEQA and NEPA.

**Altamont Corridor Expressway (ACE/Forward) Project EIR/EIS.** Prepared a program- and project-level Hazardous Materials analysis for over 120 miles of railroad corridor from San Jose to Merced. Hazardous materials concerns, such as release sites, petroleum pipelines, agricultural pesticides, and nearby school sites were evaluated in GIS.

**Stonegate Residential Subdivision EIR.** Prepared a project-level Hydrology and Water Quality analysis for a residential development located within the 100-year floodplain. The proposed project included modifications to existing levees and flood channels.

**BART Silicon Valley Extension Project.** Prepared Initial Site Assessment and Hazardous Materials EIS/EIR section for extending 6 miles of proposed BART service through the Cities of San Jose and Santa Clara.

# Yilin Tian, Ph.D.

## Environmental Engineer



### Areas of Expertise

Air Quality, GHG, Noise, Energy, and Environmental Compliance

### Education

Ph.D./M.S., Environmental Science and Engineering, Clarkson University

B.S., Environmental Science, Beijing University of Technology

### Registrations/Certifications

40-hour HAZWOPER training

Engineer-In-Training, No. 167986

### Years of Experience

12 Years

**Yilin Tian** is an environmental engineer who specializes in the analysis of air quality and human exposure to toxic air contaminants. For environmental review under NEPA and CEQA, Yilin assists in the analysis of air quality, greenhouse gas (GHG), noise and vibration, and energy impacts. She is also familiar with federal, state, and local environmental regulations and guidelines related to NEPA/CEQA review. Yilin has worked on variety of land uses development projects, including large mixed-use infill, wetland restoration, levee improvement, and highway expansion projects. She is experienced with preparing health risk assessments for sensitive receptors exposed to toxic air contaminants during construction and operation. Yilin is proficient with air pollution models (e.g., CalEEMod and AERMOD), noise models (e.g., FHWA TNM, FHWA RCNM, and SoundPLAN), geospatial data analysis, and database management.

Besides NEPA/CEQA studies, Yilin has worked with the Bay Area Air Management District (BAAQMD) to improve existing emissions estimation techniques and update emission inventories related to wood-burning devices and ammonia emissions in the Bay Area. Her strong background in statistics and air pollutants emissions allows her to process and analyze data properly and efficiently.

Yilin has assisted the City of Berkeley and the San Francisco Public Utilities Commission (SFPUC) with environmental compliance and mitigation monitoring, including reviewing submittals and performing environmental field inspections. Beyond that, Yilin has experience with Phase I Environmental Site Assessments, air monitoring, noise monitoring, and the state's Underground Storage Tank Cleanup Fund application.

## Project Experience

**Potrero Yard Modernization Project EIR** – Prepared Supplemental Air Quality, HRA, and Noise and Vibration analysis for the refined project design of the Potrero Yard Modernization Project.

**Belvedere Seismic Upgrade Project EIR** – Prepared Air Quality, GHG Emissions, and Noise and Vibration analysis for the installation of sheet piling along specific roadway segments in an area of existing levees in Belvedere.

**Saratoga Housing Element Update EIR** – Prepared noise and vibration analysis for the Saratoga General Plan Housing Element Update.

**I-80/Ashby Avenue Interchange Improvement Project.** Prepared Air Quality Report to determine the project's conformity to federal air quality regulations and to support environmental review of the project under CEQA and NEPA.

**Residential Wood Combustion for San Francisco Bay Area.** Updated the methodology and datasets used by the BAAQMD to quantify residential wood combustion emissions within the San Francisco Bay Area Air Basin.

**Environmental Compliance Monitoring for the City of Berkeley** – Reviewed noise reduction plans submitted by the developers against the requirements of the MMRP and standard conditions of approval.



# EXHIBIT B



# INDOOR ENVIRONMENTAL ENGINEERING



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Date: November 22, 2024

To: Hayley Uno  
Lozeau | Drury LLP  
1939 Harrison Street, Suite 150  
Oakland, California 94612

From: Francis J. Offermann PE CIH

Subject: Indoor Air Quality: 4579 West Hollywood Boulevard Project – Los Angeles, CA. (IEE File Reference: P-4847)

Pages: 19

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## **Indoor Air Quality Impacts**

Indoor air quality (IAQ) directly impacts the comfort and health of building occupants, and the achievement of acceptable IAQ in newly constructed and renovated buildings is a well-recognized design objective. For example, IAQ is addressed by major high-performance building rating systems and building codes (California Building Standards Commission, 2014; USGBC, 2014). Indoor air quality in homes is particularly important because occupants, on average, spend approximately ninety percent of their time indoors with the majority of this time spent at home (EPA, 2011). Some segments of the population that are most susceptible to the effects of poor IAQ, such as the very young and the elderly, occupy their homes almost continuously. Additionally, an increasing number of adults are working from home at least some of the time during the workweek. Indoor air quality also is a serious concern for workers in hotels, offices and other business establishments.

The concentrations of many air pollutants often are elevated in homes and other buildings relative to outdoor air because many of the materials and products used indoors contain and release a variety of pollutants to air (Hodgson et al., 2002; Offermann and Hodgson,

2011). With respect to indoor air contaminants for which inhalation is the primary route of exposure, the critical design and construction parameters are the provision of adequate ventilation and the reduction of indoor sources of the contaminants.

**Indoor Formaldehyde Concentrations Impact.** In the California New Home Study (CNHS) of 108 new homes in California (Offermann, 2009), 25 air contaminants were measured, and formaldehyde was identified as the indoor air contaminant with the highest cancer risk as determined by the California Proposition 65 Safe Harbor Levels (OEHHA, 2017a), No Significant Risk Levels (NSRL) for carcinogens. The NSRL is the daily intake level calculated to result in one excess case of cancer in an exposed population of 100,000 (i.e., ten in one million cancer risk) and for formaldehyde is 40 µg/day. The NSRL concentration of formaldehyde that represents a daily dose of 40 µg is 2 µg/m<sup>3</sup>, assuming a continuous 24-hour exposure, a total daily inhaled air volume of 20 m<sup>3</sup>, and 100% absorption by the respiratory system. All of the CNHS homes exceeded this NSRL concentration of 2 µg/m<sup>3</sup>. The median indoor formaldehyde concentration was 36 µg/m<sup>3</sup>, and ranged from 4.8 to 136 µg/m<sup>3</sup>, which corresponds to a median exceedance of the 2 µg/m<sup>3</sup> NSRL concentration of 18 and a range of 2.3 to 68.

Therefore, the cancer risk of a resident living in a California home with the median indoor formaldehyde concentration of 36 µg/m<sup>3</sup>, is 180 per million as a result of formaldehyde alone. The CEQA significance threshold for airborne cancer risk is 10 per million, as established by the San Diego County Air Pollution Control District (SDAPCD, 2021).

Besides being a human carcinogen, formaldehyde is also a potent eye and respiratory irritant. In the CNHS, many homes exceeded the non-cancer reference exposure levels (RELs) prescribed by California Office of Environmental Health Hazard Assessment (OEHHA, 2017b). The percentage of homes exceeding the RELs ranged from 98% for the Chronic REL of 9 µg/m<sup>3</sup> to 28% for the Acute REL of 55 µg/m<sup>3</sup>.

The primary source of formaldehyde indoors is composite wood products manufactured with urea-formaldehyde resins, such as plywood, medium density fiberboard, and

particleboard. These materials are commonly used in building construction for flooring, cabinetry, baseboards, window shades, interior doors, and window and door trims.

In January 2009, the California Air Resources Board (CARB) adopted an airborne toxics control measure (ATCM) to reduce formaldehyde emissions from composite wood products, including hardwood plywood, particleboard, medium density fiberboard, and also furniture and other finished products made with these wood products (California Air Resources Board 2009). While this formaldehyde ATCM has resulted in reduced emissions from composite wood products sold in California, they do not preclude that homes built with composite wood products meeting the CARB ATCM will have indoor formaldehyde concentrations below cancer and non-cancer exposure guidelines.

A follow up study to the California New Home Study (CNHS) was conducted in 2016-2018 (Singer et. al., 2019), and found that the median indoor formaldehyde in new homes built after 2009 with CARB Phase 2 Formaldehyde ATCM materials had lower indoor formaldehyde concentrations, with a median indoor concentrations of  $22.4 \mu\text{g}/\text{m}^3$  (18.2 ppb) as compared to a median of  $36 \mu\text{g}/\text{m}^3$  found in the 2007 CNHS. Unlike in the CNHS study where formaldehyde concentrations were measured with pumped DNPH samplers, the formaldehyde concentrations in the HENGH study were measured with passive samplers, which were estimated to under-measure the true indoor formaldehyde concentrations by approximately 7.5%. Applying this correction to the HENGH indoor formaldehyde concentrations results in a median indoor concentration of  $24.1 \mu\text{g}/\text{m}^3$ , which is 33% lower than the  $36 \mu\text{g}/\text{m}^3$  found in the 2007 CNHS.

Thus, while new homes built after the 2009 CARB formaldehyde ATCM have a 33% lower median indoor formaldehyde concentration and cancer risk, the median lifetime cancer risk is still 120 per million for homes built with CARB compliant composite wood products. This median lifetime cancer risk is more than 12 times the OEHHA 10 in a million cancer risk threshold (OEHHA, 2017a).

With respect to the 4579 West Hollywood Boulevard Project – Los Angeles, CA, the buildings consist of residential and commercial spaces.

The residential occupants will potentially have continuous exposure (e.g. 24 hours per day, 52 weeks per year). These exposures are anticipated to result in significant cancer risks resulting from exposures to formaldehyde released by the building materials and furnishing commonly found in residential construction.

Because these residences will be constructed with CARB Phase 2 Formaldehyde ATCM materials, and be ventilated with the minimum code required amount of outdoor air, the indoor residential formaldehyde concentrations are likely similar to those concentrations observed in residences built with CARB Phase 2 Formaldehyde ATCM materials, which is a median of 24.1  $\mu\text{g}/\text{m}^3$  (Singer et. al., 2020)

Assuming that the residential occupants inhale 20  $\text{m}^3$  of air per day, the average 70-year lifetime formaldehyde daily dose is 482  $\mu\text{g}/\text{day}$  for continuous exposure in the residences. This exposure represents a cancer risk of 120 per million, which is more than 12 times the CEQA cancer risk of 10 per million. For occupants that do not have continuous exposure, the cancer risk will be proportionally less but still substantially over the CEQA cancer risk of 10 per million (e.g. for 12/hour/day occupancy, more than 6 times the CEQA cancer risk of 10 per million).

The employees of the commercial spaces are expected to experience significant indoor exposures (e.g., 40 hours per week, 50 weeks per year). These exposures for employees are anticipated to result in significant cancer risks resulting from exposures to formaldehyde released by the building materials and furnishing commonly found in offices, warehouses, residences and hotels.

Because the commercial spaces will be constructed with CARB Phase 2 Formaldehyde ATCM materials, and ventilated with the minimum code required amount of outdoor air, the indoor formaldehyde concentrations are likely similar to those concentrations observed in residences built with CARB Phase 2 Formaldehyde ATCM materials, which is a median of 24.1  $\mu\text{g}/\text{m}^3$  (Singer et. al., 2020)

Assuming that the employees of commercial spaces work 8 hours per day and inhale 20 m<sup>3</sup> of air per day, the formaldehyde dose per work-day at the offices is 161 µg/day.

Assuming that these employees work 5 days per week and 50 weeks per year for 45 years (start at age 20 and retire at age 65) the average 70-year lifetime formaldehyde daily dose is 70.9 µg/day.

This is 1.77 times the NSRL (OEHHA, 2017a) of 40 µg/day and represents a cancer risk of 17.7 per million, which exceeds the CEQA cancer risk of 10 per million. This impact should be analyzed in an environmental impact report (“EIR”), and the agency should impose all feasible mitigation measures to reduce this impact. Several feasible mitigation measures are discussed below and these and other measures should be analyzed in an EIR.

In addition, we note that the average outdoor air concentration of formaldehyde in California is 3 ppb, or 3.7 µg/m<sup>3</sup>, (California Air Resources Board, 2004), and thus represents an average pre-existing background airborne cancer risk of 1.85 per million. Thus, the indoor air formaldehyde exposures describe above exacerbate this pre-existing risk resulting from outdoor air formaldehyde exposures.

Additionally, the SCAQMD’s Multiple Air Toxics Exposure Study (“MATES V”) identifies an existing cancer risk at the Project site of 544 per million due to the site’s elevated ambient air contaminant concentrations, which are due to the area’s high levels of vehicle traffic. These impacts would further exacerbate the pre-existing cancer risk to the building occupants, which result from exposure to formaldehyde in both indoor and outdoor air.

Appendix A, Indoor Formaldehyde Concentrations and the CARB Formaldehyde ATCM, provides analyses that show utilization of CARB Phase 2 Formaldehyde ATCM materials will not ensure acceptable cancer risks with respect to formaldehyde emissions from composite wood products.

Even composite wood products manufactured with CARB certified ultra low emitting formaldehyde (ULEF) resins do not insure that the indoor air will have concentrations of formaldehyde that meet the OEHHA cancer risks that substantially exceed 10 per million. The permissible emission rates for ULEF composite wood products are only 11-15% lower than the CARB Phase 2 emission rates. Only use of composite wood products made with no-added formaldehyde resins (NAF), such as resins made from soy, polyvinyl acetate, or methylene diisocyanate can insure that the OEHHA cancer risk of 10 per million is met.

The following describes a method that should be used, prior to construction in the environmental review under CEQA, for determining whether the indoor concentrations resulting from the formaldehyde emissions of specific building materials/furnishings selected exceed cancer and non-cancer guidelines. Such a design analyses can be used to identify those materials/furnishings prior to the completion of the City's CEQA review and project approval, that have formaldehyde emission rates that contribute to indoor concentrations that exceed cancer and non-cancer guidelines, so that alternative lower emitting materials/furnishings may be selected and/or higher minimum outdoor air ventilation rates can be increased to achieve acceptable indoor concentrations and incorporated as mitigation measures for this project.

#### Pre-Construction Building Material/Furnishing Formaldehyde Emissions Assessment

This formaldehyde emissions assessment should be used in the environmental review under CEQA to assess the indoor formaldehyde concentrations from the proposed loading of building materials/furnishings, the area-specific formaldehyde emission rate data for building materials/furnishings, and the design minimum outdoor air ventilation rates. This assessment allows the applicant (and the City) to determine, before the conclusion of the environmental review process and the building materials/furnishings are specified, purchased, and installed, if the total chemical emissions will exceed cancer and non-cancer guidelines, and if so, allow for changes in the selection of specific material/furnishings and/or the design minimum outdoor air ventilations rates such that cancer and non-cancer guidelines are not exceeded.

1.) Define Indoor Air Quality Zones. Divide the building into separate indoor air quality zones, (IAQ Zones). IAQ Zones are defined as areas of well-mixed air. Thus, each ventilation system with recirculating air is considered a single zone, and each room or group of rooms where air is not recirculated (e.g. 100% outdoor air) is considered a separate zone. For IAQ Zones with the same construction material/furnishings and design minimum outdoor air ventilation rates. (e.g. hotel rooms, apartments, condominiums, etc.) the formaldehyde emission rates need only be assessed for a single IAQ Zone of that type.

2.) Calculate Material/Furnishing Loading. For each IAQ Zone, determine the building material and furnishing loadings (e.g., m<sup>2</sup> of material/m<sup>2</sup> floor area, units of furnishings/m<sup>2</sup> floor area) from an inventory of all potential indoor formaldehyde sources, including flooring, ceiling tiles, furnishings, finishes, insulation, sealants, adhesives, and any products constructed with composite wood products containing urea-formaldehyde resins (e.g., plywood, medium density fiberboard, particleboard).

3.) Calculate the Formaldehyde Emission Rate. For each building material, calculate the formaldehyde emission rate (µg/h) from the product of the area-specific formaldehyde emission rate (µg/m<sup>2</sup>-h) and the area (m<sup>2</sup>) of material in the IAQ Zone, and from each furnishing (e.g. chairs, desks, etc.) from the unit-specific formaldehyde emission rate (µg/unit-h) and the number of units in the IAQ Zone.

NOTE: As a result of the high-performance building rating systems and building codes (California Building Standards Commission, 2014; USGBC, 2014), most manufacturers of building materials furnishings sold in the United States conduct chemical emission rate tests using the California Department of Health “Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers,” (CDPH, 2017), or other equivalent chemical emission rate testing methods. Most manufacturers of building furnishings sold in the United States conduct chemical emission rate tests using ANSI/BIFMA M7.1 Standard Test Method for Determining VOC Emissions (BIFMA, 2018), or other equivalent chemical emission rate testing methods.



CDPH, BIFMA, and other chemical emission rate testing programs, typically certify that a material or furnishing does not create indoor chemical concentrations in excess of the maximum concentrations permitted by their certification. For instance, the CDPH emission rate testing requires that the measured emission rates when input into an office, school, or residential model do not exceed one-half of the OEHHA Chronic Exposure Guidelines (OEHHA, 2017b) for the 35 specific VOCs, including formaldehyde, listed in Table 4-1 of the CDPH test method (CDPH, 2017). These certifications themselves do not provide the actual area-specific formaldehyde emission rate (i.e.,  $\mu\text{g}/\text{m}^2\text{-h}$ ) of the product, but rather provide data that the formaldehyde emission rates do not exceed the maximum rate allowed for the certification. Thus, for example, the data for a certification of a specific type of flooring may be used to calculate that the area-specific emission rate of formaldehyde is less than  $31 \mu\text{g}/\text{m}^2\text{-h}$ , but not the actual measured specific emission rate, which may be 3, 18, or  $30 \mu\text{g}/\text{m}^2\text{-h}$ . These area-specific emission rates determined from the product certifications of CDPH, BIFA, and other certification programs can be used as an initial estimate of the formaldehyde emission rate.

If the actual area-specific emission rates of a building material or furnishing is needed (i.e. the initial emission rates estimates from the product certifications are higher than desired), then that data can be acquired by requesting from the manufacturer the complete chemical emission rate test report. For instance if the complete CDPH emission test report is requested for a CDHP certified product, that report will provide the actual area-specific emission rates for not only the 35 specific VOCs, including formaldehyde, listed in Table 4-1 of the CDPH test method (CDPH, 2017), but also all of the cancer and reproductive/developmental chemicals listed in the California Proposition 65 Safe Harbor Levels (OEHHA, 2017a), all of the toxic air contaminants (TACs) in the California Air Resources Board Toxic Air Contamination List (CARB, 2011), and the 10 chemicals with the greatest emission rates.

Alternatively, a sample of the building material or furnishing can be submitted to a chemical emission rate testing laboratory, such as Berkeley Analytical Laboratory (<https://berkeleyanalytical.com>), to measure the formaldehyde emission rate.

4.) Calculate the Total Formaldehyde Emission Rate. For each IAQ Zone, calculate the total formaldehyde emission rate (i.e.  $\mu\text{g/h}$ ) from the individual formaldehyde emission rates from each of the building material/furnishings as determined in Step 3.

5.) Calculate the Indoor Formaldehyde Concentration. For each IAQ Zone, calculate the indoor formaldehyde concentration ( $\mu\text{g/m}^3$ ) from Equation 1 by dividing the total formaldehyde emission rates (i.e.  $\mu\text{g/h}$ ) as determined in Step 4, by the design minimum outdoor air ventilation rate ( $\text{m}^3/\text{h}$ ) for the IAQ Zone.

$$C_{in} = \frac{E_{total}}{Q_{oa}} \quad (\text{Equation 1})$$

where:

$C_{in}$  = indoor formaldehyde concentration ( $\mu\text{g/m}^3$ )

$E_{total}$  = total formaldehyde emission rate ( $\mu\text{g/h}$ ) into the IAQ Zone.

$Q_{oa}$  = design minimum outdoor air ventilation rate to the IAQ Zone ( $\text{m}^3/\text{h}$ )

The above Equation 1 is based upon mass balance theory, and is referenced in Section 3.10.2 “Calculation of Estimated Building Concentrations” of the California Department of Health “Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers”, (CDPH, 2017).

6.) Calculate the Indoor Exposure Cancer and Non-Cancer Health Risks. For each IAQ Zone, calculate the cancer and non-cancer health risks from the indoor formaldehyde concentrations determined in Step 5 and as described in the OEHHA Air Toxics Hot Spots Program Risk Assessment Guidelines; Guidance Manual for Preparation of Health Risk Assessments (OEHHA, 2015).

7.) Mitigate Indoor Formaldehyde Exposures of exceeding the CEQA Cancer and/or Non-Cancer Health Risks. In each IAQ Zone, provide mitigation for any formaldehyde exposure risk as determined in Step 6, that exceeds the CEQA cancer risk of 10 per million or the CEQA non-cancer Hazard Quotient of 1.0.

Provide the source and/or ventilation mitigation required in all IAQ Zones to reduce the

health risks of the chemical exposures below the CEQA cancer and non-cancer health risks.

Source mitigation for formaldehyde may include:

- 1.) reducing the amount materials and/or furnishings that emit formaldehyde
- 2.) substituting a different material with a lower area-specific emission rate of formaldehyde

Ventilation mitigation for formaldehyde emitted from building materials and/or furnishings may include:

- 1.) increasing the design minimum outdoor air ventilation rate to the IAQ Zone.

NOTE: Mitigating the formaldehyde emissions through use of less material/furnishings, or use of lower emitting materials/furnishings, is the preferred mitigation option, as mitigation with increased outdoor air ventilation increases initial and operating costs associated with the heating/cooling systems.

Further, we are not asking that the builder “speculate” on what and how much composite materials be used, but rather at the design stage to select composite wood materials based on the formaldehyde emission rates that manufacturers routinely conduct using the California Department of Health “Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers,” (CDPH, 2017), and use the procedure described earlier above (i.e. Pre-Construction Building Material/Furnishing Formaldehyde Emissions Assessment) to insure that the materials selected achieve acceptable cancer risks from material off gassing of formaldehyde.

**Outdoor Air Ventilation Impact.** Another important finding of the CNHS, was that the outdoor air ventilation rates in the homes were very low. Outdoor air ventilation is a very important factor influencing the indoor concentrations of air contaminants, as it is the primary removal mechanism of all indoor air generated contaminants. Lower outdoor air exchange rates cause indoor generated air contaminants to accumulate to higher indoor air concentrations. Many homeowners rarely open their windows or doors for ventilation as a

result of their concerns for security/safety, noise, dust, and odor concerns (Price, 2007). In the CNHS field study, 32% of the homes did not use their windows during the 24-hour Test Day, and 15% of the homes did not use their windows during the entire preceding week. Most of the homes with no window usage were homes in the winter field session. Thus, a substantial percentage of homeowners never open their windows, especially in the winter season. The median 24-hour measurement was 0.26 air changes per hour (ach), with a range of 0.09 ach to 5.3 ach. A total of 67% of the homes had outdoor air exchange rates below the minimum California Building Code (2001) requirement of 0.35 ach. Thus, the relatively tight envelope construction, combined with the fact that many people never open their windows for ventilation, results in homes with low outdoor air exchange rates and higher indoor air contaminant concentrations.

The 4579 West Hollywood Boulevard Project – Los Angeles, CA is close to roads with moderate to high traffic (e.g., Hollywood Boulevard, Rodney Drive, Lyman Place, etc.). Thus, the Project is located in a sound impacted area.

According to the Noise and Vibration Study for the 4579-4627 Hollywood Boulevard Residential Project, Los Angeles, California (Rincon Consultants, 2024) there have been no ambient noise measurements conducted and only a single modeled “estimate” of the existing ambient traffic noise, which was 71.3 dBA CNEL at 50 ft from Hollywood Boulevard.

In order to design the building for this Project such that interior noise levels are acceptable, an acoustic study with actual on-site measurements of the existing ambient noise levels and modeled future ambient noise levels needs to be conducted. The acoustic study of the existing ambient noise levels should be conducted over a minimum of a one-week period and report the dBA CNEL or Ldn. This study will allow for the selection of a building envelope and windows with a sufficient STC such that the indoor noise levels are acceptable. A mechanical supply of outdoor air ventilation to allow for a habitable interior environment with closed windows and doors will also be required. Such a ventilation system would allow windows and doors to be kept closed at the occupant’s discretion to control exterior noise within building interiors.

**PM<sub>2.5</sub> Outdoor Concentrations Impact.** An additional impact of the nearby motor vehicle traffic associated with this project, are the outdoor concentrations of PM<sub>2.5</sub>. The 11623 Glenoaks Boulevard Project – Pacoima, CA is located in the South Coast Air Basin, which is a State and Federal non-attainment area for PM<sub>2.5</sub>.

Additionally, the SCAQMD's MATES V study cites an existing cancer risk of 544 per million at the Project site due to the site's high concentration of ambient air contaminants resulting from the area's high levels of motor vehicle traffic.

An air quality analyses should be conducted to determine the concentrations of PM<sub>2.5</sub> in the outdoor and indoor air that people inhale each day. This air quality analyses needs to consider the cumulative impacts of the project related emissions, existing and projected future emissions from local PM<sub>2.5</sub> sources (e.g. stationary sources, motor vehicles, and airport traffic) upon the outdoor air concentrations at the Project site. If the outdoor concentrations are determined to exceed the California and National annual average PM<sub>2.5</sub> exceedence concentration of 12 µg/m<sup>3</sup>, or the National 24-hour average exceedence concentration of 35 µg/m<sup>3</sup>, then the buildings need to have a mechanical supply of outdoor air that has air filtration with sufficient removal efficiency, such that the indoor concentrations of outdoor PM<sub>2.5</sub> particles is less than the California and National PM<sub>2.5</sub> annual and 24-hour standards.

It is my experience that based on the projected high traffic noise levels, the annual average concentration of PM<sub>2.5</sub> will exceed the California and National PM<sub>2.5</sub> annual and 24-hour standards and warrant installation of high efficiency air filters (i.e. at least MERV 13, or possibly MERV 14 or 15 depending on the results of the Project ambient PM<sub>2.5</sub> concentrations) in all mechanically supplied outdoor air ventilation systems.

### **Indoor Air Quality Impact Mitigation Measures**

The following are recommended mitigation measures to minimize the impacts upon indoor quality:

Indoor Formaldehyde Concentrations Mitigation. Use only composite wood materials (e.g. hardwood plywood, medium density fiberboard, particleboard) for all interior finish systems that are made with CARB approved no-added formaldehyde (NAF) resins (CARB, 2009). CARB Phase 2 certified composite wood products, or ultra-low emitting formaldehyde (ULEF) resins, do not insure indoor formaldehyde concentrations that are below the CEQA cancer risk of 10 per million. Only composite wood products manufactured with CARB approved no-added formaldehyde (NAF) resins, such as resins made from soy, polyvinyl acetate, or methylene diisocyanate can insure that the OEHHA cancer risk of 10 per million is met.

Alternatively, conduct the previously described Pre-Construction Building Material/Furnishing Chemical Emissions Assessment, to determine that the combination of formaldehyde emissions from building materials and furnishings do not create indoor formaldehyde concentrations that exceed the CEQA cancer and non-cancer health risks.

It is important to note that we are not asking that the builder “speculate” on what and how much composite materials be used, but rather at the design stage to select composite wood materials based on the formaldehyde emission rates that manufacturers routinely conduct using the California Department of Health “Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers”, (CDPH, 2017), and use the procedure described above (i.e. Pre-Construction Building Material/Furnishing Formaldehyde Emissions Assessment) to insure that the materials selected achieve acceptable cancer risks from material off gassing of formaldehyde.

Outdoor Air Ventilation Mitigation. Provide each habitable room with a continuous mechanical supply of outdoor air that meets or exceeds the California 2016 Building Energy Efficiency Standards (California Energy Commission, 2015) requirements of the greater of 15 cfm/occupant or 0.15 cfm/ft<sup>2</sup> of floor area. Following installation of the system conduct testing and balancing to insure that required amount of outdoor air is entering each habitable room and provide a written report documenting the outdoor airflow rates. Do not use exhaust only mechanical outdoor air systems, use only balanced outdoor air supply and

exhaust systems or outdoor air supply only systems. Provide a manual for the occupants or maintenance personnel, that describes the purpose of the mechanical outdoor air system and the operation and maintenance requirements of the system.

PM<sub>2.5</sub> Outdoor Air Concentration Mitigation. Install air filtration with sufficient PM<sub>2.5</sub> removal efficiency (e.g. MERV 13 or higher) to filter the outdoor air entering the mechanical outdoor air supply systems, such that the indoor concentrations of outdoor PM<sub>2.5</sub> particles are less than the California and National PM<sub>2.5</sub> annual and 24-hour standards. Install the air filters in the system such that they are accessible for replacement by the occupants or maintenance personnel. Include in the mechanical outdoor air ventilation system manual instructions on how to replace the air filters and the estimated frequency of replacement.

## References

BIFA. 2018. BIFMA Product Safety and Performance Standards and Guidelines.  
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APPENDIX A

INDOOR FORMALDEHYDE CONCENTRATIONS  
AND THE  
CARB FORMALDEHYDE ATCM

With respect to formaldehyde emissions from composite wood products, the CARB ATCM regulations of formaldehyde emissions from composite wood products, do not assure healthful indoor air quality. The following is the stated purpose of the CARB ATCM regulation - *The purpose of this airborne toxic control measure is to “reduce formaldehyde emissions from composite wood products, and finished goods that contain composite wood products, that are sold, offered for sale, supplied, used, or manufactured for sale in California”*. In other words, the CARB ATCM regulations do not “assure healthful indoor air quality”, but rather “reduce formaldehyde emissions from composite wood products”.

Just how much protection do the CARB ATCM regulations provide building occupants from the formaldehyde emissions generated by composite wood products? Definitely some, but certainly the regulations do not “*assure healthful indoor air quality*” when CARB Phase 2 products are utilized. As shown in the Chan 2019 study of new California homes, the median indoor formaldehyde concentration was of 22.4  $\mu\text{g}/\text{m}^3$  (18.2 ppb), which corresponds to a cancer risk of 112 per million for occupants with continuous exposure, which is more than 11 times the CEQA cancer risk of 10 per million.

Another way of looking at how much protection the CARB ATCM regulations provide building occupants from the formaldehyde emissions generated by composite wood products is to calculate the maximum number of square feet of composite wood product that can be in a residence without exceeding the CEQA cancer risk of 10 per million for occupants with continuous occupancy.

For this calculation I utilized the floor area (2,272  $\text{ft}^2$ ), the ceiling height (8.5 ft), and the number of bedrooms (4) as defined in Appendix B (New Single-Family Residence Scenario) of the Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers, Version 1.1, 2017, California Department of Public Health,

For the outdoor air ventilation rate I used the 2019 Title 24 code required mechanical ventilation rate (ASHRAE 62.2) of 106 cfm (180 m<sup>3</sup>/h) calculated for this model residence. For the composite wood formaldehyde emission rates I used the CARB ATCM Phase 2 rates.

The calculated maximum number of square feet of composite wood product that can be in a residence, without exceeding the CEQA cancer risk of 10 per million for occupants with continuous occupancy are as follows for the different types of regulated composite wood products.

Medium Density Fiberboard (MDF) – 15 ft<sup>2</sup> (0.7% of the floor area), or  
Particle Board – 30 ft<sup>2</sup> (1.3% of the floor area), or  
Hardwood Plywood – 54 ft<sup>2</sup> (2.4% of the floor area), or  
Thin MDF – 46 ft<sup>2</sup> (2.0 % of the floor area).

For offices and hotels the calculated maximum amount of composite wood product (% of floor area) that can be used without exceeding the CEQA cancer risk of 10 per million for occupants, assuming 8 hours/day occupancy, and the California Mechanical Code minimum outdoor air ventilation rates are as follows for the different types of regulated composite wood products.

Medium Density Fiberboard (MDF) – 3.6 % (offices) and 4.6% (hotel rooms), or  
Particle Board – 7.2 % (offices) and 9.4% (hotel rooms), or  
Hardwood Plywood – 13 % (offices) and 17% (hotel rooms), or  
Thin MDF – 11 % (offices) and 14 % (hotel rooms)

Clearly the CARB ATCM does not regulate the formaldehyde emissions from composite wood products such that the potentially large areas of these products, such as for flooring, baseboards, interior doors, window and door trims, and kitchen and bathroom cabinetry, could be used without causing indoor formaldehyde concentrations that result in CEQA

cancer risks that substantially exceed 10 per million for occupants with continuous occupancy.

Even composite wood products manufactured with CARB certified ultra low emitting formaldehyde (ULEF) resins do not insure that the indoor air will have concentrations of formaldehyde that meet the OEHHA cancer risks that substantially exceed 10 per million. The permissible emission rates for ULEF composite wood products are only 11-15% lower than the CARB Phase 2 emission rates. Only use of composite wood products made with no-added formaldehyde resins (NAF), such as resins made from soy, polyvinyl acetate, or methylene diisocyanate can insure that the OEHHA cancer risk of 10 per million is met.

If CARB Phase 2 compliant or ULEF composite wood products are utilized in construction, then the resulting indoor formaldehyde concentrations should be determined in the design phase using the specific amounts of each type of composite wood product, the specific formaldehyde emission rates, and the volume and outdoor air ventilation rates of the indoor spaces, and all feasible mitigation measures employed to reduce this impact (e.g. use less formaldehyde containing composite wood products and/or incorporate mechanical systems capable of higher outdoor air ventilation rates). See the procedure described earlier (i.e. Pre-Construction Building Material/Furnishing Formaldehyde Emissions Assessment) to insure that the materials selected achieve acceptable cancer risks from material off gassing of formaldehyde.

Alternatively, and perhaps a simpler approach, is to use only composite wood products (e.g. hardwood plywood, medium density fiberboard, particleboard) for all interior finish systems that are made with CARB approved no-added formaldehyde (NAF) resins.

4579 West Hollywood Boulevard

(4601-6427 W. Hollywood Boulevard, 4571-4579 W. Hollywood Boulevard, 1561 N. Lyman Place)

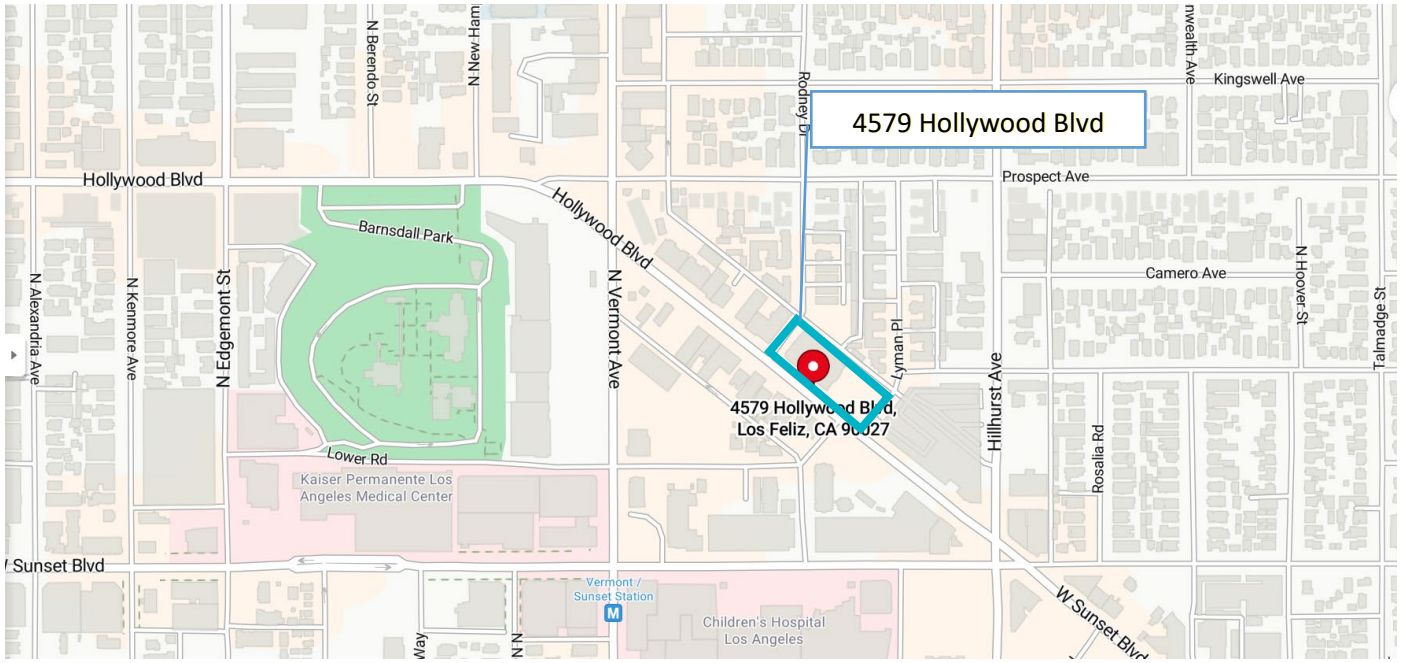
**EXHIBIT B – MAPS**

**B.1 - VICINITY MAP**

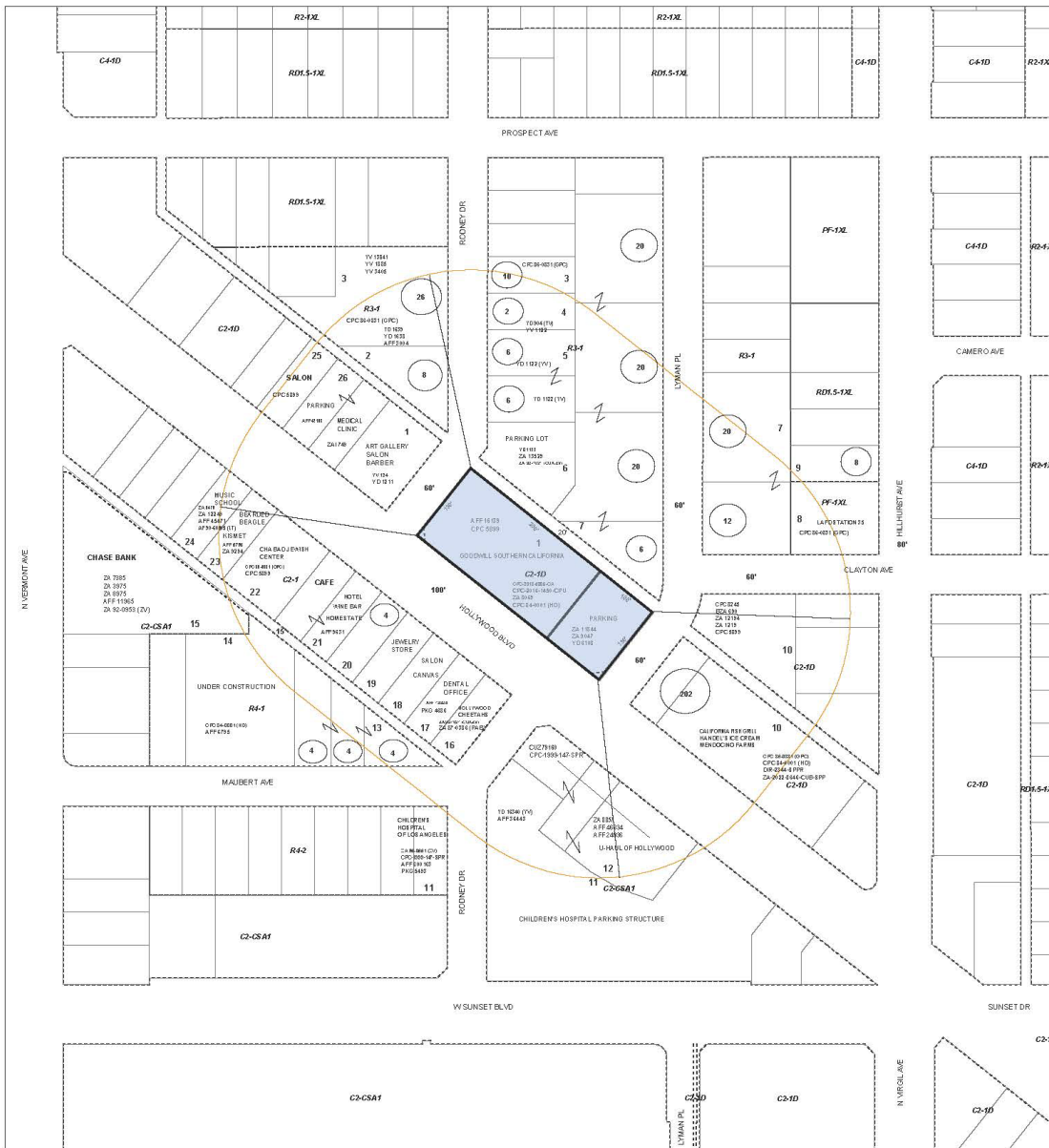
**B.2 - RADIUS MAP**

**B.3 - ZIMAS MAP**

# Vicinity Map



# Radius Map



## TRANSIT ORIENTED COMMUNITIES - PROJECT PERMIT COMPLIANCE - SITE PLAN REVIEW

PROJECT ADDRESS:  
4679 - 4627 HOLLYWOOD BLVD  
LOS ANGELES, CA 90027  
NET ACREAGE: 1.349  
300' RADIUS

CENTERPOINT RADIUS MAPS  
263 W OLIVE AVE # 193  
BURBANK, CA 91502  
818.220.6401  
centerpointradiusmaps@gmail.com  
www.centerpointradiusmaps.com  
DRAWN BY: J BOONE  
DATE: 10-30-2024

THOMAS BROTHERS:  
PAGE: 594, GRID: A4

LEGAL:

LOTS: 10 - 16; 12 - 13

TRACT: TR 7199; TR 3774

MB: 79 - 69 / 70; MB 41 - 12

BLOCK: NONE

MAP SHEET: 147B197

C.D: 4

C.T: 1953.00

P.A: HOLLYWOOD

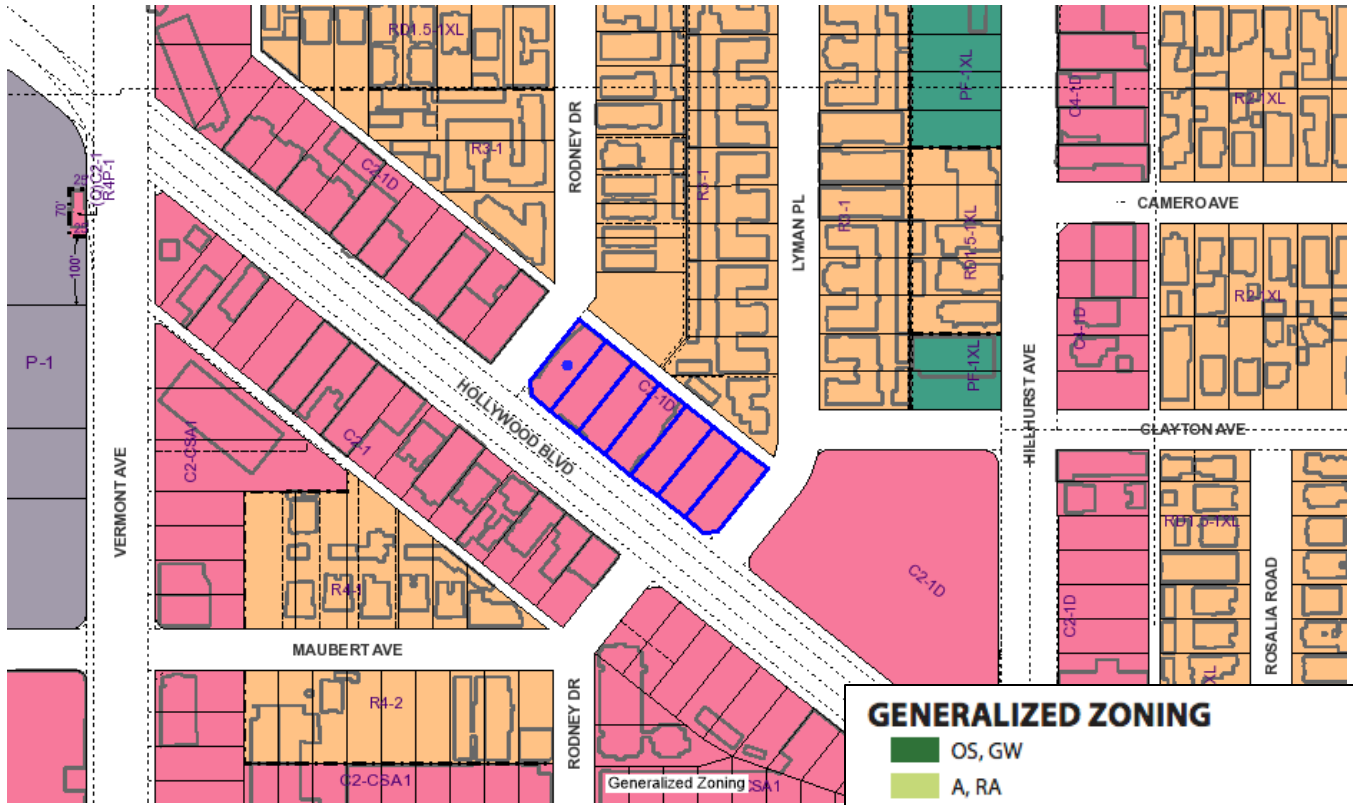
USES: FIELD

CASE #: DIR-2023-2838-TOC-SPP-SPR-HCA-1A

SCALE: 1" = 100'



# ZIMAS Map



**GENERALIZED ZONING**

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5
- CR, C1, C1.5, C2, C4, C5, CW, ADP, LASED, CEC, USC
- CM, MR, WC, CCS, UV, UI, UC, M1, M2, LAX, M3, SL
- P, PB
- PF
- HILLSIDE



DIR-2023-2838-TOC-SPP-SPR-HCA-1A

EXHIBITS

4579 West Hollywood Boulevard

(4601-6427 W. Hollywood Boulevard, 4571-4579 W. Hollywood Boulevard, 1561 N. Lyman Place)

**EXHIBIT C – DIR-2023-2838-TOC-SPP-SPR-HCA LETTER OF DETERMINATION**



**DIRECTOR'S DETERMINATION  
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM  
VERMONT/WESTERN SNAP PROJECT PERMIT COMPLIANCE REVIEW  
SITE PLAN REVIEW**

September 17, 2024

**Applicant / Property Owner**

Kristin Harrison  
Z Wayne Griffin Trust B.  
625 Magnolia Avenue  
Pasadena, CA 91106

**Representative**

Warren Techentin  
Warren Techentin Architecture  
(WTARCH)  
2801 Hyperion Avenue, Space 103  
Los Angeles, CA 90027

**Case No.:** DIR-2023-2838-TOC-SPP-SPR-  
HCA

**CEQA:** ENV-2023-2839-CE

**Specific Plan Subarea:** C – Community Center

**Location:** 4579 West Hollywood Boulevard  
(4601- 4627 W. Hollywood  
Boulevard; 4571- 4579 W.  
Hollywood Boulevard; 1561 N.  
Lyman Place)

**Council District:** 4 – Raman

**Neighborhood Council:** Los Feliz

**Community Plan Area:** Hollywood

**Land Use Designation:** Highway Oriented Commercial  
**Zone:** C2-1D

**Legal Description:** Lots FR 10, 11-15, FR 16,  
Tract 7199

**Last Day to File an Appeal:** October 02, 2024

**DETERMINATION**

Pursuant to the Los Angeles Municipal Code (“LAMC”) Chapter 1, Section 12.22 A.31, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

**Determine** that based on the whole of the administrative record as supported by the justification prepared and found in the environmental case file, the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332 (Class 32 - In-Fill Development Project), and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources applies.

**Approve with Conditions** the following project consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program Tier 4, to permit a project consisting of 181 residential units by reserving 20 dwelling units, equal to 11% of the total units, for Extremely Low Income Household Occupancy for a period of 55 years, with Base Incentives permitted pursuant to LAMC 12.22 A.31, in addition to the following Additional Incentives:

**a. Height.**

- (i) An up to 22-foot increase in the height requirement, allowing up to 97 feet in height in lieu of the permitted 75 feet per Subarea C of the Vermont/Western SNAP Specific Plan.
- (ii) An increase of one-story in height to the setback requirement per the SNAP which requires buildings with a property line fronting on a Major Highway, including Hollywood Boulevard, have the second floor set back 10 feet from the first floor frontage.

- b. Open Space.** An up to 25 percent reduction in the required open space, allowing a minimum of 14,625 square feet in lieu of the required 19,500 square feet of open space otherwise required;

Pursuant to the Los Angeles Municipal Code (LAMC) Chapter 1, Section 11.5.7 C and the Vermont/Western Station Neighborhood Area (SNAP) Specific Plan Ordinance No. 186,735, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

**Approve with Conditions** a Project Permit Compliance Review for the demolition of a commercial building and surface parking lot and the construction, use and maintenance of a seven-story, 174,021 square-foot, 181-unit mixed-use building within Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan; and

Pursuant to the Los Angeles Municipal Code (LAMC) Chapter 1, Section 16.05, I hereby:

**Approve with Conditions** a Site Plan Review for a development project resulting in a net increase of 50 or more dwelling units;

The project approval is based upon the attached Findings, and subject to the attached Conditions of Approval:

## CONDITIONS OF APPROVAL

### TOC Affordable Housing Incentive Program Conditions

1. **Residential Density.** The project shall be limited to a maximum density of 181 residential dwelling units, including On-Site Restricted Affordable Units.
2. **On-Site Restricted Affordable Units.** The project shall provide a minimum of 20 On-Site Restricted Affordable units, consisting of 20 units for Extremely Low Income Households, as defined in the California Health and Safety Code to the satisfaction of the Los Angeles Housing Department (LAHD). In the event the SB 8 Replacement Unit condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.
3. **SB 8 Replacement Units.** The project shall be required to comply with the Replacement Unit Determination (RUD) letter, dated October 19, 2022, to the satisfaction of LAHD. The most restrictive affordability levels shall be followed in the covenant. In the event the On-site Restricted Affordable Units condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.
4. **Changes in On-Site Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.31.
5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make twenty (20) units available to Extremely Income Households or equal to 11 percent of the project's total proposed residential density, for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22 A.31, to the satisfaction of LAHD, and in consideration of the project's Replacement Unit Determination. Unless otherwise required by state or federal law, the project shall provide an onsite building manager's unit, which the owner shall designate in the covenant. The Owner may not use an affordable restricted unit for the manager's unit.
6. **Rent Stabilization Ordinance (RSO).** Prior to the issuance of a Certificate of Occupancy, the owner shall obtain approval from LAHD regarding replacement of affordable units, provision of RSO Units, and qualification for the Exemption from the Rent Stabilization Ordinance with Replacement Affordable Units in compliance with Ordinance No. 184,873. In order for all the new units to be exempt from the Rent Stabilization Ordinance, the applicant will need to either replace all withdrawn RSO units with affordable units on a one-for-one basis or provide at least 20 percent of the total number of newly constructed rental units as affordable, whichever results in the greater number. The executed and recorded covenant and agreement submitted and approved by LAHD shall be provided.
7. **Floor Area Ratio (FAR).** The maximum FAR shall be limited to 3.85:1, or 174,021 square feet. The commercial floor area shall be limited to 15,398 square feet, or 0.35:1 FAR.
8. **Height.** The project shall be limited to a maximum building height of 88 feet, as measured from grade to the highest point of the structure. Architectural rooftop features as identified in LAMC Section 12.21.1 B.3 may be erected up to 10 feet above the height limit, if the structures and features are set back a minimum of 10 feet from the roof perimeter and screened from view at street level.

9. **Building Stepback.** The project shall set the third floor back from the first-floor frontage by a minimum of 10 feet. The project shall be limited to 30 feet in height for the portion of the building located within 15 feet from the front property line along Hollywood Boulevard.
10. **Automobile Parking.** Automobile parking shall be provided consistent with Assembly Bill (AB) 2097, which permits no residential and no commercial parking for a mixed-use project located within half a mile of a major transit stop and no more than 207 residential parking spaces and 46 residential guest parking spaces and 31 commercial parking spaces, for a total of 284 maximum parking spaces per the SNAP.
  - a. Any future guest parking spaces must be shared with designated commercial spaces.
  - b. If more guest parking spaces are allowed than commercial parking spaces, the proposed project cannot exceed the maximum 31 commercial parking spaces allowed per the SNAP.
11. **Open Space.** The project shall provide a minimum of 14,625 square feet of usable open space pursuant to the TOC Affordable Housing Incentive Program, of which 3,656.25 square feet must be located at grade level or first habitable room level. The common open space shall be open to the sky, must be at least 600 square feet in size, and have a minimum dimension of 20 feet when measured perpendicular from any point on each of the boundaries of the open space area. Balconies shall have a minimum dimension of six feet and patios shall have a minimum dimension of 10 feet. Balconies and patios not meeting the minimum dimension requirements when measured perpendicular from any point on each of the boundaries of the open space area cannot be counted towards the square-footage allocated towards meeting the overall usable open space requirement.
12. **Landscaping.** The landscape plan shall indicate landscape points for the project equivalent to **10% more than otherwise required** by LAMC 12.40 and Landscape Ordinance Guidelines "O". All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.

### SNAP Conditions

13. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Central Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code, the project conditions, or the project permit authorization.
14. **Parks First.** Prior to the issuance of a Certificate of Occupancy, the applicant shall complete the following:
  - a. Make a payment to the Department of Recreation and Parks (RAP) for the required Park Fee pursuant to LAMC Section 17.12. Contact RAP staff by email at [rap.parkfees@lacity.org](mailto:rap.parkfees@lacity.org), by phone at (213) 202-2682 or in person at the public counter at 221 N. Figueroa St., Suite 400 (4<sup>th</sup> Floor), Los Angeles, CA 90012 to arrange for payment.

- b. Make a payment of \$778,300 to the Parks First Trust Fund for the net increase of 65 residential dwelling units. The calculation of a Parks First Trust Fund Fee to be paid pursuant to the Vermont/Western SNAP shall be off-set by the Park Fee paid pursuant to LAMC Section 17.12 as a result of the project.
  - c. The applicant shall provide proof of payment for the Park Fee to the Department of City Planning (DCP), Central Project Planning Division staff to determine the resulting amount of Parks First Trust Fund Fee to be paid. DCP staff shall sign off on the Certificate of Occupancy in the event there are no resulting Parks First Trust Fund Fee to be paid.
  - d. In the event there are remaining Parks First Trust Fund Fees to be paid, the applicant shall make a payment to the Office of the City Administrative Officer (CAO), Parks First Trust Fund. Contact Melinda Gejer and Kristine Harutyunyan of the CAO to arrange for payment. Melinda Gejer may be reached at (213) 473-9758 or [Melinda.Gejer@lacity.org](mailto:Melinda.Gejer@lacity.org). Kristine Harutyunyan may be reached at (213) 473-7573 or [Kristine.Harutyunyan@lacity.org](mailto:Kristine.Harutyunyan@lacity.org). The applicant shall submit proof of payment for the Parks First Trust Fund Fee to DCP staff, who will then sign off on the Certificate of Occupancy.
  - e. All residential units in a project containing units set aside as affordable for Very Low or Low Income Households that are subsidized with public funds and/or Federal or State Tax Credits with affordability covenants of at least 30 years are exempt from the Parks First Trust Fund.
15. **Use.** The proposed residential use shall be permitted on the subject property. The vacant commercial spaces shall be occupied by a use that is allowed in the C4 zone. Any change of use thereafter for the commercial spaces shall be required to obtain a Project Compliance approval before any permit clearance is given. Commercial Uses shall be limited to the ground floor only.
16. **Bicycle Parking.** The project shall provide a minimum of 90 residential bicycle parking spaces and a minimum of 11 commercial bicycle parking spaces on site.
17. **Setback.** No front, side, or rear yard setbacks shall be required.
18. **Landscape Plan.** The applicant shall submit a final landscape plan prepared by a licensed landscape architect showing enhanced paving such as stamped concrete, permeable paved surfaces, tile and/or brick within paved areas in front, side and rear yards.
19. **Irrigation Plan.** A final irrigation plan shall be prepared and included.
20. **Streetscape Elements.**
- a. **Street Trees.** Street trees must be installed and maintained prior to issuance of the building permit or suitably guaranteed through a bond and all improvements must be completed prior to the issuance of a Certificate of Occupancy.
    - i. Twelve (12), 36-inch box shade trees shall be provided in the public right-of-way along Hollywood Boulevard, subject to the Bureau of Street Services, Urban Forestry Division requirements. The project site currently includes eight (8) existing trees within the 350 feet of frontage along Hollywood Boulevard. Whether the street trees should remain or should be replaced is subject to the Bureau of Street Services, Urban Forestry Division.

- ii. A tree well cover shall be provided for each new and existing tree in the public right-of-way adjacent to the subject property to the satisfaction of the Bureau of Street Services.
- iii. The applicant shall be responsible for new street tree planting and pay fees for clerical, inspection, and maintenance per the Los Angeles Municipal Code Section 62.176 for each tree.
- iv. An automatic irrigation system shall be provided.

Note: Contact the Urban Forestry Division, Subdivision staff, at (213) 847-3088 for site inspection prior to any street tree work.

- b. **Bike Racks.** Seven (7) simple black painted bike racks shall be provided in the public right-of-way along Hollywood Boulevard. Bike racks shall be installed three feet from the curb edge or per the City of Los Angeles Department of Transportation requirements.
  - c. **Trash Receptacles.** Four (4) trash receptacles painted black shall be provided, maintained, and emptied by the project owner, and placed in the public right-of-way along Hollywood Boulevard subject to the requirements of the Department of Public Works.
  - d. **Public Bench.** Two (2) public benches shall be installed in the public right-of-way along Hollywood Boulevard subject to the requirements of the Department of Public Works.
21. **Vehicular Access.** Vehicular access to the project shall be provided from Rodney Drive, Lyman Place and the alley. If the project is revised to provide vehicular access from Hollywood Boulevard, only two (2) curb cuts that are a maximum of 20 feet in width is permitted, unless otherwise required by the Departments of Public Works, Transportation, or Building and Safety.
22. **Curb Cuts.** Only one curb cut that is 20 feet in width for every 150 feet of street frontage is allowed if the project provides vehicular access from Hollywood Boulevard, unless otherwise required by the Departments of Public Works, Transportation, or Building and Safety. Approval by the Departments of Public Works, Transportation, or Building and Safety for a curb cut exceeding 20 feet in width must be provided to the Department of City Planning once received.
23. **Pedestrian Throughway.** As illustrated in 'Exhibit A', one (1) internal pedestrian throughway shall be provided between Hollywood Boulevard to the public alley. The pedestrian walkway shall be accessible to the public and have a minimum vertical clearance of 12 feet and a minimum horizontal clearance of 10 feet.
24. **Pedestrian Entrance.** As illustrated in 'Exhibit A', a pedestrian entrance shall be provided along Hollywood Boulevard. The maximum retail shop spacing of entries along the commercial frontages is 50 feet.
25. **Design of Entrance.** The applicant shall submit detailed elevations of the ground floor illustrating that all pedestrian entrances, including entries to commercial and retail stores, residential lobby area, and the pedestrian throughways, are accented with architectural elements such as columns, overhanging roofs, or awnings. The location of Entrances shall be in the center of the façade or symmetrically spaced if there are more than one.

26. **Utilities.** All new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made by the applicant for future underground service.
27. **Transparent Elements.** Transparent building elements as windows and doors shall occupy at least 50% of the exterior surface of the ground floor facades of the front and side elevations.
  - a. At least 3,422.5 square feet of the ground floor façade shall be constructed with transparent building materials along Hollywood Boulevard, consistent with Exhibit "A", Sheet A-2.6.
  - b. At least 725.5 square feet of the ground floor façade shall be constructed with transparent building materials along Rodney Drive, consistent with Exhibit "A", Sheet A-2.6.
  - c. At least 897.5 square feet of the ground floor façade shall be constructed with transparent building materials along Lyman Place, consistent with Exhibit "A", Sheet A-2.6.
28. **Façade Relief.** As illustrated in 'Exhibit A', exterior walls shall provide a break in plane for every 20 feet horizontally and every 30 feet vertically.
29. **Building Materials.** As illustrated in 'Exhibit A', building facades shall provide at least two types of complimentary building materials on all elevations.
30. **Surface Mechanical Equipment.** All surface or ground-mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets, shall be screened from public view and treated to match the materials and colors of the building which they serve.
31. **Roof Lines.** As illustrated in 'Exhibit A', all rooflines in excess of 40 feet are broken up through the use of gables, dormers, plant-ons, cutouts, or other appropriate means.
32. **Rooftop Appurtenances.** All rooftop equipment and building appurtenances shall be screened from any street, public right-of-way, or adjacent property with enclosures or parapet walls constructed of materials complimentary to the materials and design of the main structure.
33. **Trash, Service Equipment and Satellite Dishes.** Trash, service equipment and satellite dishes, including transformer areas, shall be located away from streets and enclosed or screened by landscaping, fencing or other architectural means. The trash area shall be enclosed by a minimum six-foot high decorative masonry wall. Each trash enclosure shall have a separate area for recyclables. Any transformer area within the front yard shall be enclosed or screened.
34. **Freestanding Walls.** Any new freestanding walls and fences shall be decorative with an architectural element at intervals of no more than 20 feet. All freestanding walls and fences shall be set back from the property line adjacent to a public street with a landscaped buffer. No chain-link, barbed and concertina fences shall be permitted.
35. **Lighting.** The applicant shall comply with the following standards:
  - a. **On-Site Lighting.** The applicant shall install on-site lighting along all vehicular access ways and pedestrian walkways. Parking areas shall have a minimum of ¼ foot-candle



of flood lighting measured at the pavement. All on-site lighting shall be directed away from adjacent properties. This condition shall not preclude the installation of low-level security lighting.

- b. **Lighting Shielded.** Sources of illumination shall be shielded from casting light higher than 15 degrees below the horizontal plane as measured from the light source. They shall not cast light directly into adjacent residential windows.
  - c. **Light Mounting Height.** A maximum mounting height of light sources for ground level illumination shall be 14 feet, measured from the finished grade of the area to be lit.
  - d. **Lamp Color.** Color corrected ("white") high pressure sodium (HPS), color corrected fluorescent (2,700-3,000 degrees K), metal halide, or incandescent lamps shall be used for ground level illumination. Standard "peach" high pressure sodium, low pressure sodium, standard mercury vapor, and cool white fluorescent shall not be used for ground floor illumination
36. **Security Devices.** If at any time during the life of the project the property owner wishes to install security devices such as window grilles and/or gates, such security devices shall be designed so as to be fully concealed from public view. The applicant shall be required to acquire approval from the Department of City Planning, Central Project Planning Division for the installation of any security devices on the exterior or the structure through a building permit clearance sign off.
37. **Privacy.** As illustrated in 'Exhibit A', the façade shall avoid placing windows facing windows across property lines or facing private outdoor spaces of other residential units.
38. **Hours of Operation.** All parking lot cleaning activities and other similar maintenance activities shall take place between the hours of 7:00 a.m. to 8:00 p.m., Monday through Friday and 10:00 a.m. to 4:00 p.m. on Saturday and Sunday.
39. **Noise.** Any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley shall be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition.
40. **Future Signage.** All future signs shall be reviewed by Project Planning staff for compliance with the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan and Design Guidelines. Filing for a Project Permit shall not be necessary unless a Project Permit Adjustment, Exception, or Amendment is required. Any pole, roof, or off-site sign, any sign containing flashing, mechanical or strobe lights are prohibited. Canned/Cabinet signs should not be used.

## Environmental Condition

41. **Project Design Feature (PDF) Air Quality-1.** All mobile off-road equipment (wheeled or tracked) greater than 50 horsepower used during construction activities shall meet the United States Environmental Protection Agency (USEPA) Tier 4 final standards. Tier 4 certification can be for the original equipment or equipment that is retrofitted to meet the Tier 4 Final standards. In the event of specialized equipment where Tier 4 Final equipment is not commercially available at the time of construction, the equipment shall meet Tier 3 standards at a minimum. Alternative Fuel (natural gas, propane, electric, etc.) construction equipment shall be incorporated where available and feasible. Where electric vehicles are feasible, electrical vehicles shall be incorporated into the construction fleet. These requirements shall be incorporated into the contract agreement with the construction contractor. A copy of the

equipment's certification or model year specifications shall be available upon requirements for all equipment onsite. All equipment less than 50 horsepower shall be alternatively fueled. Electricity shall be supplied to the site from the existing power grid to support the electric construction equipment. If connection to the grid is determined to be infeasible for portions of the project, a non-diesel fueled generator shall be used.

### **Administrative Conditions**

42. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.
43. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
44. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
45. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
46. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
47. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
48. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
49. **Recording Covenant.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to

the Development Services Center at the time of Condition Clearance for attachment to the subject case file.

50. **Indemnification and Reimbursement of Litigation Costs.** The applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

## PROJECT BACKGROUND

The subject property consists of seven (7) contiguous rectangular lots with approximately 350 feet of frontage along the northerly side of Hollywood Boulevard, 135 feet of frontage along the easterly side of Rodney Drive, and 135 feet of frontage along the westerly side of Lyman Place. The subject property is also adjacent to an alleyway to the north. The total lot size of the subject property is 45,527.54 square feet according to the topographic survey prepared by Cynthia A. De Leon, Civil Engineer #C-31604. The project site is located within the Hollywood Community Plan and Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan. The site is zoned C2-1D, designated for Highway Oriented Commercial land uses and is currently improved with a one-story commercial building and a surface parking lot.

The applicant requests a Project Permit Compliance to permit the demolition of a commercial building and surface parking lot, and the construction, use and maintenance of a seven-story, 174,021 square-foot, 181-unit mixed-use building consisting of 181 dwelling units and 15,398 square feet of commercial floor area within Subarea C (Community Commercial) of the Vermont/Western SNAP Specific Plan. Pursuant to Assembly Bill (AB) 2097, the applicant is requesting no minimum required automobile parking spaces for the residential and commercial component. As the proposed project includes the construction of a mixed-use building and the site is located within half a mile of a major transit stop, the project qualifies for the parking reduction under the provisions of AB 2097. However, the applicant is proposing voluntary automobile parking spaces. The project will include 207 residential parking spaces, 31 shared commercial / residential guest parking spaces, 92 residential bicycle parking spaces and 12 commercial bicycle parking spaces, and 16,821 square feet of open space.

The surrounding area is characterized by level topography and improved streets. The property to the north, across the alleyway, is zoned R2-1, developed with multifamily residential uses and within Subarea B (Mixed Use Boulevards) of the Vermont/Western SNAP Specific Plan. The property to the west, across Rodney Drive, is zoned C2-1D, developed with a one-story commercial building and located within Subarea C (Community Center) of the Vermont/Western SNAP Specific Plan. The property to the east, across Lyman Place, is zoned C2-1D, developed with a six-story mixed use building, and is located within Subarea B (Mixed Use Boulevards) and Subarea C (Community Center) of the Vermont/Western SNAP Specific Plan. Lastly, the properties to the south, across Hollywood Boulevard, are zoned C2-1, developed with commercial buildings and are located within Subarea C (Community Center) of the Vermont/Western SNAP Specific Plan.

The applicant is seeking a discretionary approval of the TOC Housing Incentive Program with the following incentives:

### Base Incentives:

1. 80 percent increase in density,
2. 45 percent increase in Floor Area Ratio (FAR); and
3. No residential parking,

### Additional Incentives:

1. An up to 22-foot increase in the height requirement, allowing up to 97 feet in height in lieu of the permitted 75 feet per Subarea C of the Vermont/Western SNAP Specific Plan and an increase of one-story in height to the stepback requirement per the SNAP which requires buildings with a property line fronting on a Major Highway, including Hollywood Boulevard, have the second floor set back 10 feet from the first floor.

2. An up to 25 percent reduction in the required open space, allowing a minimum of 14,625 square feet in lieu of the required 19,500 square feet of open space otherwise required.

### Urban Design Review

On June 14, 2023, the proposed project was taken to Urban Design Studio's (UDS) Office Hours for review. UDS' Office Hours function is to provide input directly to the project planner at meetings. The Studio's feedback focuses on ways a project can be improved to comply more fully with the Studio's three (3) design approaches which are: 1) Pedestrian First Design, 2) 360 Degree Design, and 3) Climate Adaptive Design. At this meeting, UDS had comments regarding the pedestrian lobby and throughway entrances, open space amenities, retention of the existing street trees, sizes of tree wells, and other landscape details. In response, the applicant updated the elevation sheets to include more detail regarding the proposed canopies on the elevations to emphasize the pedestrian entrances. The applicant also clarified components of their proposed open space and enlarged the landscape plan to present the proposed plants and shrubbery in more detail.

### **HOUSING REPLACEMENT (SB 8 DETERMINATION) BACKGROUND**

The Los Angeles Housing Department (LAHD) reviewed all of the existing structures at the subject site and determined, per the Housing Crisis Act of 2019 (SB 8) Replacement Unit Determination (RUD), dated October 19, 2022, that no units are subject to the replacement pursuant to the requirements of the HCA. However, 20 units are being set aside for habitation by Extremely Low Income Households proposed through the Transit Oriented Communities Affordable Housing Incentive Program, and the project will be required to comply with all of the applicable regulations set forth by LAHD. As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Sections 65915(c)(3) (State Density Bonus Law) and 66300 (Housing Crisis Act of 2019).

### **TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND**

Measure JJJ was adopted by the Los Angeles City Council on December 13, 2016. Section 6 of the Measure instructed the Department of City Planning to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, a transit-based affordable housing incentive program. The measure required that the Department adopt a set of TOC Guidelines, which establish incentives for residential or mixed-use projects located within ½ mile of a major transit stop. Major transit stops are defined under existing State law.

The TOC Guidelines, adopted September 22, 2017, establish a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

The project site is located within 750 feet from the intersection of Vermont/Sunset Metro Red Line Station and the Vermont/Hollywood Station – Rapid 754 Bus Line, which qualifies the site as Tier 4 of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Guidelines).

Pursuant to the TOC Guidelines, the project is eligible for Base Incentives and up to three (3) Additional Incentives for setting aside 11 percent of the total 181 units and a minimum of 11 percent of the base 122 units for Extremely Low Income Households. However, the project is only requesting two (2) Additional Incentives. Base Incentives include: (1) an increase of the maximum

allowable number of dwelling units permitted by 80 percent, (2) an increase of the maximum allowable floor area ratio (FAR) by 45 percent; and (3) a zero residential automobile parking requirement. The applicant requests two (2) Additional Incentives as follows: (1) an up to 22-foot increase in the height requirement, allowing up to 97 feet in height in lieu of the permitted 75 feet per Subarea C of the Vermont/Western SNAP Specific Plan and an increase of one-story in height to the stepback requirement per the SNAP which requires buildings with a property line fronting on a Major Highway, including Hollywood Boulevard, have the second floor set back 10 feet from the first floor frontage; and (2) an up to 25 percent reduction in the required open space, allowing a minimum of 14,625 square feet in lieu of the required 19,500 square feet of open space otherwise required.

The project site is zoned C2-1D, which allows R4 density. This complies with Subarea C Section 9.A of the SNAP which states that only R4 density is allowed regardless of the underlying zone, and thus, limits residential density of the subject property to a maximum of one dwelling unit for each 400 square feet of lot area. The R4 density allows a maximum base density of 122 units on a 45,269.6 square-foot lot and 3,500 square feet from the alleyway (half of the alley). The project is permitted an 80 percent increase in density, which allows a maximum of 220 units. The project proposes a total of 181 units, which is within the maximum density permitted.

The TOC Guidelines allow a 45 percent increase in the maximum 3:1 FAR permitted for a mixed-use development per the SNAP Subarea C, thereby allowing a maximum 4.35:1 FAR. The project will consist of 174,021 square feet of floor area, which results in a maximum 4.35:1 FAR.

Per the TOC Guidelines, a project containing 181 dwelling units within Tier 4 has no residential parking space requirements. The proposed project includes 207 residential parking spaces, thereby satisfying this requirement.

## **TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS**

To be an eligible Transit Oriented Communities (TOC) Housing Development, a project must meet the Eligibility criteria set forth in Section IV of the TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines). A Housing Development located within a TOC Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets all of the following requirements, which it does:

1. ***On-Site Restricted Affordable Units.*** *In each Tier, a Housing Development shall provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages described below. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.*
  - a. *Tier 1 - 8% of the total number of dwelling units shall be affordable to Extremely Low Income (ELI) Households, 11% of the total number of dwelling units shall be affordable to Very Low (VL) Income Households, or 20% of the total number of dwelling units shall be affordable to Lower Income Households.*
  - b. *Tier 2 - 9% ELI, 12% VL or 21% Lower.*
  - c. *Tier 3 - 10% ELI, 14% VL or 23% Lower.*
  - d. *Tier 4 - 11% ELI, 15% VL or 25% Lower.*

The project site is located within a Tier 4 TOC Affordable Housing Incentive Area. As part of the proposed development, the project is required to reserve at least 11 percent, or eight 20 units, of the total 181 units for Extremely Low Income Households. The project proposes 20 units restricted to Extremely Low Income Households. As such, the project meets the eligibility requirement for On-Site Restricted Affordable Units.

2. **Major Transit Stop.** *A Housing Development shall be located on a lot, any portion of which must be located within 2,640 feet of a Major Transit Stop, as defined in Section II and according to the procedures in Section III.2 of the TOC Guidelines.*

A Major Transit Stop is a site containing a retail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The project site is located within 750 feet from the intersection of Vermont/Sunset Metro Red Line Station and the Vermont/Hollywood Station – Rapid 754 Bus Line. As such, the project meets the eligibility requirement for proximity to a Major Transit Stop.

3. **Housing Replacement.** *A Housing Development must meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by the Department of Housing and Community Investment (HCIDLA) prior to the issuance of any building permit. Replacement housing units required per this section may also count towards other On-Site Restricted Affordable Units requirements.*

Pursuant to the Determination made by the Los Angeles Housing Department (LAHD) dated October 19, 2022, no dwelling units are subject to replacement for Extremely Low Income Households under SB 8. The proposed project is reserving 20 units for Extremely Low Income households. As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Section 65915(c)(3).

4. **Other Density or Development Bonus Provisions.** *A Housing Development shall not seek and receive a density or development bonus under the provisions of California Government Code Section 65915 (State Density Bonus law) or any other State or local program that provides development bonuses. This includes any development bonus or other incentive granting additional residential units or floor area provided through a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Plan Implementation Overlay (CPIO), Specific Plan, or overlay district.*

The project is not seeking any additional density or development bonuses under the provisions of the State Density Bonus Law or any other State or local program that provides development bonuses, including, but not limited to a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, CPIO, Specific Plan, or overlay district. As such, the project meets this eligibility requirement.

5. **Base Incentives and Additional Incentives.** *All Eligible Housing Developments are eligible to receive the Base Incentives listed in Section VI of the TOC Guidelines. Up to three Additional Incentives listed in Section VII of the TOC Guidelines may be granted based upon the affordability requirements described below. For the purposes of this section below, “base units” refers to the maximum allowable density allowed by the zoning, prior to any density increase provided through these Guidelines. The affordable housing units required per this section may also count towards the On-Site Restricted Affordable Units requirement in the Eligibility Requirement No. 1 above (except Moderate Income units).*

- a. *One Additional Incentive may be granted for projects that include at least 4% of the base units for Extremely Low Income Households, at least 5% of the base units for Very Low Income Households, at least 10% of the base units for Lower Income Households, or at least 10% of the base units for persons and families of Moderate Income in a common interest development.*



- b. *Two Additional Incentives may be granted for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units for Very Low Income Households, at least 20% of the base units for Lower Income Households, or at least 20% of the base units for persons and families of Moderate Income in a common interest development.*
- c. *Three Additional Incentives may be granted for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units for Very Low Income Households, at least 30% of the base units for Lower Income Households, or at least 30% of the base units for persons and families of Moderate Income in a common interest development.*

As part of the proposed development, the project is required to reserve at least 11 percent, or 20 units, of the total 181 units for Extremely Low Income Households to receive the Base Incentives listed in Section VI of the TOC Guidelines. Up to three Additional Incentives may be granted if the project includes at least 11 percent of the base units, or 14 units, for Extremely Low Income Households. The project is only requesting two (2) Additional Incentives as follows: (1) an up to 22-foot increase in the height requirement, allowing up to 97 feet in height in lieu of the permitted 75 feet per Subarea C of the Vermont/Western SNAP Specific Plan and an increase of one-story in height to the stepback requirement per the SNAP which requires buildings with a property line fronting on a Major Highway, including Hollywood Boulevard, have the second floor set back 10 feet from the first floor frontage; and (2) an up to 25 percent reduction in the required open space, allowing a minimum of 14,625 square feet in lieu of the required 19,500 square feet of open space otherwise required. The project is eligible for the Base Incentives and up to three (3) Additional Incentives for setting aside 11 percent of the total 181 units and 11 percent of the base 122 units for Extremely Low Income Households. As such, the project meets the eligibility requirement for Base and Additional Incentives.

- 6. ***Projects Adhering to Labor Standards.*** *Projects that adhere to the labor standards required in LAMC 11.5.11 may be granted two Additional Incentives from the menu in Section VII of these Guidelines (for a total of up to five Additional Incentives).*

The project is not seeking two (2) Additional Incentives beyond the three (3) permitted in exchange for reserving at least 11 percent of the base 122 units for Extremely Low Income Households. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11 and this eligibility requirement does not apply.

- 7. ***Multiple Lots.*** *A building that crosses one or more lots may request the TOC Incentives that correspond to the lot with the highest Tier permitted by Section III above.*

The project site consists of seven (7) contiguous lots, which are located within Tier 3 and Tier 4 of the TOC Affordable Housing Incentive Area. As the proposed building will be constructed across all seven (7) lots, the applicant is requesting TOC Incentives that correspond to the lot with the highest Tier permitted, which is Tier 4. At least one of the subject lots is located within 660 feet of the Vermont/Hollywood Station – Rapid 754 Bus Line. As such, the project qualifies for Tier 4 TOC Incentives.

- 8. ***Request for a Lower Tier.*** *Even though an applicant may be eligible for a certain Tier, they may choose to select a Lower Tier by providing the percentage of On-Site Restricted Affordable Housing units required for any Lower Tier and be limited to the Incentives available for the Lower Tier.*

The applicant has not selected a lower Tier and is not providing the percentage of On-Site Restricted Affordable Housing units required for any Lower Tier. As such, this eligibility requirement does not apply.

9. **100% Affordable Housing Projects.** *Buildings that are Eligible Housing Developments that consist of 100% On-Site Restricted Affordable units, exclusive of a building manager's unit or units shall, for purposes of these Guidelines, be eligible for one increase in Tier than otherwise would be provided.*

The project does not consist of 100% On-Site Restricted Affordable units. As such, this eligibility requirement does not apply.

## **TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM / AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS**

Pursuant to Section 12.22 A.31(e) of the LAMC, the Director shall review a Transit Oriented Communities (TOC) Affordable Housing Incentive Program project application in accordance with the procedures outlined in LAMC Section 12.22 A.25(g).

1. **Pursuant to Section 12.22 A.25(g) of the LAMC, the Director shall approve a density bonus and requested incentives unless the Director finds that:**
  - a. **The incentives are not required to provide for affordable housing costs for rents for the affordable units.**

The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The list of incentives in the TOC Guidelines were pre-evaluated at the time the TOC Affordable Housing Incentive Program Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project. The following incentives allow the developer to increase the SNAP height requirement and reduce open space requirements so that affordable housing units reserved for Extremely Low Income Households can be constructed and the overall space dedicated to residential uses is increased. These incentives support the applicant's decision to reserve eight (8) units for Extremely Low Income Households.

**Height:** The applicant requests a 22-foot increase in height to permit 97 feet of maximum building height in lieu of the maximum 75 feet otherwise permitted in Subarea C. The applicant also requests an increase of one-story in height to the stepback requirement per the SNAP which requires buildings with a property line fronting on a Major Highway, including Hollywood Boulevard, have the second floor set back 10 feet from the first floor frontage. The requested height increases are expressed in the Menu of Incentives in the TOC Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs.

**Open Space:** The applicant requests a 25 percent reduction in the minimum overall open space required to permit a minimum of 14,625 square feet in lieu of the required 19,500 square feet otherwise required. The requested open space incentive is expressed in the Menu of Incentives in the TOC Guidelines, which permit exceptions

to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. The requested incentive allows the inclusion of affordable housing, while still providing usable open space as intended by the Code.

- b. The Incentive will not have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income Households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.**

There is no substantial evidence in the record that the proposed incentives will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). As required by Section 12.22 A.25 (e)(2), the project meets the eligibility criterion that is required for density bonus projects. The project also does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. Therefore, there is no substantial evidence that the proposed incentives will have a specific adverse impact on public health and safety.

## **PROJECT PERMIT COMPLIANCE FINDINGS**

- 2. The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.**

- A. Parks First.** Section 6.F of the Vermont/Western Specific Plan requires the applicant to pay a Parks First Trust Fund of \$4,300 for each new residential unit, prior to the issuance of a Certificate of Occupancy. The proposed project includes the demolition of commercial building and surface parking lot and the construction, use and maintenance of a seven-story, 181-unit mixed use building, resulting in a net increase of 181 residential units. The project is therefore required to pay a total of \$778,300 into the Parks First Trust Fund. The calculation of a Parks First Trust Fund fee to be paid or actual park space to be provided pursuant to the Parks First Ordinance shall be off-set by the amount of any fee pursuant to LAMC Section 17.12 or dwelling unit construction tax pursuant to LAMC Section 21.10.1, et seq. This requirement is reflected in the Condition of Approval. As conditioned, the project complies with Section 6.F of the Specific Plan.

- B. Use.** Section 9.A of the Vermont/Western Specific Plan states that residential uses permitted in the R4 Zone by LAMC Section 12.11 and commercial uses permitted in the C4 Commercial Zone by LAMC Section 12.16 shall be permitted by-right on any lot located within Subarea C of the Specific Plan area. The subject site is 45,269.6 square feet in size and abuts an alleyway to the north. The alleyway contributes an additional 3,500 square feet (or ½ of the alleyway) towards the base density calculations, allowing a maximum of 122 base dwelling units per the underlying zone. However, the applicant is seeking an 80 percent increase in the maximum allowable density permitted in the SNAP to allow 181 dwelling units in lieu of the otherwise permitted 122 dwelling units, in exchange for setting aside 11 percent, or 20 units, of the total 181 units for Extremely Low Income households per the TOC Affordable Housing Incentive Program. The project has been conditioned to record a covenant with the Los Angeles Housing Department (LAHD) to make 20 units available to Extremely Low Income Households to ensure the applicant sets aside the required number of units for affordable housing

to be eligible for an 80 percent increase from the total density permitted by the SNAP. The project site is allowed C4 uses on the subject property and is proposing 15,398 square feet of commercial uses. The applicant has proposed several C4 uses as part of this grant. A Condition of Approval has been included to limit the first commercial tenants within the project site to a use allowed under the C4 designation, any change of use thereafter is required to obtain a Project Compliance approval before any permit clearance is given. Section 9.A.1. states that commercial uses in a Mixed-Use Project shall be limited to the Ground Floor. As illustrated in Exhibit A, and as conditioned, the commercial space shall be located on the ground floor. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 9.A of the Specific Plan.

- C. Height and Floor Area.** Section 9.B of the Vermont/Western Specific Plan requires that mixed-use projects shall not exceed a maximum building height of 75 feet and 100 percent commercial projects shall not exceed a maximum building height of 35 feet; except that roofs and roof structures for the purposes specified in Section 12.21.1 B.3 of the Code, may be erected up to 10 feet above the height limit established in this section, if those structures and features are setback a minimum of 10 feet from the roof perimeter and are screened from view at street level by a parapet or a sloping roof. The applicant proposes a seven-story, mixed-use building, with two (2) levels of subterranean parking, 174,021 square feet of floor area, consisting of 181 dwelling units and 15,398 square feet of commercial floor area with a maximum height of 75 feet.

The applicant is proposing a height of 75 feet to the top of the parapet for mixed-use buildings within Subarea C of the SNAP. The applicant has requested a total of two (2) Additional Incentives, regarding height and open space, and as such, the applicant is required to provide 11 percent of the 122 base units, or 13 units, for Extremely Low Income Households. The applicant is proposing to set aside an overall of 20 units for Extremely Low Income households, and as such, the applicant is providing more than the required number of affordable housing units for the Additional Incentive and is not required to provide additional units.

<b>Height Increase</b>			
	<b>Limit</b>	<b>With TOC</b>	<b>Proposed</b>
<b>SNAP Overall Height</b>	75'	75' + 22' = 97'	88'
<b>SNAP Stepback #1</b>	No portion of any structure shall exceed 30 feet in height within 15 feet of the front property line	Addition of 11-foot increase	No portion of the proposed structure is exceeding 30 feet in height within 15 feet of the front property line
<b>SNAP Stepback #2</b>	The 2 <sup>nd</sup> floor must be set back 10 feet from 1 <sup>st</sup> floor frontage	Addition of one floor	The 3 <sup>rd</sup> floor is set back 10 feet from 1 <sup>st</sup> floor frontage

Moreover, a mixed-use project shall not exceed a 3:1 FAR, however, the applicant is seeking an FAR increase to 4.35:1 in exchange for setting aside affordable housing units. As the FAR increase is a TOC Base Incentive, the applicant only needs to demonstrate a set aside of 11 percent, or 20 units, of the total 181 units for Extremely Low Income households per the TOC Affordable Housing Incentive Program. The commercial component within the mixed use project shall be limited to 1.5:1 FAR. The commercial square footage is limited to 15,398 square feet or a 0.35:1 FAR. As such,

the proposed commercial FAR complies with Subarea C of the Vermont/Western SNAP Specific Plan.

FAR Increase			
	Limit	With TOC	Proposed
<b>SNAP FAR</b> Mixed Use Project	3:1	3:1 + 45% = <b>4.35:1</b>	3:1 + 28.5% = <b>3.85:1</b>

The project site contains 45,269.6 square feet of lot area and the proposed building contains a combined floor area of 174,021 square feet, resulting in a FAR of 3.85:1 FAR which is within the maximum allowable 4.35:1 FAR per the TOC incentive, which is a 45 percent increase. Typically, TOC Guidelines would permit a 55 percent increase for properties in Tier 4, however TOC Guideline Section VI.b.v.1. notes that the maximum FAR increase shall be limited to 45 percent if the site is located within a Specific Plan or overlay district. As such, the maximum permissible FAR increase would be 45 percent, although the project is only requesting a 28.5 percent increase in FAR. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 9.B of the Specific Plan.

**D. Transitional Height.** Section 9.C of the Vermont/Western Specific Plan states that portions of buildings on a lot located within Subarea C adjoining or abutting a lot within Subarea A shall not exceed 25 feet in height, 33 feet in height, and 61 feet in height when located within 0-49 feet, 50-99 feet, and 100-200 feet respectively. The project site does not abut any properties located within Subarea A. Therefore, Section 9.C. of the Specific Plan does not apply.

**E. Usable Open Space.** Section 9.D of the Vermont/Western Specific Plan states that residential projects with two or more dwelling units must provide specified amounts of common and private open space pursuant to the standards set forth in LAMC 12.21 G.2 of the Code. The Specific Plan further stipulates that up to 75 percent of the total open space may be located above the grade level or first habitable room level of the project, and that roof decks may be used in their entirety as common or private open space, excluding that portion of the roof within 20 feet of the roof perimeter. Units containing less than three (3) habitable rooms require 100 square feet of open space per unit. Units containing three (3) habitable rooms require 125 square feet of open space per unit. Units containing more than three (3) habitable rooms require 175 square feet of open space per unit. The Vermont/Western SNAP sets forth the minimum usable open space requirement, as shown in the table below:

SNAP Minimum Usable Open Space			
	Units	Sq. Ft. Required	Usable Open Space (sq. ft.)
Dwelling Units with Less than 3 Habitable Rooms	125	100	12,500
Dwelling Units with 3 Habitable Rooms	56	125	7,000
Dwelling Units with More than 3 Habitable Rooms	0	175	0
<b>Total Minimum Usable Open Space</b>			<b>19,500</b>
25% located at grade or first habitable room level			<b>4,875</b>

However, the applicant is seeking a 25 decrease in the minimum open space requirement in the SNAP in exchange for setting aside 11 percent, or 14 units, of the

base 122 units for Extremely Low Income Households. The applicant is proposing to set aside a total of 20 units for Extremely Low Income households.

<b>Open Space Reduction</b>			
	<b>Required</b>	<b>With TOC Tier 4</b>	<b>Proposed</b>
<b>Total</b>	19,500	19,500 – 25% = <b>14,625</b>	<b>16,821</b>
25% located at grade or first habitable room level	19,500 x 25% = 4,875	14,625 x 25% = <b>3,656.25</b>	<b>13,821</b>

The project is therefore required to provide a total of 14,625 square feet of open space of which 3,656.25 square feet must be located at grade level or first habitable room level. The proposed project includes 16,821 square feet of open space of which 13,821 square feet will be located on the first habitable room level. A Condition of Approval has been included to require the minimum open space quantities as allowed by TOC Tier 4. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 9.D of the Specific Plan.

- F. Project Parking Requirements.** Section 9.E of the Vermont/Western Specific Plan sets forth a minimum and maximum parking standard for residential projects, as shown in the tables below:

<b>SNAP Minimum Parking Spaces</b>			
	<b>Parking Space Per Square Feet / Unit</b>	<b>Units</b>	<b>Parking Spaces</b>
Dwelling Units with Less than 3 Habitable Rooms	1	128	128
Dwelling Units with 3 Habitable Rooms	1	53	53
Dwelling Units with More than 3 Habitable Rooms	1.5	0	0
<b>Total Residential Required Spaces</b>			<b>181</b>
Guest	.25	181	45
<b>Total Minimum Required Spaces (inclusive of guest parking)</b>			<b>226</b>

<b>SNAP Maximum Parking Spaces</b>			
	<b>Parking Space Per Square Feet / Unit</b>	<b>Units</b>	<b>Parking Spaces</b>
Dwelling Units with Less than 3 Habitable Rooms	1	128	128
Dwelling Units with 3 Habitable Rooms	1.5	53	79
Dwelling Units with More than 3 Habitable Rooms	2	0	0
<b>Total Residential Allowed Spaces</b>			<b>207</b>
Guest	.50	181	90
<b>Total Maximum Allowed Spaces (inclusive of guest parking)</b>			<b>297</b>

However, the applicant proposes to utilize the Automobile Parking Incentive under the TOC Housing Incentive Program, which allows zero (0) residential parking spaces in Tier 4 of TOC, in exchange for setting aside the required percentage of affordable units.

The TOC Automobile Parking Incentive replaces the minimum parking requirement in the SNAP; however, the project is still subject to the maximum parking requirement per the SNAP. The SNAP limits the maximum number of automobile parking spaces to 297, inclusive of guest parking spaces. The project will provide 207 residential parking spaces inclusive of 31 guest parking spaces (as permitted by TOC), which is within the minimum allowance and maximum requirement. Therefore, as conditioned and in conjunction with the reduced residential parking spaces per TOC, the project complies with Section 9.E of the Specific Plan.

**Bicycles.** Section 9.E.2 of the Vermont/Western Specific Plan requires any residential project with two (2) or more dwelling units to provide one-half (0.5) bicycle parking space per residential unit. The proposed development consists of 181 residential units, thus, requiring 90 bicycle parking spaces. Furthermore, the SNAP requires one (1) bicycle parking space for every 1,000 square feet of non-residential floor area for the first 10,000 square feet of floor area, and one (1) bicycle parking space for every additional 10,000 square feet of floor area. The proposed development consists of 15,398 square feet of commercial floor area, thereby requiring 11 commercial bicycle parking spaces. The proposed project includes 92 residential bicycle parking spaces and 12 commercial bicycle parking spaces. The applicant has been required in the Conditions of Approval to provide 90 residential bicycle parking spaces and 11 commercial bicycle parking space on-site. Therefore, as proposed and conditioned, the project complies with Section 9.E.2 of the Specific Plan.

**Commercial Vehicle Parking.** Section 9.E.3 of the Vermont/Western Specific Plan requires two (2) parking spaces per 1,000 square feet of commercial floor area, which must be shared with any guest parking spaces being proposed. The project proposes 15,398 square feet of commercial floor area, thereby allowing a maximum of 31 commercial parking spaces. The project proposes 31 commercial parking spaces which does not exceed the maximum SNAP requirement of 31 commercial spaces. If guest parking spaces are designated at a later time, they must be shared with commercial spaces and the commercial parking spaces cannot be in addition to guest parking spaces. Moreover, if more guest parking spaces are allowed than commercial parking spaces, the proposed project cannot exceed the maximum 31 spaces allowed per the SNAP.

Therefore, as proposed and conditioned, the project complies with Sections 9.E.1, 9.E.2, and 9.E.3 of the Specific Plan.

- G. Conversion Requirements.** Section 9.F of the Vermont/Western Specific Plan sets forth requirements pertaining to the conversion of existing structures to residential condominium uses. The proposed project includes the demolition of commercial building and surface parking lot and the construction, use and maintenance of a seven-story, 181-unit mixed use building, including 15,398 square feet of commercial floor area. The project does not include the conversion of existing commercial structures to residential condos. Therefore, Section 9.F of the Specific Plan does not apply.
- H. Pedestrian Throughways.** Section 9.G states that applicants shall provide one public pedestrian walkway, throughway, or path for every 250 feet of street frontage for the project. The pedestrian throughway shall be accessible to the public and have a minimum vertical clearance of 12 feet and a minimum horizontal clearance of ten-feet. The proposed building will occupy 350 feet of frontage along the northerly side of Hollywood Boulevard, 135 feet of frontage along the easterly side of Rodney Drive, and 135 feet of frontage along the westerly side of Lyman Place. The proposed building will also front 350 feet along the alleyway to the north of the project site. Therefore, a pedestrian throughway is required between Hollywood Boulevard and the alleyway. As

seen on Exhibit “A”, Sheet A-8.00, a 12-foot by 10-foot pedestrian entrance is included along the southern elevation facing Hollywood Boulevard. In addition, Exhibit “A”, Sheet A-2.5 shows a pedestrian walkway through the grade level of the proposed building. Therefore, the new development complies with Section 9.G of the Specific Plan.

- I. **Yards.** Section 9.H of the Vermont/Western Specific Plan specifies that no front, side or rear yard setbacks shall be required for the development of any project within Subarea C. The proposed project includes no yard setbacks. Therefore, the new development complies with Section 9.H of the Specific Plan.
- J. **Development Standards.** Section 9.I of the Vermont/Western Specific Plan requires that all projects with new development and extensive remodeling be in substantial conformance with the following Development Standards and Design Guidelines. The proposed project conforms to Development Standards and Design Guidelines as discussed in Findings below.

### Development Standards

- (1) **Landscape Plan.** The Development Standard for Subarea C requires that all open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by lawns and other ground coverings, allowing for convenient outdoor activity. All landscaped areas shall be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor. The illustrative landscape plan in Exhibit “A” shows that adequate landscaping will be provided throughout the project site. The grade level and roof deck will be landscaped with shrubbery, ground cover, and trees. The illustrative landscape plan includes a planting schedule showing different types of trees, ground cover and shrubs that may be used for landscaping, including specific details of types, quantities, location, and size of plant materials proposed. As shown in Exhibit “A”, the applicant also provided an irrigation plan. A Conditions of Approval has been incorporated to require a final landscape plan prepared by a licensed landscape architect and a final irrigation plan. Therefore, as conditioned, the project complies with this Development Standard.
- (2) **Usable Open Space.** This Development Standard requires that common usable open space must have a dimension of 20 feet and a minimum common open space area of 400 square feet for projects with less than 10 dwelling units and 600 square feet for projects with 10 dwelling units or more. The Development Standard further stipulates that private usable open space, such as balconies with a minimum dimension of six feet, may reduce the required usable open space directly commensurating with the amount of private open space provided. The applicant proposes multiple common open space areas throughout the building in forms of balconies, a courtyard, a recreation room, and a roof deck for a total area of 15,272 square feet common open space and 1,549 square feet of private open space areas throughout the building. Therefore, the project complies with this Development Standard.
- (3) **Streetscape Elements.** The Development Standards require that any project along Vermont Avenue, Virgil Avenue, Hollywood Boulevard between the Hollywood Freeway and Western, or referred to in the Barnsdall Park Master Plan, or projects along another major and secondary highways, to conform to the standards and design intentions for improvement of the public right-of-way.
  - a) **Street Trees.** The Development Standards require that one 36-inch box shade tree be planted and maintained in the sidewalk for every 30 feet of street frontage. The project site has approximately 350 feet of frontage along the northerly side of



Hollywood Boulevard, 135 feet of frontage along the easterly side of Rodney Drive, and 135 feet of frontage along the westerly side of Lyman Place. Hollywood Boulevard is the only street that is designated a Major or Secondary Highway. Therefore, 12 street trees are required on the public right-of-way along Hollywood Boulevard. The proposed project includes 12 shade street trees within the 250 feet of street frontage along Hollywood Boulevard. Therefore, as conditioned, the project complies with this Development Standard.

- b) **Tree Well Covers.** The Development Standards require that a tree well cover be provided for each new and existing street tree in the project area. The project proposes 12 shade street trees within the 350 feet of street frontage along Hollywood Boulevard. The project is conditioned to provide tree well covers to the satisfaction of Bureau of Street Services. Therefore, as conditioned, the project complies with this Development Standard.
  - c) **Bike Racks.** The Development Standards require one bike rack for every 50 feet of street frontage. The project site has approximately 350 feet of frontage along the easterly side of Hollywood Boulevard. Thus, seven (7) bike racks are required along the public right-of-way of the project site along Hollywood Boulevard. The project has been conditioned to provide seven (7) bike racks along the public right-of-way of the project site along Hollywood Boulevard. Therefore, as conditioned, the project complies with this Development Standard.
  - d) **Trash Receptacles.** The Development Standards require one trash receptacle be provided in the public right of way for every 100 feet of lot frontage along a Major or Secondary Highway. The project site has approximately 350 feet of frontage along the northerly side of Hollywood Boulevard. Hollywood Boulevard is considered a Major Highway, thus requiring four (4) trash receptacles along the public right-of-way along Hollywood Boulevard. The project has been conditioned to provide four (4) trash receptacles along the public right-of-way along Hollywood Boulevard. Therefore, as conditioned, the project complies with this Development Standard.
  - e) **Public Benches.** The Development Standards require that one public bench be provided in the public right of way for every 250 feet of lot frontage on a Major or Secondary Highway. The project site has approximately 350 feet of frontage along the northerly side of Hollywood Boulevard, which is considered a Major Highway. Therefore, two (2) public benches are required along the public right-of-way along Hollywood Boulevard. The project has been conditioned to provide two (2) public benches along the public right-of-way along Hollywood Boulevard. Therefore, as conditioned, the project complies with this Development Standard.
- (4) **Pedestrian/Vehicular Circulation.** The Development Standards require that all projects be oriented to a main commercial street and shall avoid pedestrian/vehicular conflicts by adhering to standards related to parking lot location, curb cuts, pedestrian entrances, pedestrian walkways and speed bumps. The subject property is oriented towards Hollywood Boulevard, which is considered the main commercial street. Therefore, the following Development Standards apply.
- (5) **Parking Lot Location.** The Development Standards require that surface parking lots be placed at the rear of structures. The project does not propose a surface parking lot, but rather parking spaces within the ground floor level and two (2) subterranean levels of the proposed mixed-use building. Therefore, this Development Standard does not apply.

- (6) **Waiver.** The Director of Planning may authorize a waiver from the requirement to provide parking in the rear of the lot for mid-block lots that do not have through access to an alley or public street at the rear. The project lot has access to an alley or public street at the rear. However, the applicant proposes to provide all parking requirements within the ground floor level and subterranean level of the proposed mixed-use building. Therefore, this Development Standard does not apply.
- (7) **Curb Cuts.** The Development Standards allow one curb cut that is 20 feet in width for every 150 feet of street frontage when a project takes its access from a Major or Secondary Highway, unless otherwise required by the Departments of Public Works, Transportation or Building and Safety. The subject property consists of seven (7) contiguous rectangular lots with approximately 350 feet of frontage along the northerly side of Hollywood Boulevard, 135 feet of frontage along the easterly side of Rodney Drive, and 135 feet of frontage along the westerly side of Lyman Place. The applicant proposes vehicle ingress and egress along Rodney Drive, Lyman Place and the alleyway. A Condition of Approval has been included to allow one curb cut that is 20 feet in width for every 150 feet of street frontage along Hollywood Boulevard, unless otherwise required by the Department of Public Works, Transportation or Building and Safety. Therefore, the project complies with this Development Standard.
- (8) **Pedestrian Entrance.** The Development Standards require that all buildings that front on a public street shall provide a pedestrian entrance at the front of the building. As shown on “Exhibit A” the applicant proposes a pedestrian entrance of the street frontage, along Hollywood Boulevard, Rodney Drive and Lyman Place. Therefore, the project complies with this Development Standard.
- (9) **Design of Entrances.** The Development Standards require that entrances be located in the center of the façade or symmetrically spaced if there are more than one and be accented by architectural elements such as columns, overhanging roofs or awnings. The residential and commercial entrances are located on the façade along Hollywood Boulevard. The residential entrance will primarily lead residents from the street to the lobby area directly from Rodney Drive. The commercial entrance will lead the public to the commercial tenant spaces directly from Hollywood Boulevard. Therefore, as proposed, the project complies with this Development Standard.
- (10) **Inner Block Pedestrian Walkway.** The Development Standards require that applicants provide a pedestrian walkway, throughway or path for every 250 feet of street frontage for a project. The pedestrian path or throughway shall be provided from the rear property line or from the parking lot or public alley or street if located to the rear of the project, to the front property line. The pedestrian walkway shall be accessible to the public and have a minimum vertical clearance of twelve feet, and a minimum horizontal clearance of ten feet. The street frontage for the proposed project is approximately 350 feet of frontage along the northerly side of Hollywood Boulevard, 135 feet of frontage along the easterly side of Rodney Drive, and 135 feet of frontage along the westerly side of Lyman Place. As seen in Exhibit “A”, the proposed project includes a pedestrian walkway from the Hollywood Boulevard frontage. Therefore, as proposed, the project complies with this Development Standard.
- (11) **Speed Bumps.** The Development Standards require speed bumps be provided at a distance of no more than 20 feet apart when a pedestrian walkway and driveway share the same path for more than 50 lineal feet. The proposed project does not contain a pedestrian walkway and driveway that share the same path for more than 50 lineal feet. Therefore, this Development Standard does not apply.

(12) **Utilities.** The Development Standards require that when new utility service is installed in conjunction with new development or extensive remodeling, all proposed utilities on the project site shall be placed underground. The project does not propose any installation of new utility service at this time. However, in the event new utility lines are to be installed on the site, the Conditions of Approval require all new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made for future underground service. Therefore, as conditioned, the project complies with this Development Standard.

(13) **Building Design.** The purpose of the following provisions is to ensure that a project avoids large blank expenses of building walls, is designed in harmony with the surrounding neighborhood, and contributes to a lively pedestrian friendly atmosphere. Accordingly, the following standards shall be met:

a) **Stepbacks.** The Development Standards require that 1) no portion of any structure exceed more than 30 feet in height within 15 feet of the front property line, and 2) that all buildings with a property line fronting on a Major Highway, including Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard, and Vermont Avenue, shall set the second floor back from the first floor frontage at least ten feet. The proposed building has a front property line along Hollywood Boulevard, which is classified as a Major Highway. Therefore, the proposed project is subject to both stepback requirements along Hollywood Boulevard. The applicant is requesting an increase of one-story in height to the stepback requirement per the SNAP which requires that all buildings with a property line fronting on a major highway, including Hollywood Boulevard, have the second-floor set back 10 feet from the first-floor, in exchange for setting aside at least 11 percent, or 14 units, of the base 122 units for Extremely Low Income households. As seen on Sheet A-5.0, the proposed project complies with Stepback No. 1 and Stepback No. 2, in conjunction with TOC. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with this Development Standard.

b) **Transparent Building Elements.** The Development Standards require that transparent building elements such as windows and doors occupy at least 50 percent of the ground floor facades on the front and side elevations and 20 percent of the surface area of the rear elevation of the ground floor portion which has surface parking in the rear of the structure. Moreover, a “side elevation ground floor façade” has been interpreted by Staff to only mean those façades which face a street or alley and not façades along interior lot lines that face other buildings. The subject site currently has a south elevation that faces Hollywood Boulevard, a west elevation that faces Rodney Drive, and an east elevation that faces Lyman Place. The remaining north facade is the rear elevation of the proposed project that does not include a surface parking lot. The project must provide a minimum transparency of 3,422.5 square feet along Hollywood Boulevard, 725.5 square feet along Rodney Drive, and 897.5 square feet along Lyman Place. The proposed project includes 4,649 square feet of transparent building elements along Hollywood Boulevard, 1,451 square feet of transparent building elements along Rodney Drive, and 1,795 square feet of transparent building elements along Lyman Place, which is more than the minimum required. Therefore, as conditioned, the project complies with this Development Standard.

c) **Façade Relief.** The Development Standards require that exterior walls provide a break in plane for every 20 feet horizontally and every 30 feet vertically. As seen in “Exhibit A” the project proposes horizontal and vertical plane breaks through the use of the façade incrementally stepped away from the street, recessed windows,

change in material, and lineal orientation of the façade construction. Therefore, the project complies with this Development Standard.

- d) **Building Materials.** The Development Standards require that building facades be comprised of at least two types of complimentary building materials. The project proposes the use of painted stucco, wood slats, wood tile, painted metal, and glass on all elevations of the structure. Therefore, the project complies with this Development Standard.
  - e) **Surface Mechanical Equipment.** The Development Standards require that all surface or ground mounted mechanical equipment be screened from public view and treated to match the materials and colors of the building which they serve. The plans do not depict any surface or ground mounted mechanical equipment on the project site. A Conditions of Approval has been incorporated to require surface mechanical equipment to be screened from public view and treated to match the materials and colors of the building which they serve. Therefore, as conditioned, the project complies with this Development Standard.
  - f) **Roof Lines.** The Development Standards require that all rooflines in excess of 40 feet are broken up through the use of gables, dormers, plant-ons, cutouts, or other appropriate means. As seen in “Exhibit A”, Sheets A 4.0 and 4.1, all roof lines are continuously broken up to not exceed a horizontal roof line of 40 feet or greater. Therefore, the project complies with this Development Standard.
- (14) **Rooftop Appurtenances.** The Development Standards require that all rooftop equipment and building appurtenances shall be screened from public view or architecturally integrated into the design of the building. The proposed project will have mechanical equipment placed on the roof. A Condition of Approval has been included requiring said equipment and ducts be screened from view from any street, public right-of-way or adjacent property and the screening shall be solid and match the exterior materials, design and color of the building. Therefore, as conditioned, the project complies with this Development Standard.
- (15) **Trash and Recycling Areas.** The Development Standards require that trash storage bins be located within a gated, covered enclosure constructed of identical building materials, be a minimum of six feet high, and have a separate area for recyclables. As seen in “Exhibit A”, Sheet A 2.05, the proposed project provides a trash and recycle area located within the enclosed, at-grade parking level. Therefore, the project complies with this Development Standard.
- (16) **Pavement.** The Development Standards require that paved areas not used as parking and driveway areas consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile, and/or brick pavers. The illustrative landscape plan in Exhibit “A” shows various paved areas on the project site. Therefore, the project complies with this Development Standard.
- (17) **Freestanding Walls.** The Development Standards require that all freestanding walls contain an architectural element at intervals of no more than 20 feet and be set back from the property line adjacent to a public street. This proposed project does not include any freestanding walls. A Condition of Approval has been included requiring said freestanding walls to contain an architectural element at intervals of no more than 20 feet and be set back from the property line adjacent to a public street. Therefore, as conditioned, the project complies with this Development Standard.

- (18) **Parking Structures – Required Commercial Frontage.** The Development Standards require that all of the building frontage along major or secondary highways, for a parking structure shall be for commercial, community facilities, or other non-residential uses to a minimum depth of 25 feet. This Development Standard applies to standalone parking structures, which the proposed project does not include. Therefore, this Development Standard does not apply.
- (19) **Parking Structures – Façade Treatments.** The Development Standards require parking structures be designed to match the style, materials and colors of the main building. This Development Standard applies to standalone parking structures, which the proposed project does not include. Therefore, this Development Standard does not apply.
- (20) **Parking Structures Across from Residential Uses.** The Development Standards require parking structures abutting or directly across an alley or public street from any residential use or zone conform to standards regarding the façade facing the residential use or zone. This Development Standard applies to standalone parking structures, which the proposed project does not include. Therefore, this Development Standard does not apply.
- (21) **Surface Parking Lots.** The Development Standards require at least 10 percent of the surface parking lot to be landscaped with: one (1) 24-inch box shade tree for every four parking spaces, spaced evenly to create an orchard-like effect; a landscaped buffer around the property line; and a three and a half foot solid decorative masonry wall behind a three-foot landscaped buffer. The trees shall be located so that an overhead canopy effect is anticipated to cover at least 50 percent of the parking area after 10 years of growth. The proposed project does not include a surface parking lot. The parking for the project is located within one (1) at-grade parking level and two (2) subterranean parking levels. Therefore, this Development Standard does not apply.
- (22) **Surface Parking Abutting Residential.** The Development Standards require surface parking abutting or directly across an alley or public street from any residential use or zone conform to standards regarding a decorative wall and landscaping buffer. The proposed project does not include a surface parking lot. The parking for the project is located within one (1) at-grade parking garage and two (2) subterranean parking levels. Therefore, this Development Standard does not apply.
- (23) **On-Site Lighting.** This Development Standards requires that the project include on-site lighting along all vehicular and pedestrian access ways. The Development Standard requires parking areas to have a minimum  $\frac{3}{4}$  foot-candle of flood lighting measured at the pavement, sources of illumination be shielded from casting light higher than 15 degrees below the horizontal plane as measured from the light source, a maximum mounting height of 14 feet measured from the finished grade, and a “white” color corrected lamp color for ground level illumination. A Condition of Approval has been included to ensure that any lighting shall meet the on-site lighting standards mentioned above. Therefore, as conditioned, the project complies with this Development Standard.
- (24) **Security Devices.** The Development Standards require security devices to be screened from public view. The proposed project does not contain any type of security devices at this time. In the event that additional security devices are installed in the future, a Condition of Approval has been included requiring all proposed devices to be integrated into the design of the building, concealed and retractable. Therefore, the project complies with this Development Standard.

- (25) **Privacy.** The Development Standards require that buildings be arranged to avoid windows facing windows across property lines, or the private open space of other residential units. The applicant has provided elevations, which depict the windows of the existing adjacent structures to the north, across the alley, superimposed onto the proposed project. There are no windows proposed along the provided elevations which directly face the windows of the structures to the north. Therefore, as proposed and conditioned, the project complies with this Development Standard.
- (26) **Hours of Operation.** The Development Standards require that parking lot cleaning and sweeping, trash collection and deliveries be limited between 7:00 a.m. - 8:00 p.m. Monday through Friday, and 10:00 a.m. - 4:00 p.m. on Saturdays and Sundays. The applicant has been required in the Conditions of Approval to comply with this Development Standard. Therefore, as conditioned, the project complies with this Development Standard.
- (27) **Noise Control.** The Development Standards require that any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition. The proposed building has multiple windows in the front façade with a line of sight directly to Hollywood Boulevard, Rodney Drive, Lyman Place, and the adjacent alley. A Condition of Approval has been included requiring any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley to be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition. Therefore, as conditioned, the project complies with this Development Standard.
- (28) **Required Ground Floor Uses.** The Development Standards states that 100 percent of street level uses within Subarea C must be commercial uses up to a depth of 25 feet. The applicant proposes a seven-story, 181-unit mixed-use building including 15,398 square feet of commercial floor area along the ground floor. Therefore, the project complies with this Development Standard.

### **Design Guidelines**

- (29) **Urban Form.** The Design Guidelines encourage transforming commercial streets away from a highway oriented, suburban format into a distinctly urban, pedestrian oriented and enlivened atmosphere by providing outdoor seating areas, informal gathering of chairs, and mid-block pedestrian walkways. The Guidelines also indicate that streets should begin to function for the surrounding community like an outdoor public living room and that transparency should exist between what is happening on the street and on the ground floor level of the buildings. The project is designed to enhance the pedestrian experience along Hollywood Boulevard, Rodney Drive and Lyman Place providing over 50 percent transparency increasing visibility into the ground floor from the streets. The project will also include bike racks and shade trees on the public right of way. Therefore, as proposed, the project complies with this Design Guideline.
- (30) **Building Form.** The Design Guidelines encourage every building to have a clearly defined ground plane, roof expression and middle or shaft that relates the two. The ground plane of the project is defined by facades that consist of smooth concrete, cement plaster, and black metal cladding. The upper floors are defined by balconies and various planes that consist of cement plaster and windows. The roof plane varies in height and adds articulation to the building. Therefore, as proposed, the project complies with this Design Guideline.

- (31) **Architectural Features.** The Design Guidelines encourage courtyards, balconies, arbors, roof gardens, water features, and trellises. Appropriate visual references to historic building forms – especially Mediterranean traditions – are encouraged in new construction. The proposed project provides private balconies and contains an open courtyard and deck on the 7<sup>th</sup> floor. Furthermore, the street-facing elevation employs a variety of building materials and articulation by way of recessed balconies, changes in building plane, and transparency. Therefore, the project complies with this Design Guideline.
- (32) **Building Color.** The Design Guidelines encourage buildings be painted three colors: a dominant color, a subordinate color and a “grace note” color. The proposed project includes multiple colors such as light grey as its dominant color, white oak as its subordinate façade color, and walnut wood and metal as its “grace note” color. Therefore, the project complies with this Design Guideline.
- (33) **Signs.** The Design Guidelines provide extensive guidance related to the placement, type, and style of signage to be used for projects. The Guidelines identify appropriate signs for the Specific Plan area to include wall signs, small projecting hanging signs, awnings or canopy signs, small directory signs, and window signs. Any pole, roof or off-site sign, any sign containing flashing, mechanical or strobe lights (digital signs) are prohibited. The applicant does not propose signs as part of this application. However, all future signs shall be reviewed by Project Planning staff for compliance with the Vermont/Western SNAP and Design Guidelines. Filing for a Project Permit shall not be necessary unless a Project Permit Adjustment, Exception, or Amendment is required. Therefore, as conditioned, the project complies with this Development Standard.
- (34) **Plant Materials on Facades.** The Design Guidelines encourage facade plant materials in addition to permanent landscaping. Plants can be arranged in planters, containers, hanging baskets, flower boxes, etc. The applicant does not propose any plant materials on the facades. Therefore, the project complies with this Design Guideline.

**3. The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review, which would mitigate the negative environmental effects of the project, to the extent physically feasible.**

The Department of City Planning determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject Project as Categorical Exempt under Section 15332 (Class 32, In-Fill Development Project), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

See *Justification for Categorical Exemption Case No. ENV-2023-2839-CE*, in the case file for the narrative demonstrating that exceptions do not apply, and the proposed project meets the five criteria under Class 32.

## **SITE PLAN REVIEW FINDINGS**

**4. The Project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.**

The General Plan sets forth goals, objectives, and programs that serve as the foundation for all land use decisions. The City of Los Angeles' General Plan consists of the Framework Element, seven State-mandated Elements including Land Use, Mobility, Housing, Conservation, Noise, Safety, and Open Space, and optional Elements including Air Quality, Service Systems and Plan for a Healthy Los Angeles. The Land Use Element is comprised of

35 community plans that establish parameters for land use decisions within those communities of the City.

### Framework Element

The Framework Element for the General Plan (Framework Element) was adopted by the Los Angeles City Council on December 11, 1996 and re-adopted on August 8, 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element of the General Plan establishes general policies for the City of Los Angeles based on projected population growth. Land use housing, urban form and neighborhood design, open space, economic development, transportation, infrastructure, and public services are all addressed in the context of accommodating future City-wide population increases. The City's various land use "categories" are defined based on appropriate corresponding development standards including density, height, and use. The proposed development is consistent with the following goals, objectives, and policies of the Framework Element:

- Objective 3.1 : Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.
- Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.
- Objective 3.9: Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.
- GOAL 3: Pedestrian-oriented, high activity, multi- and mixed-use centers that support and provide identity for Los Angeles' communities.
- Policy 3.9.6: Require that commercial and mixed-use buildings located adjacent to residential zones be designed and limited in height and scale to provide a transition with these uses, where appropriate.
- Policy 3.9.7: Provide for the development of public streetscape improvements, where appropriate.

Figure 3-1 Metro Long Range Land Use Diagram of the Framework Element indicates that the project site is located within a Community Center, which is described as a focal point for surrounding residential neighborhoods and containing a diversity of uses such as small offices and cultural and entertainment facilities, in addition to neighborhood oriented services. A mixed-use center that encourages the development of housing in concert with the multi-use commercial uses is one of the two types the Framework Element identifies. Generally, community centers range from FAR of 1.5:1 to 3:1. Physically, the scale and density of community centers would be greater than the neighborhood districts, generally with building heights ranging from two to six stories depending on the character of the surrounding area.

The proposed project includes the construction of a new seven (7)-story mixed use building, which will be comprised of 181 dwelling units and 15,398 square feet of commercial floor area. The commercial spaces will mainly front Hollywood Boulevard. The commercial spaces on



the ground floor will provide a variety of uses for the surrounding residential neighborhood. Furthermore, the proposed mixed-use project meets the goals and objectives for a Community Center. The project site contains 45,269.6 square feet of lot area and the proposed building contains a combined floor area of 174,021 square feet, resulting in a FAR of 3.85:1 FAR which is within the maximum allowable 4.35:1 FAR per the TOC incentive, which is a 45 percent increase. The proposed building is designed at seven (7) stories above grade with an 88-foot height measured at the roof parapet. The adjacent properties have heights that range from one to six stories. As such, the project is consistent with objective, goals and policies in a Community Center of the Framework Element.

### Hollywood Community Plan

The subject property is located within the boundaries of the Hollywood Community Plan, which establishes land use designations and planning policies for the area. The Hollywood Community Plan designates the C2-1D zoned property for Highway Oriented Commercial land uses corresponding to C1, C2, P, RAS3, and RAS4 Zones. The proposed 181-unit mixed use building complies with both the intent and provisions of the General Plan and Hollywood Community Plan area.

The Hollywood Community Plan, a part of the General Plan's Land Use Element, sets various goals and objectives for the planning and development of the area, and creates a vision for the growth and development of the area. While the plan is silent on specific land uses and conditional uses, the Hollywood Community Plan states the following goal, objectives, and policies:

Objective 1: To further the development of Hollywood as a major center of population, employment, retail services, and entertainment [...].

Objective 3: To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.

Objective 3.4: Enhance the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.

Standards and Criteria (Commerce): [...]. Future development should be compatible with existing commercial development, surrounding residential neighborhoods, and the transportation and circulation system. Developments combining residential and commercial uses are especially encouraged in this Center area.

Standards and Criteria (Housing): New apartments should be soundproofed and should be provided with adequate usable open space at a minimum ratio of 100 square feet per dwelling unit excluding parking areas, driveways and the required front yard setback.

The proposed mixed-use development is in an area that is close to a major transit station (Vermont/Sunset Metro Station) and various bus routes, connecting the project site to other regional and local destinations as well as employment centers and retail services. The proposed project will contribute to the Hollywood area as a medium- to high-density mixed-use development that provides housing, employment, and retail services for residents and visitors of the area. Furthermore, the project has been conditioned to provide a Sound

Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition, for any dwelling units with their exterior wall having a line of sight to a public street or alley. This will meet the Standards and Criteria of the Hollywood Community Plan to soundproof new apartments. In addition, the proposed project includes adequate usable open space at a ratio of 100 square feet per dwelling unit or more, pursuant to the LAMC Section 12.21 G.

#### Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan

The Vermont/Western SNAP Specific Plan was adopted by the Los Angeles City Council and became effective on March 1, 2001. The proposed project meets the following purposes of the SNAP as outlined in Section 2 of the Specific Plan:

- C. Establish a clean, safe, comfortable and pedestrian oriented community environment for residents to shop in and use the public community services in the neighborhood.
- E. Guide all development, including use, location, height and density, to assure compatibility of uses and to provide for the consideration of transportation and public facilities, aesthetics, landscaping, open space and the economic and social well-being of area residents.
- H. Promote increased flexibility in the regulation of the height and bulk of buildings as well as the design of sites and public streets in order to ensure a well-planned combination of commercial and residential uses with adequate open space.

The subject site is located within Subarea C (Community Center) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan, which allows uses as permitted in the C4 Zone of the Los Angeles Municipal Code. As demonstrated in Finding Number 2, the proposed mixed use building conforms with the Specific Plan regulations as well as the Development Standards and Design Guidelines in conjunction with the Transit Oriented Communities (TOC) Program. The proposed project provides a pedestrian oriented design by providing landscaped areas along all street frontages, and other street improvements such as public benches and bike racks. Furthermore, the ground floor facades are designed with highly transparent materials with vertically aligned storefront system and human scale, which further contribute to a pedestrian-friendly environment around the project site. Lastly, the proposed building incorporates a pedestrian walkway from the Hollywood Boulevard frontage which is where the building faces most street frontage.

The proposed height and density of the mixed-use development comply with the Specific Plan, in conjunction with the Tier 4 of the Transit Oriented Communities Program and are compatible with adjacent development that range in uses from commercial buildings and multifamily residential buildings. Moreover, the parcel to the east of the subject site is developed with a six-story, 202-unit mixed use building with approximately 14,725 square feet of commercial floor area on the ground floor. The proposed project will be compatible in bulk, height and use with the existing development and includes a wide range of open space areas, amenities, which would contribute to the social well-being of its residents. Facade relief and articulation are achieved using various materials including stucco, glass and metal railing, and tiles and changes in the plane with projecting balconies. This not only breaks up the visual massing of the building but also maintains a connection with the activities on the street. Lastly, the project proposes a unit mix that consists of studios, one bedrooms, and two bedrooms, within close proximity to the Metro's Vermont/Sunset Station and bus stations along major commercial corridors.

5. **The Project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping,**

**trash collection, and other such pertinent improvements that is or will be compatible with existing and future development on adjacent properties and neighboring properties.**

The proposed seven (7)-story, 181-unit mixed use building is consistent and compatible with existing and future development on neighboring and other properties within close proximity, which is generally developed with commercial and residential uses. Furthermore, the proposed project includes architectural features that vary and articulate the building façade and incorporates a variety of colors and materials. The proposed project also includes a variety of architectural elements such as projecting balconies, recessed windows and changes in the building plane.

### Height

The project site is zoned C2-1D, is allowed C4 uses, 75 feet in height for mixed-use buildings, a maximum Floor Area Ratio (FAR) of 3:1 of which commercial uses are limited to a maximum FAR of 1.5:1, per Subarea C of the Vermont/Western SNAP Specific Plan. The proposed 181-unit, mixed use building is designed at seven (7) stories above grade with an 88-foot height measured at the roof parapet. The adjacent properties have heights that range from one to six stories. The existing development located to the east of the subject site, across Lyman Place, is developed with a six-story, 202-unit mixed use building with approximately 14,725 square feet of commercial floor area at the ground floor. The property to the north, across the alleyway, is developed with one- to two- story residential buildings. The property to the west, across Rodney Drive, is developed with a one-story commercial building. Lastly, the properties to the south, across Hollywood Boulevard, are developed with one- to two- story commercial buildings. As such, the height of the proposed mixed use building is compatible with the surrounding structures.

### Bulk/Massing

The proposed seven (7)-story, 181-unit mixed use building is located with approximately 350 feet of frontage along the northerly side of Hollywood Boulevard, 135 feet of frontage along the easterly side of Rodney Drive, and 135 feet of frontage along the westerly side of Lyman Place. The subject site has a Height District of 1D but is within Subarea C (Community Center) of the Vermont/Western SNAP Specific Plan area, which permits a maximum Floor Area Ratio (FAR) of 3:1 for mixed use buildings of which 1.5:1 FAR is limited for commercial uses. As stated earlier, the applicant proposes a 3.85:1 FAR in conjunction with a 28.5% FAR increase, through the TOC Program. As previously mentioned, the TOC Guidelines would permit a 55 percent increase for properties in Tier 4, however TOC Guideline Section VI.b.v.1. notes that the maximum FAR increase shall be limited to 45 percent if the site is located within a Specific Plan or overlay district. As such, the maximum permissible FAR increase would be 45 percent, although the project is only requesting a 28.5 percent increase in FAR.

### Building Materials

As recommended in the Citywide Design Guidelines, the Project incorporates a variety of building materials and architectural features. The Project includes an aluminum storefront, green roll up doors, green metal panels, gray metal panels, and masonry walls. The Project proposes light grey as its dominant color, white oak as its subordinate façade color, and walnut wood and metal as its “grace note” color. The proposed building applies changes in material purposefully and in a manner corresponding to variations in building mass. Furthermore, the street-facing elevation employs a variety of building materials and articulation by way of recessed balconies, changes in building plane, and transparency.

## Entrances

The primary pedestrian entrances are along Hollywood Boulevard, Rodney Drive and Lyman Place. As recommended in the Citywide Design Guidelines, the primary entrance to the hotel and ancillary commercial space is made distinct and visible by incorporating landscaped elements and windows leading to the lobby entrance. This will maintain an active street presence by incorporating usable street-facing entrances. The proposed project includes ground floor uses to maintain transparency and maximize a visual connection to the street by providing clear and unobstructed windows. Furthermore, the proposed project includes a pedestrian walkway from the Hollywood Boulevard frontage. The pedestrian walkway entrance is highlighted by an architectural element which is made of a yellow-painted metal surrounding a minimum vertical clearance of 12 feet and a minimum horizontal clearance of ten-feet.

## Setbacks

The proposed project is within Subarea C (Community Center) of the Vermont/Western SNAP Specific Plan area. Pursuant to Section 9.H, no front, side or rear yards are required for the development of any commercial or residential Project on any lot located within Subarea C of the Vermont/Western SNAP Specific Plan.

## Parking

The Project will include 207 residential parking spaces and 31 residential guest and commercial parking spaces within an at grade parking level and two (2) subterranean parking levels to serve the proposed 181 dwelling units and commercial guests. The proposed project will also include 92 residential bicycle parking spaces and 12 commercial bicycle parking spaces. The Project proposes a new curb cut from Rodney Drive which will lead vehicles into the parking areas. The pedestrian right-of-way will remain as existing and will maintain continuity for pedestrians.

## Lighting

The Project proposes low-level exterior lighting to highlight and provide security for pedestrian paths and entrances. The lighting will ensure that all parking areas and pedestrian walkways are illuminated for adequate night visibility. As stated earlier, the Vermont/Western SNAP Specific Plan further requires parking areas to have a minimum of  $\frac{3}{4}$ -foot-candle of flood lighting measured at the pavement. All on-site lighting shall be directed away from adjacent properties. The SNAP Development Standards further stipulate the requirements for shielding lighting, the height of light mounting, and lamp color. All of these requirements are imposed on the project as Conditions of Approval.

## Landscaping

Various types of vegetation and trees are integrated into the design of the residential building facade to minimize the visual impact of the three-story building. As stated earlier, the Vermont/Western SNAP Specific Plan requires that all open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities be landscaped so that it is dust free and allows convenient outdoor activity. All landscaped areas shall be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor. As seen on Exhibit "A", the subject site will be fully developed by buildings, driveways, and pedestrian pathways; however, the applicant proposes to provide landscaping through new street trees, planters along the building frontages and a vegetative roof top area. The proposed trees along the public right-of-way

shall be approved by the Urban Forestry Division. All of these requirements are imposed on the project as Conditions of Approval.

#### Trash Collection

The trash and recycling area is located within the ground level of parking and is conditioned to not be visible from the public view.

**6. The residential Project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.**

The proposed project includes the demolition of a commercial building and surface parking lot and the construction, use and maintenance of a seven (7)-story, 181-unit mixed use building, a use which is permitted in the C4 Zone and Subarea C (Community Center) of the Vermont/Western SNAP Specific Plan. The proposed project includes 16,821 square feet of open space area, including 10,874 square feet of courtyard on the second floor, 1,488 square feet of recreation rooms, 2,910 square feet of decks on the 7<sup>th</sup> floor and 1,549 square feet of private patios on the second floor. The proposed unit mix, in conjunction with TOC, requires a minimum of 14,625 square feet of open space and a minimum of 3,656.25 square feet to be located at grade level or first habitable room level. Therefore, the proposed open space includes appropriate amenities and recreational facilities for the project's residents and are expected to minimize impacts on neighboring properties.

#### **OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES**

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. The instant authorization is further conditioned upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

#### **TRANSFERABILITY**

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

#### **VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR**

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

## APPEAL PERIOD - EFFECTIVE DATE

This grant is not a permit or license and any permits and/or licenses required by law must be obtained from the proper public agency. If any Condition of this grant is violated or not complied with, then the applicant or their successor in interest may be prosecuted for violating these Conditions the same as for any violation of the requirements contained in the Los Angeles Municipal Code (LAMC).

This determination will become effective after the end of appeal period date on the first page of this document, unless an appeal is filed with the Department of City Planning. An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure the Development Services Center (DSC) staff has adequate time to review and accept the documents, and to allow appellants time to submit payment.

An appeal may be filed utilizing the following options:

**Online Application System (OAS):** The OAS (<https://planning.lacity.gov/oas>) allows entitlement appeals to be submitted entirely electronically by allowing an appellant to fill out and submit an appeal application online directly to City Planning's DSC, and submit fee payment by credit card or e-check.

**Drop off at DSC.** Appeals of this determination can be submitted in-person at the Metro or Van Nuys DSC locations, and payment can be made by credit card or check. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications; alternatively, appeal applications can be filed with staff at DSC public counters. Appeal applications must be on the prescribed forms, and accompanied by the required fee and a copy of the determination letter. Appeal applications shall be received by the DSC public counter and paid for on or before the above date or the appeal will not be accepted.

Forms are available online at <http://planning.lacity.gov/development-services/forms>. Public offices are located at:

Metro DSC	Van Nuys DSC
201 N. Figueroa Street Los Angeles, CA 90012 <a href="mailto:planning.figcounter@lacity.org">planning.figcounter@lacity.org</a> (213) 482-7077	6262 Van Nuys Boulevard Van Nuys, CA 91401 <a href="mailto:planning.mbc2@lacity.org">planning.mbc2@lacity.org</a> (818) 374-5050
South LA DSC	West LA DSC
(In person appointments available on Tuesdays and Thursdays 8am-4pm only) 8475 S. Vermont Avenue 1st Floor Los Angeles, CA 90044 <a href="mailto:planning.southla@lacity.org">planning.southla@lacity.org</a>	(CURRENTLY CLOSED) 1828 Sawtelle Boulevard West Los Angeles, CA 90025 <a href="mailto:planning.westla@lacity.org">planning.westla@lacity.org</a> (310) 231-2901

City Planning staff may follow up with the appellant via email and/or phone if there are any questions or missing materials in the appeal submission, to ensure that the appeal package is complete and meets the applicable LAMC provisions.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Verification of condition compliance with building plans and/or building permit applications are done at the City Planning Metro or Valley DSC locations. An in-person or virtual appointment for Condition Clearance can be made through the City's [BuildLA](https://appointments.lacity.gov) portal ([appointments.lacity.gov](https://appointments.lacity.gov)). The applicant is further advised to notify any consultant representing you of this requirement as well.



QR Code to  
Online Appeal Filing



QR Code to Forms for In-  
Person Appeal Filing



QR Code to BuildLA Appointment  
Portal for Condition Clearance

**Only an applicant or any owner or tenant of a property abutting, across the street or alley from, or having a common corner with the subject property can appeal the Transit Oriented Communities/Density Bonus Compliance Review Determination.** Per the Density Bonus Provision of State Law (Government Code Section 65915), the Density Bonus increase in units above the base density limits per the underlying zone(s) and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per LAMC Sections 12.22 A.25 and 12.22 A.31, appeals of Density Bonus Compliance Review and Transit Oriented Communities cases with the Director of Planning or Zoning Administrator as the initial decision maker are heard by the City Planning Commission.

VINCENT P. BERTONI, AICP  
Director of Planning

Approved by:

Jane Choi, AICP, Principal City Planner

Prepared by:

Danalynn Dominguez, City Planner  
danalynn.dominguez@lacity.org

DIR-2023-2838-TOC-SPP-SPR-HCA-1A

EXHIBITS

4579 West Hollywood Boulevard

(4601-6427 W. Hollywood Boulevard, 4571-4579 W. Hollywood Boulevard, 1561 N. Lyman Place)

**EXHIBIT D – “EXHIBIT A” PROJECT PLANS**



PROJECT DIRECTORY

DEVELOPER: CHANDLER PARTNERS, 4116 W. MAGNOLIA BLVD. SUITE 203 BURBANK, CA 91505 (818) 843 8644
ARCHITECT: WARREN TECHENTIN ARCHITECTURE 2801 HYPERION AVE. STUDIO 103 LOS ANGELES, CA 90027 (323) 664 4500
LANDSCAPE: LINK LANDSCAPE ARCHITECTURE 4429 E. ANAHEIM STREET LONG BEACH, CA 90804 (562) 982 4400
CIVIL: WESTCOAST ENGINEERING, INC. 5776 LINDERO CANYON RD., SUITE D-295 WESTLAKE VILLAGE, CA 91362 (818) 226 0444
SURVEY: M&G CIVIL ENGINEERING AND LAND SURVEYING. 347 S. ROBERTSON BLVD. BEVERLY HILLS, CA 90211 (310) 659 0871

HOLLYWOOD BLVD. APARTMENTS

4579, 4601, 4609, 4613, 4619, 4627 HOLLYWOOD BLVD. & 1561 LYMAN PLACE LOS ANGELES, CA 90027

PROJECT INFORMATION

LEGAL DESCRIPTION: LOT FR10, 11, 12, 13, 14, 15, FR16 OF TRACT 7199 AS PER MAP RECORDED IN BOOK 79 PAGE 69/70 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. LOT APN#: 5542002009, 5542002010
ZONE: C2-1D (D LIMITATION: DEVELOPMENT LIMITATION SUPERCEDED BY SNAP MIXED-USE)
CODE: 2020 LABC, 2019 CBC, 2018 IBC, 2020 LAGBC
CONSTRUCTION TYPE: 1 STORY OF TYPE IA RETAIL & PARKING, 1 STORY OF TYPE I-A RESIDENTIAL & 5 STORIES OF TYPE III-A RESIDENTIAL OVER 2 LEVEL SUBTERRANEAN TYPE I-A RESIDENTIAL PARKING, ALL FULLY SPRINKLERED TO NFPA 13 REQUIREMENTS
OCCUPANCY: A2/M-RETAIL (15,622 SF) R2-RESIDENTIAL (168,430 SF) S2-PARKING (112,007 SF)
PROJECT FUNDING: 100% PRIVATELY FUNDED. NO TAX CREDIT. NOT PUBLIC HOUSING. THIS IS NOT HOUSING FACILITIES OWNED AND/OR OPERATED BY, FOR OR ON THE BEHALF OF A PUBLIC ENTITY AND NO TAX CREDIT RECEIVED FROM STATE OR FEDERAL
TOTAL PARCEL AREA: 48,769.6 SF
PROJECT DESCRIPTION: 7-STORY MIXED USE BUILDING; 1 LEVEL OF TYPE IA RETAIL AND PARKING, 1 LEVEL OF TYPE IA AND 5 LEVELS OF TYPE IIIA 181 UNIT APARTMENTS OVER 2 LEVELS OF TYPE IA SUBTERRANEAN RESIDENTIAL PARKING. THIS PROJECT WILL BE A TIER-4 TRANSIT ORIENTED COMMUNITIES (TOC) AFFORDABLE HOUSING INCENTIVE PROJECT.
MIXED-USE FAR CALCULATION (ZONING FLOOR AREA): PER VERMONT-WESTERN SPECIFIC PLAN= 3.0:1 FAR (MAX TOTAL), 1.5:1 FAR (COMMERCIAL) MAX ALLOWED FAR: 4.35:1 (PER TOC TIER 4, 45% INCREASE FOR SPECIFIC PLAN W/ REGULATED FAR) 45,269.6 SF X 4.35 FAR = 196,922.8 SF ALLOWED
NO SETBACK C2 ZONE; LOT AREA = BUILDABLE AREA = 45,269.6
PROPOSED COMMERCIAL FAR: 15,398 SF PROPOSED/ 45,269.6 SF LOT AREA = .34:1 FAR
PROPOSED TOTAL FAR: 174,021 SF PROPOSED/ 45,269.6 SF LOT AREA = 3.84:1 FAR

UNIT SUMMARY/ OPEN SPACE CALC.

Table with columns: UNIT #, TYPE, HABITABLE ROOMS. Includes PROPOSED UNITS (49 STUDIO UNITS, 29 ONE BEDROOM UNITS, 53 TWO BEDROOM UNITS, 181 TOTAL UNITS) and RESIDENTIAL UNIT SUMMARY table.

DRAWING INDEX

- ARCHITECTURAL: A-1.0 COVER SHEET, A-2.0 SURVEY, A-2.1 DEMOLITION PLAN, A-2.2 PLOT PLAN, A-2.3 AREA CALCULATIONS, A-2.4 OPEN SPACE ANALYSIS / DIAGRAMS, A-2.5 SITE PLAN, A-2.6 TRANSPARENCY DIAGRAM, A-3.0 P1 & P2 PARKING PLAN (RESIDENTIAL), A-3.1 GROUND (COMMERCIAL) & 2ND FLOOR (RESIDENTIAL) PLAN, A-3.2 3RD & 4TH FLOOR PLAN (RESIDENTIAL), A-3.3 5TH & 6TH FLOOR PLAN (RESIDENTIAL), A-3.4 7TH & ROOF PLAN (RESIDENTIAL), A-4.0 NORTH AND SOUTH ELEVATIONS, A-4.1 EAST AND WEST ELEVATIONS, A-4.2 NORTH AND SOUTH COLORED ELEVATIONS, A-4.3 EAST AND WEST COLORED ELEVATIONS, A-4.5 PRIVACY DIAGRAM, A-5.0 SECTIONS, A-6.0-6.4 UNIT TYPES, A-8.0 ARCHITECTURAL DESIGN ELEMENTS, A-8.1 ARCHITECTURAL DESIGN ELEMENTS, A-9.0 DETAILS
LANDSCAPE: L-1.0 GROUND LEVEL LANDSCAPE PLAN, L-1.1 SECOND FLOOR LANDSCAPE PLAN, L-1.2 5TH & 7TH FLOOR LANDSCAPE PLAN, L-2.0 IRRIGATION PLAN, L-2.1 IRRIGATION PLAN LEVEL 2, L-2.2 IRRIGATION PLAN LEVEL 5 & 7, L-2.3 IRRIGATION DETAILS

TOC INCENTIVE SUMMARY

TIER 4 BASE REQUIREMENTS: 11 % OF THE TOTAL UNITS TO BE EXTREMELY LOW INCOME (ELI), 15% OF TOTAL UNITS TO BE VERY LOW INCOME (VL), OR 25% OF TOTAL UNITS TO BE LOWER INCOME AFFORDABLE UNITS: 20 UNITS OF ELI, 28 UNITS OF VL, OR 46 UNITS LOWER INCOME UNITS REQUIRED; 20 ELI UNITS PROVIDED
2 ADDITIONAL INCENTIVES BASED ON BY RIGHTS REQUIREMENT 7% TO BE ELI, 10% TO BE VL, 20% LOWER INCOME, OR 30% MODERATE INCOME 9 ELI, 13 VL, 25 LOWER INCOME, OR 37 MODERATE INCOME UNITS REQUIRED 20 ELI UNITS PROVIDED
ADDITIONAL INCENTIVES: 1. OPEN SPACE - TIER 4, 25% DECREASE IN REQUIRED OPEN SPACE 2. HEIGHT - (i), TIER 4, THREE ADDITIONAL STORIES UP TO 33'; 13' INCREASED HEIGHT ii). SNAP STEPBACK REQUIREMENT OF 10' AT HOLLYWOOD BLVD FRONTAGE; INCREASE OF ONE ADDITIONAL STORY

PARKING SUMMARY

COMMERCIAL PARKING REQUIRED: - PER VERMONT-WESTERN SPECIFIC PLAN: PROVIDE MAX 2 PARKING STALLS EVERY 1,000 SF 15,398 SF / 1,000 SF = 15.4\* 2 SPACES = 31 TOTAL 31 SPACES MAX TOTAL SPACES PROVIDED = 31 (SHARED WITH RESIDENTIAL GUEST)
- 30% EV STALLS REQUIRED PER PROVIDED PARKING: 31 X 0.30 = 9.3 TOTAL REQUIRED = 10 TOTAL PROVIDED = 10
- REQUIRED ADA PARKING PER TABLE 11B-208.2 31 TOTAL PARKING PROVIDED, 2 ADA STALLS REQUIRED 2 ADA STALLS PROVIDED
TYPICAL STALL SIZES STANDARD 8'-6" X 18'-0", 9'-0" X 18'-0" ACCESSIBLE / EV 9'-0" X 18'-0" COMPACT 7'-6" X 15'-0", 8'-6" X 15'-0"
BICYCLE PARKING SUMMARY COMMERCIAL: PER SNAP: 1 PER 1,000SF FIRST 10,000 SF AND 1 PER 10,000SF AFTER TOTAL REQUIRED = 11; TOTAL PROVIDED = 12
RESIDENTIAL: PER SNAP, 0.5 PER UNIT; 181\* .5 = 90.5 TOTAL REQUIRED = 90; TOTAL PROVIDED = 92

PARKING SUMMARY

Table with columns: LEVEL, STANDARD (INCL. EV), ADA, COMPACT, TOTAL. Rows include GROUND (RETAIL/GUEST), P1 (RESIDENTIAL ONLY), P2 (RESIDENTIAL ONLY), and TOTAL.

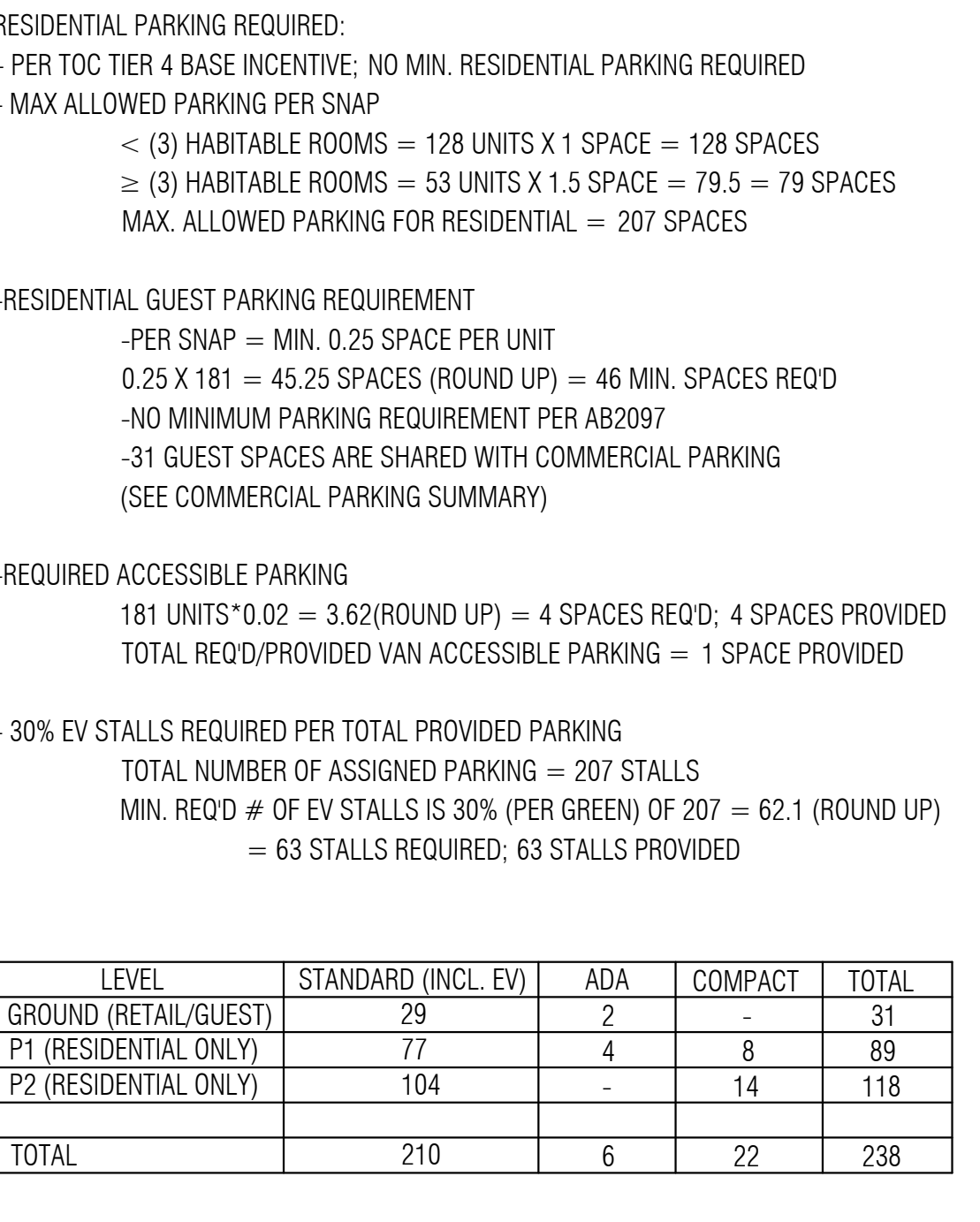
RESIDENTIAL PARKING REQUIRED

RESIDENTIAL PARKING REQUIRED: - PER TOC TIER 4 BASE INCENTIVE: NO MIN. RESIDENTIAL PARKING REQUIRED - MAX ALLOWED PARKING PER SNAP < (3) HABITABLE ROOMS = 128 UNITS X 1 SPACE = 128 SPACES >= (3) HABITABLE ROOMS = 53 UNITS X 1.5 SPACE = 79.5 = 79 SPACES MAX. ALLOWED PARKING FOR RESIDENTIAL = 207 SPACES
-RESIDENTIAL GUEST PARKING REQUIREMENT -PER SNAP = MIN. 0.25 SPACE PER UNIT 0.25 X 181 = 45.25 SPACES (ROUND UP) = 46 MIN. SPACES REQ'D -NO MINIMUM PARKING REQUIREMENT PER AB2097 -31 GUEST SPACES ARE SHARED WITH COMMERCIAL PARKING (SEE COMMERCIAL PARKING SUMMARY)
-REQUIRED ACCESSIBLE PARKING 181 UNITS\*0.02 = 3.62(ROUND UP) = 4 SPACES REQ'D; 4 SPACES PROVIDED TOTAL REQ'D/PROVIDED VAN ACCESSIBLE PARKING = 1 SPACE PROVIDED
- 30% EV STALLS REQUIRED PER TOTAL PROVIDED PARKING TOTAL NUMBER OF ASSIGNED PARKING = 207 STALLS MIN. REQ'D # OF EV STALLS IS 30% (PER GREEN) OF 207 = 62.1 (ROUND UP) = 63 STALLS REQUIRED; 63 STALLS PROVIDED

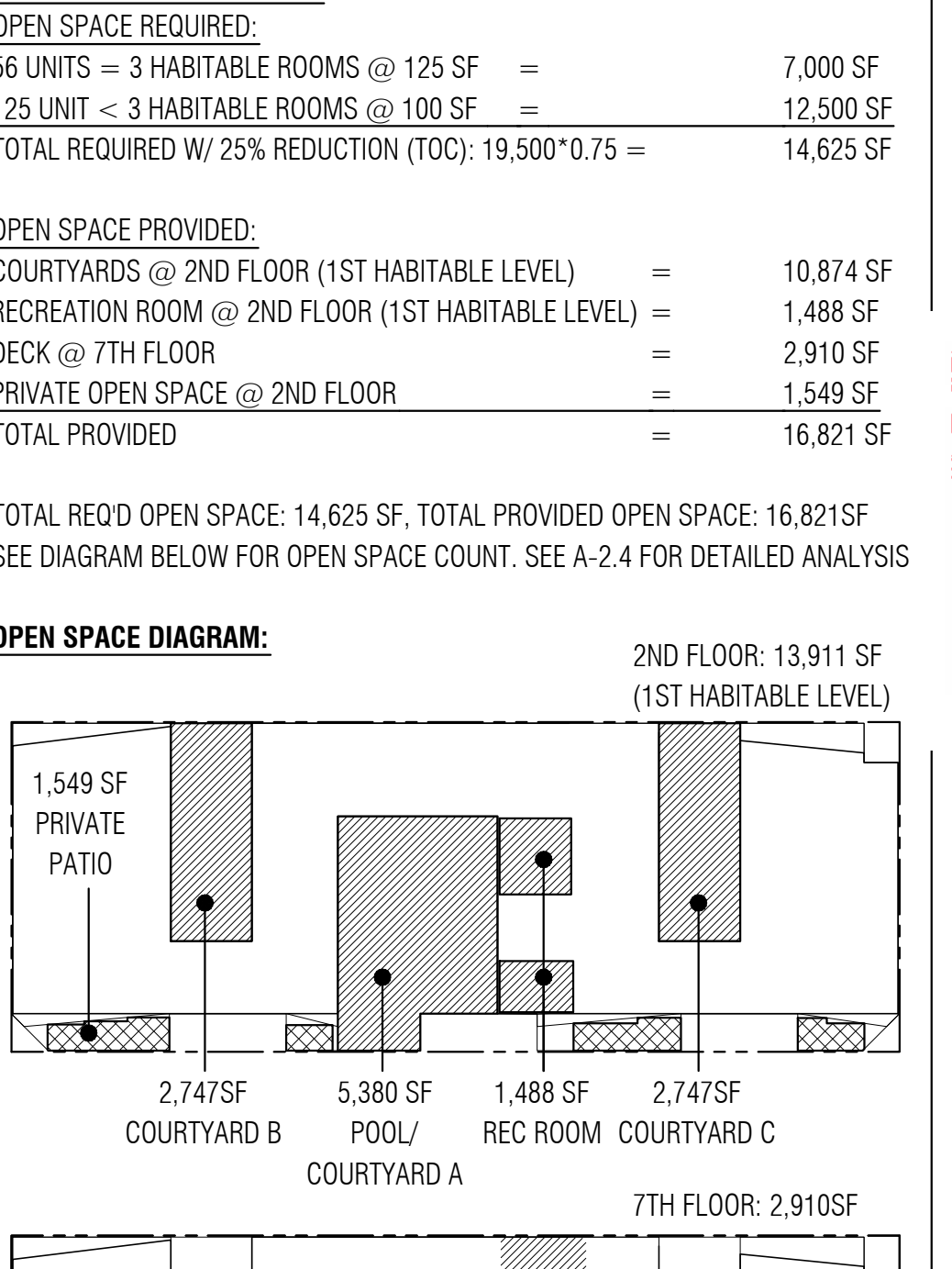
OPEN SPACE CALCULATION

OPEN SPACE CALCULATION: OPEN SPACE REQUIRED: 56 UNITS = 3 HABITABLE ROOMS @ 125 SF = 7,000 SF 125 UNIT < 3 HABITABLE ROOMS @ 100 SF = 12,500 SF TOTAL REQUIRED W/ 25% REDUCTION (TOC): 19,500\*0.75 = 14,625 SF
OPEN SPACE PROVIDED: COURTYARDS @ 2ND FLOOR (1ST HABITABLE LEVEL) = 10,874 SF RECREATION ROOM @ 2ND FLOOR (1ST HABITABLE LEVEL) = 1,488 SF DECK @ 7TH FLOOR = 2,910 SF PRIVATE OPEN SPACE @ 2ND FLOOR = 1,549 SF TOTAL PROVIDED = 16,821 SF
TOTAL REQ'D OPEN SPACE: 14,625 SF, TOTAL PROVIDED OPEN SPACE: 16,821SF SEE DIAGRAM BELOW FOR OPEN SPACE PLAN. SEE A-2.4 FOR DETAILED ANALYSIS

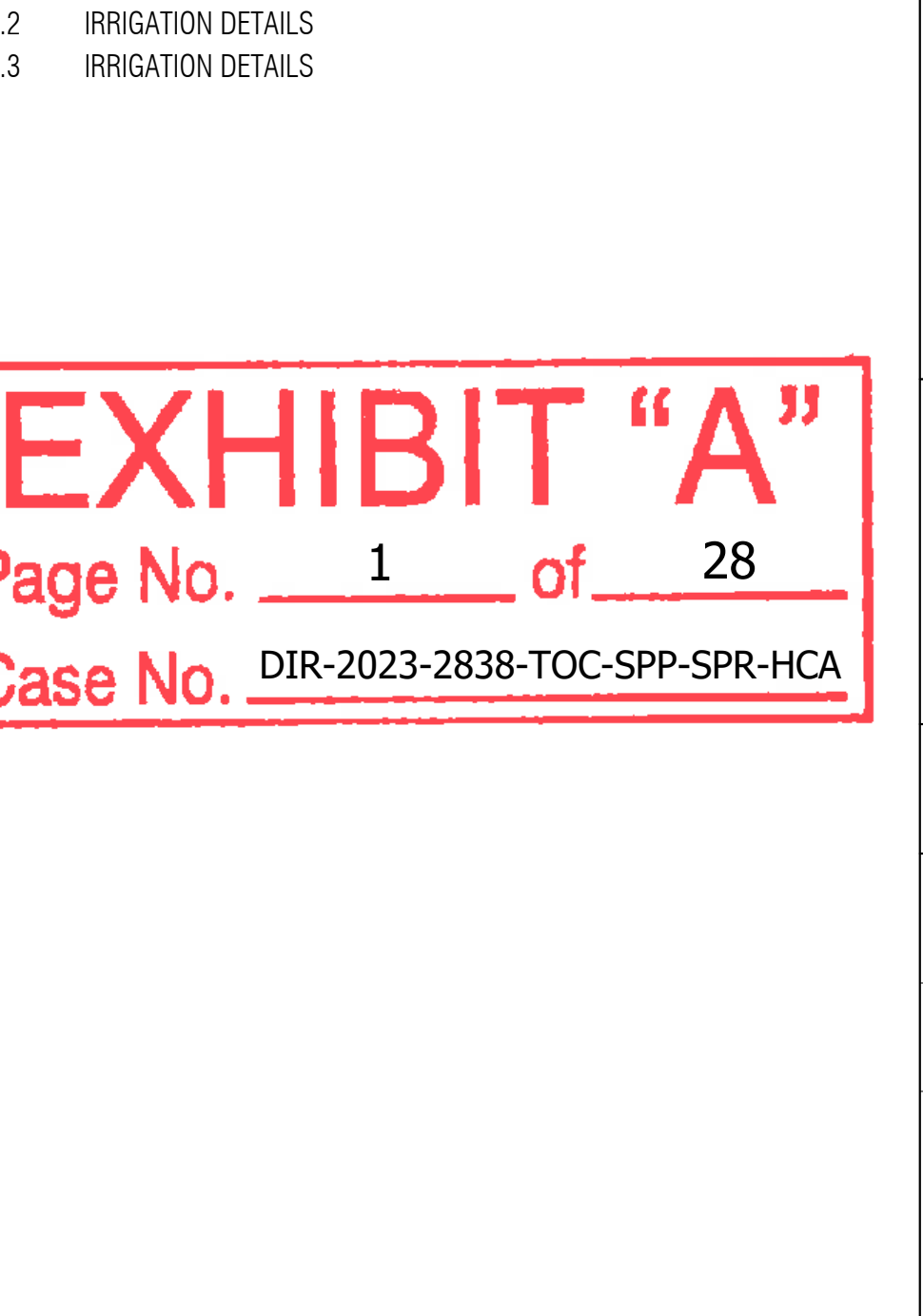
OPEN SPACE DIAGRAM



HEIGHT & GRADE PLANE

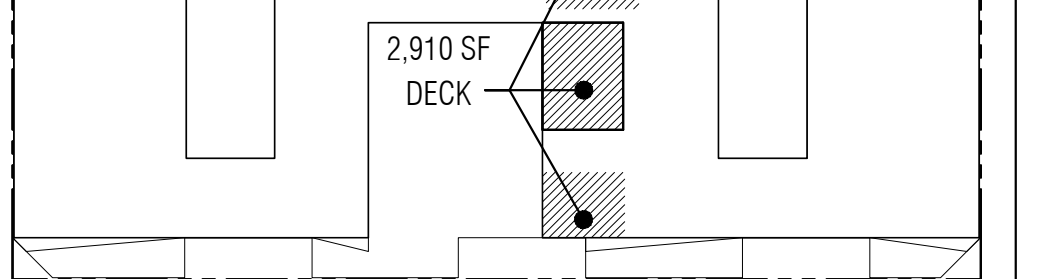
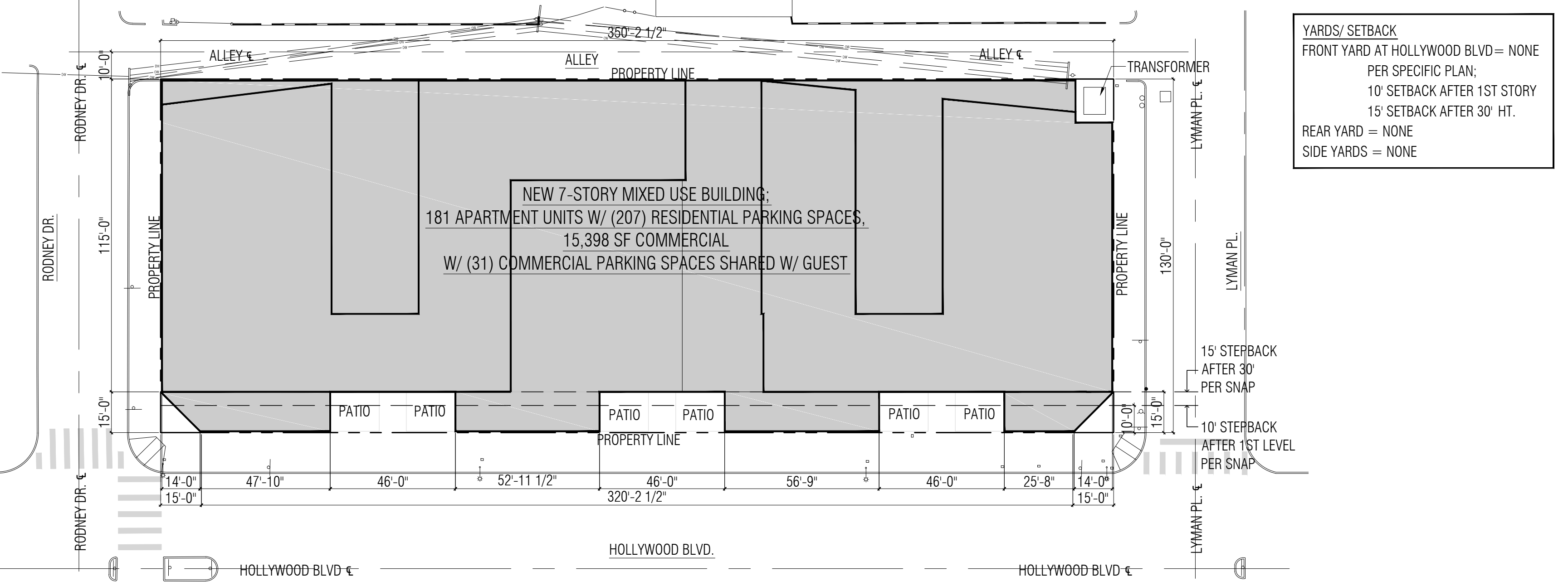


TREE ANALYSIS



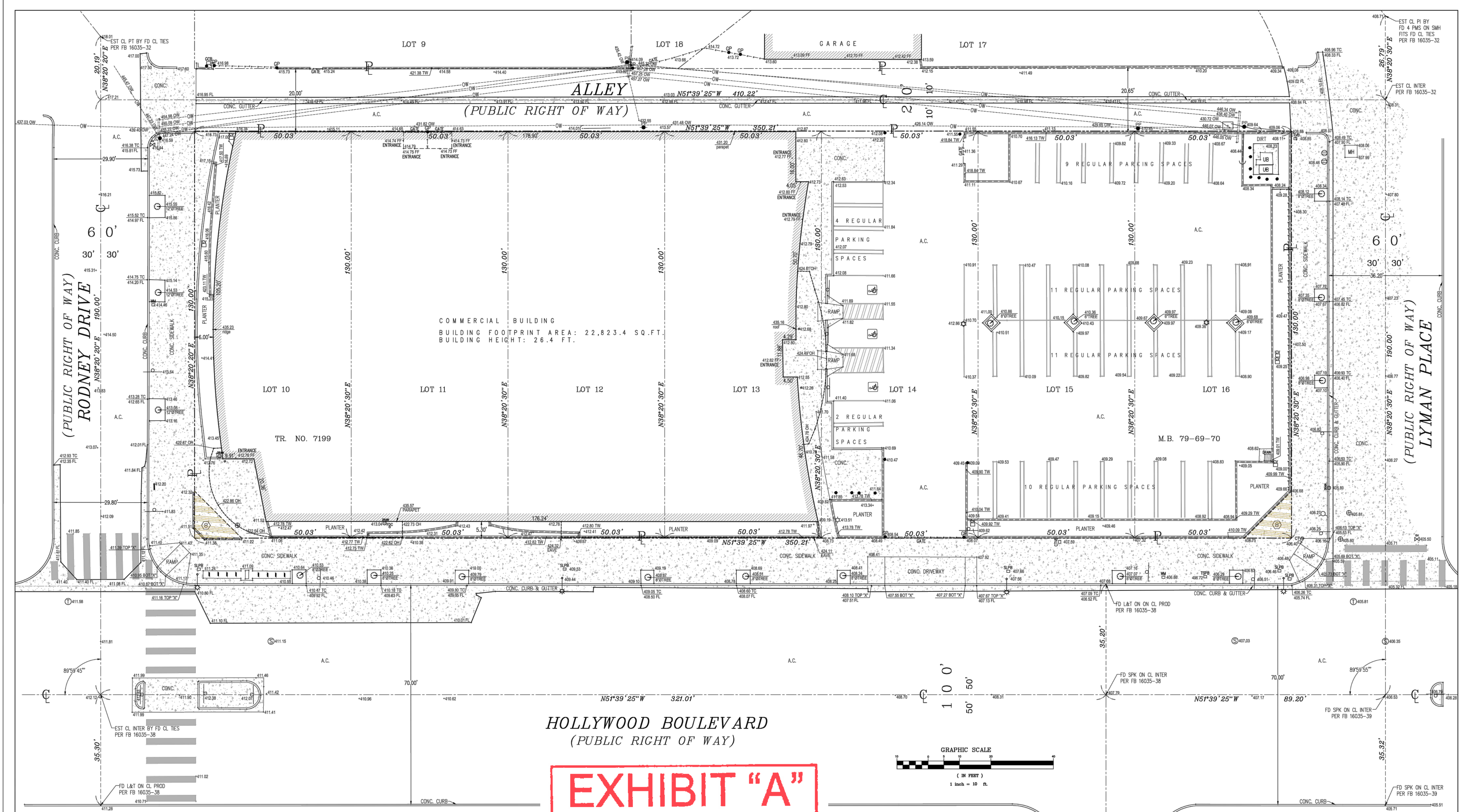
ABBREVIATIONS

Table of abbreviations: A AND, B BENCH, C CENTER LINE, D DIMENSION, E EAST, F FACE OF FINISH, G GROUND, H HORIZONTAL, I IDENTIFY, J JOINT, K KICK OUT, L LAMINATED, M MASONRY, N NORTH, O OPENING, P PLATE, Q QUANTITY, R ROOF, S SCHEDULE, T TYPICAL, U UNITS, V VERTICAL, W WITH, X X-RAY, Y YIELD, Z ZONE.



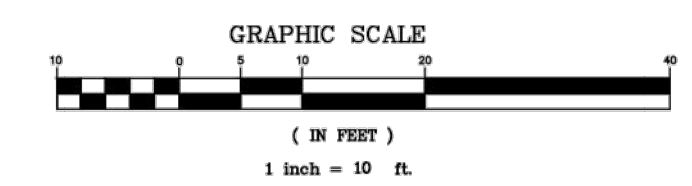
wtarch logo and contact info: warren techentin architecture, inc 2801 hyperion ave. studio #103 los angeles, ca 90027
1 JULY 2024 PROJECT INFO SHEET A-1.0





**HOLLYWOOD BOULEVARD**  
(PUBLIC RIGHT OF WAY)

**EXHIBIT "A"**  
Page No. 2 of 28  
Case No. DIR-2023-2838-TOC-SPP-SPR-HCA



**LEGAL DESCRIPTION:**  
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:  
LOTS 10 THROUGH 18 INCLUSIVE OF TRACT NO. 7198, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 79 PAGES 68 AND 70 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.  
M/N: 5542-002-009 & 5542-002-010

**BASIS OF BEARINGS:**  
THE BEARING NORTH 51° 30' 25" WEST ON THE OCEAN AND TRANSFERRED TO CENTERLINE OF HOLLYWOOD BOULEVARD AS SHOWN ON TR. NO. 7198, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, AS PER MAP RECORDED IN M.S. 79, PAGES 68 AND 70 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

**ZONING AND ZONING REQUIREMENTS:**  
THE SUBJECT PROPERTY IS ZONED "C2-10" (COMMERCIAL, ZONE FOR CITY OF LOS ANGELES)  
Zoning Information 2-2374 State Enterprise Zone, Los Angeles  
Zoning Information 2-2288 Specific Plan Vermont/Western Station Neighborhood Area Plan  
Zoning Information 2-2433 Revised Hollywood Community Plan Injunction  
Zoning Information 2-2432 Transit Priority Area in the City of Los Angeles  
NOTE: THIS SUMMARY IS ONLY A GUIDE. DEFINITIVE INFORMATION SHOULD BE OBTAINED FROM THE ZONING CODE ITSELF AND FROM CONSULTATION WITH THE CITY PLANNING DEPARTMENT. NO REPRESENTATION OF ACCURACY OR COMPLETENESS OF SAID THIRD PARTY INFORMATION. THIS FROM IS NOT AN OPINION IN THE INTERPRETATION OF COMPLEX ZONING ORDINANCES. CONFERENCE IS BEYOND THE SCOPE OF THIS SURVEY. ANY USER OF SAID INFORMATION IS URGED TO CONTACT THE LOCAL AGENCY DIRECTLY.

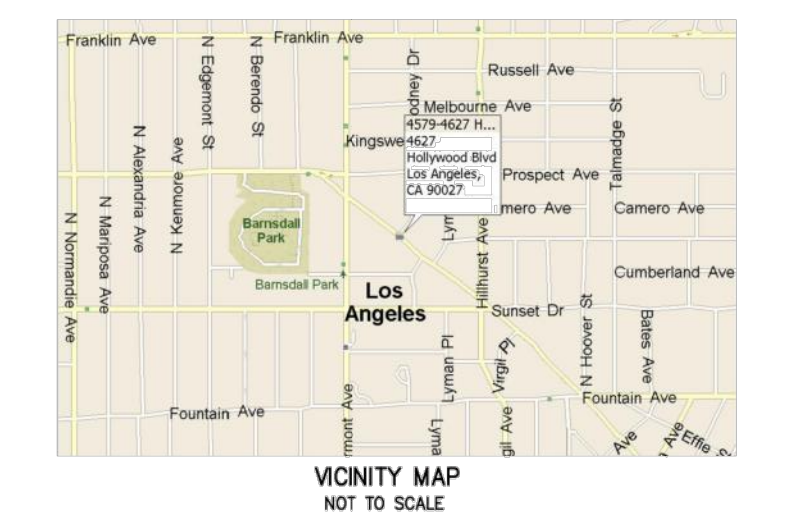
**LEGEND:**

ADJACENT'S PARCEL NUMBER	ASPHALT CONCRETE	CITY ENGINEER'S FIELD BOOK	CONCRETE	ESTABLISH	FOUR	FLOOR ELEV.	FLOOR ELEV.	INTERSECTION	LEAS & TRACK	MAP BOOK	OBSTRUCTION	POINT OF INTERSECTION	PROPERTY LINE	PROPOSED (PROLONGED)	SPRINKLER	TOP OF CURB ELEV.	TRACT MAP	TOP OF MALL ELEV.	UTILITY VALVE	WATER METER	WATER VALVE
ADJACENT'S PARCEL NUMBER	ASPHALT CONCRETE	CITY ENGINEER'S FIELD BOOK	CONCRETE	ESTABLISH	FOUR	FLOOR ELEV.	FLOOR ELEV.	INTERSECTION	LEAS & TRACK	MAP BOOK	OBSTRUCTION	POINT OF INTERSECTION	PROPERTY LINE	PROPOSED (PROLONGED)	SPRINKLER	TOP OF CURB ELEV.	TRACT MAP	TOP OF MALL ELEV.	UTILITY VALVE	WATER METER	WATER VALVE

**SYMBOLS:**

POWER POLE ANCHOR	SEWER MANHOLE	STREET LIGHT	STREET LIGHT BOX	TELEPHONE MANHOLE	TRAFFIC LIGHT	TRAFFIC LIGHT CONTROL BOX	TRUCK	UTILITY BOX	UTILITY	WATER METER	WATER VALVE
POWER POLE ANCHOR	SEWER MANHOLE	STREET LIGHT	STREET LIGHT BOX	TELEPHONE MANHOLE	TRAFFIC LIGHT	TRAFFIC LIGHT CONTROL BOX	TRUCK	UTILITY BOX	UTILITY	WATER METER	WATER VALVE

**SURVEY CERTIFICATE:**  
To COREY LEFF,  
CHICAGO TITLE COMPANY:  
This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 2, 3, 4, 5, 7(c), 7(b), 7(c), 8, 9, 13, 14, 16, 17, 19 of Table A thereof. The field work was completed on 5/28/2021.  
Dated: \_\_\_\_\_, 2021  
Cynthia A. De Leon  
RCE 31604 - Exp. 12-31-22



**REFERENCE DOCUMENT:**  
THE PROPERTY DESCRIBED HEREIN IS THE SAME AS THE PROPERTY DESCRIBED IN CHICAGO TITLE COMPANY ORDER NO. 0003094-172-2 WITH AN EFFECTIVE DATE OF MAY 5, 2020, AND THAT ALL EASEMENTS, COVENANTS AND RESTRICTIONS REFERENCED IN SAID TITLE REPORT OR APPURTENANCE FROM A PHYSICAL INSPECTION OF THE SITE OR OTHERWISE KNOWN TO ME HAVE BEEN PLOTTED HEREON OR OTHERWISE NOTED AS TO THEIR EFFECT ON THE SUBJECT PROPERTY.

**LAND AREA:**  
TOTAL AREA: 463,515.54 SQ. FT. OR 10.462 ACRES, MORE OR LESS.

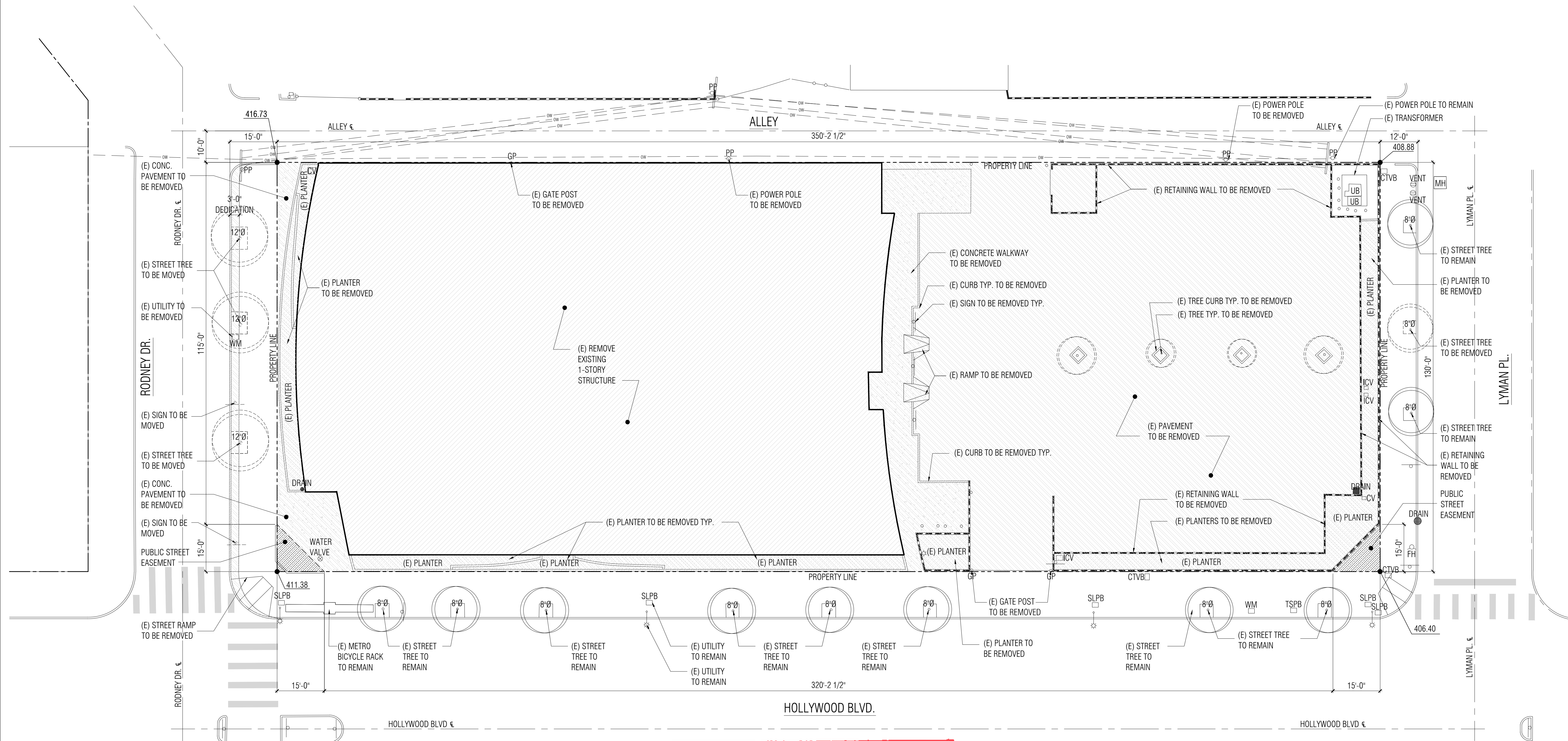
**PARKING COUNT:**  
47 REGULAR PARKING SPACES  
3 HANDICAP PARKING SPACES  
TOTAL: 50 PARKING SPACES

**BENCHMARK:**  
BENCHMARK: 12-2270  
DESCRIPTION: WIDE SPK E CURB VERT. ANCH. 2.5FT 5/10 BOR; 5/10 HOLLYWOOD BLVD  
ELEVATION: 418.09 FT

**FLOOD INFORMATION:**  
SUBJECT PROPERTY IS ZONE "X" AREA OUTSIDE 1-PERCENT ANNUAL FLOOD PLANE  
FEMA PANEL NO. 90570C00P  
EFFECTIVE DATE: 09/16/2008

**TITLE: ALTA/NSPS LAND TITLE SURVEY**  
5479-4627 W. HOLLYWOOD BOULEVARD & 1561 N LYMAN PLACE, LOS ANGELES, CA 90027  
CLIENT: COREY LEFF  
JOB NO: 21-17859  
SCALE: 1" = 10'  
DESIGNED BY: F.G. / NJ  
DRAWN BY: MC  
CHECKED BY: C.D.L.  
DATE: 6/2/2021  
REVISION (S)  
SHEET 1 OF 1 SHEET





**EXHIBIT "A"**  
 Page No. 3 of 28  
 Case No. DIR-2023-2838-TOC-SPP-SPR-HCA

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Issue/Revision	Description	Date	Drawn by	Checked by

HOLLYWOOD BLVD. APARTMENTS  
 4571 - 4627 HOLLYWOOD BLVD  
 & 1561 LYMAN PL  
 LOS ANGELES, CA 90027

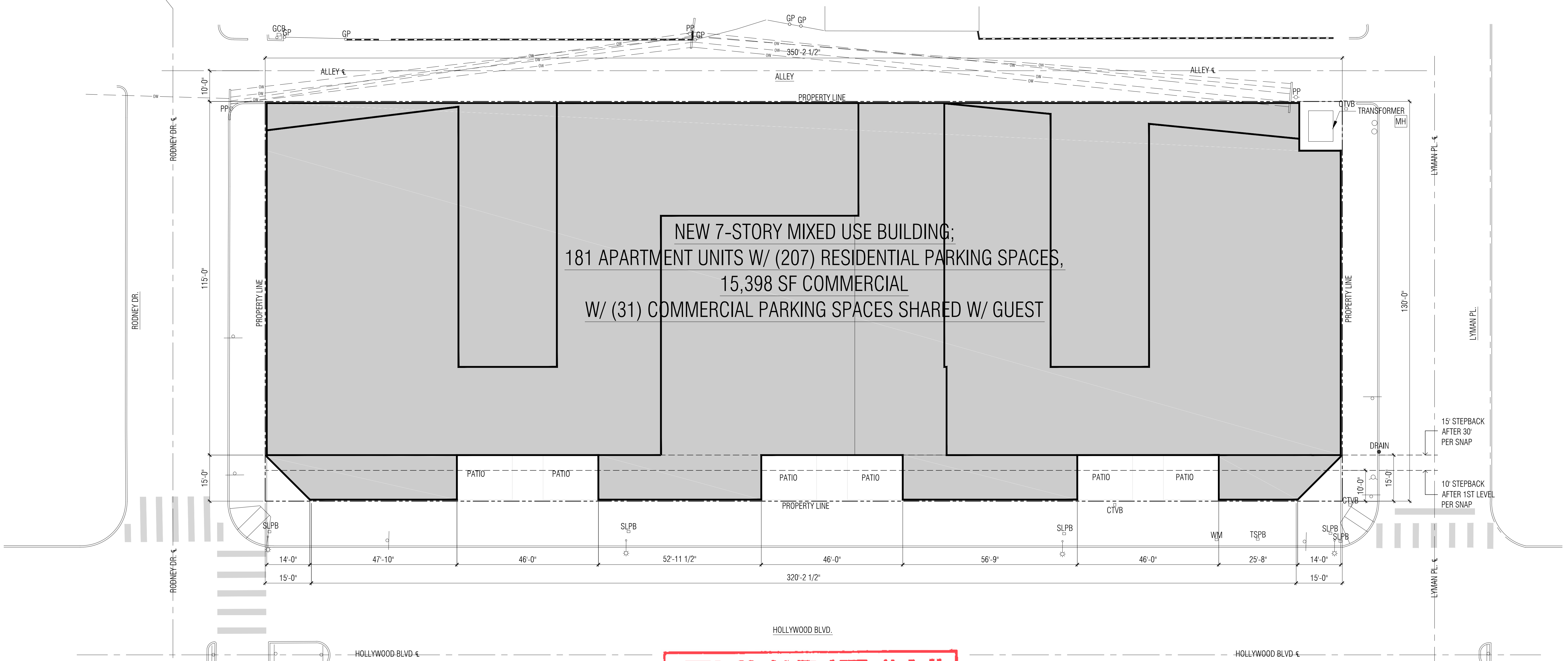
1 JULY 2024

SITE DEMO PLAN

A-2.1  
 1/16" = 1'-0"

1 SITE DEMO PLAN  
 1/16" = 1'-0"





**EXHIBIT "A"**  
 Page No. 4 of 28  
 Case No. DIR-2023-2838-TOC-SPP-SPR-HCA

**1** PLOT PLAN  
 1/16" = 1'-0"

**LEGAL DESCRIPTION:**  
 ADDRESS: 4579, 4601, 4609, 4613, 4619, 4627 HOLLYWOOD BLVD & 1561 LYMAN PL.  
 LOT: FR10, 11, 12, 13, 14, 15, FR16  
 BLOCK: NONE  
 TRACT: TR 7199

**SETBACK REQUIREMENTS:**  
 FRONT YARD AT HOLLYWOOD BLVD = NONE  
 PER SPECIFIC PLAN:  
 10' SETBACK AFTER 1ST STORY  
 15' SETBACK AFTER 30' HT.  
 REAR YARD = NONE  
 SIDE YARDS = NONE

**FLOOR AREA ALLOWED**  
 PER SNAP BASE FAR = 3.0:1 FAR (RESIDENTIAL), 1.5:1 FAR (COMMERCIAL)  
 PER TOC TIER 4 INCENTIVE = 4.35 FAR (45% INCREASE)  
 NO SETBACK C2 ZONE; LOT AREA = BUILDABLE AREA  
 COMMERCIAL FAR = 45,269.6 SF X 1.5 FAR = 67,904 SF ALLOWED; 15,398 SF PROPOSED  
 TOTAL FAR: 45,269.6 SF X 4.35 FAR = 196,923 SF ALLOWED; 174,021 SF PROPOSED

**SQUARE FOOTAGE BREAKDOWN**  
 LOT: 45,269.6 SF + 3,500 SF (ALLEY) = TOTAL 48,769.6 SF  
 COMMERCIAL FLOOR AREA: 15,398 SF  
 RESIDENTIAL FLOOR AREA: 158,623 SF  
 HEIGHT OF BUILDING: 88'-0"  
 ALLOWABLE BUILDING HEIGHT (PER SNAP & TOC INCENTIVE) = 108' MAX  
 LOWEST POINT 5'-0" FROM BUILDING; 406.59'; TOP OF PARAPET: 494.59'

**DENSITY ALLOWED**  
 BY RIGHTS: 45,269.6 SF (Lot Area) + 3,500 (1/2 ALLEY) / 400 SF = 121.92 (ROUND UP) = 122 UNITS  
 W/ TOC INCENTIVE: 122 X 1.80 (80% INCREASE) = 219.6 (ROUND UP) = 220 UNITS ALLOWED; 181 UNITS PROPOSED

**PROPOSED # OF UNITS (SEE UNIT BREAKDOWN)**  
 (49) STUDIO UNITS (2 STUDIO + LOFT)  
 (79) ONE BEDROOM UNITS (3 ONE BR + LOFT)  
 (53) TWO BEDROOM UNITS  
 181 TOTAL UNITS

**UNIT BREAKDOWN**  
**STUDIO (1 HABITABLE ROOM)**  
 201, 203, 204, 207, 210, 211, 212, 214, 220, 222, 223, 222, 224, 227, 230, 232, 301, 303, 304, 307, 310, 313, 319, 322, 324, 327, 329, 330, 332, 401, 403, 404, 407, 410, 413, 419, 422, 424, 427, 429, 430, 432, 501, 503, 504, 507, 510, 513, 519, 522, 523, 525, 527, 529, 530, 532, 601, 603, 607, 613, 619, 622, 623, 627, 629, 630, 632, 701, 703, 713, 719, 723, 727, 729, 730, 732

**STUDIO W/ LOFT (2 HABITABLE ROOMS)**  
 605, 624

**1 BEDROOM (2 HABITABLE ROOMS)**  
 201, 203, 204, 207, 210, 211, 212, 214, 220, 222, 223, 222, 224, 227, 230, 232, 301, 303, 304, 307, 310, 313, 319, 322, 324, 327, 329, 330, 332, 401, 403, 404, 407, 410, 413, 419, 422, 424, 427, 429, 430, 432, 501, 503, 504, 507, 510, 513, 519, 522, 523, 525, 527, 529, 530, 532, 601, 603, 607, 613, 619, 622, 623, 627, 629, 630, 632, 701, 703, 713, 719, 723, 727, 729, 730, 732

**1 BEDROOM W/ LOFT (3 HABITABLE ROOMS)**  
 604, 610, 625

**2 BEDROOM (3 HABITABLE ROOMS)**  
 208, 215, 216, 217, 218, 219, 226, 229, 308, 311, 314, 315, 316, 317, 318, 321, 323, 326, 411, 414, 415, 416, 417, 418, 421, 423, 426, 508, 509, 514, 515, 516, 517, 518, 521, 526, 608, 609, 614, 615, 616, 617, 618, 621, 626, 708, 709, 714, 715, 716, 717, 718, 726

**OPEN SPACE SUMMARY (SEE UNIT BREAKDOWN)**  
 REQUIRED OPEN SPACE:  
 56 UNITS = 3 HABITABLE ROOMS @ 125 SF = 7,000 SF  
 125 UNIT < 3 HABITABLE ROOMS @ 100 SF = 12,500 SF  
 TOTAL REQUIRED W/ 25% REDUCTION (TOC): 19,500\*0.75 = 14,625 SF

**OPEN SPACE PROVIDED:**  
 COURTYARDS @ 2ND FLOOR (1ST HABITABLE LEVEL) = 10,874 SF  
 AMENITY ROOMS @ 2ND FLOOR (1ST HABITABLE LEVEL) = 1,633 SF  
 DECK @ 7TH FLOOR = 2,910 SF  
 PRIVATE OPEN SPACE @ 2ND FLOOR = 1,687 SF  
 TOTAL PROVIDED = 17,104 SF

TOTAL REQ'D OPEN SPACE: 14,625 SF  
 TOTAL PROVIDED OPEN SPACE: 17,104 SF  
 SEE A2.4 FOR OPEN SPACE ANALYSIS & DIAGRAMS

**LANDSCAPED AREA**  
 25% OF 13,784 SF = 3,446 SF LANDSCAPED AREAS REQ'D  
 3,456 SF PROVIDED. SEE L-1.0 FOR DETAILS

**RESIDENTIAL PARKING REQUIRED:**  
 - PER TOC TIER 4 BASE INCENTIVE; NO MIN. RESIDENTIAL PARKING REQUIRED  
 - MAX ALLOWED PARKING PER SNAP  
 < (3) HABITABLE ROOMS = 128 UNITS X 1 SPACE = 128 SPACES  
 ≥ (3) HABITABLE ROOMS = 53 UNITS X 1.5 SPACE = 79.5 = 79 SPACES  
 TOTAL MAX. ALLOWED PARKING FOR RESIDENTIAL = 207 SPACES

**-RESIDENTIAL GUEST PARKING REQUIREMENT**  
 -PER SNAP = MIN. 0.25 SPACE PER UNIT  
 0.25 X 181 = 45.25 SPACES (ROUND UP) = 46 MIN SPACES REQ'D  
 -NO MINIMUM PARKING REQUIREMENT PER AB2097  
 -31 GUEST SPACES ARE SHARED WITH COMMERCIAL PARKING (SEE COMMERCIAL PARKING SUMMARY)

**-REQUIRED ACCESSIBLE PARKING**  
 181 UNITS\*0.02 = 3.62(ROUND UP) = 4 SPACES REQ'D; 4 SPACES PROVIDED  
 TOTAL REQ'D/PROVIDED VAN ACCESSIBLE PARKING = 1 SPACE PROVIDED

- 30% EV STALLS REQUIRED PER TOTAL PROVIDED PARKING - RESIDENTIAL:  
 TOTAL NUMBER OF ASSIGNED PARKING = 207 STALLS  
 MIN. REQ'D # OF EV STALLS IS 30% (PER GREEN) OF 207 = 62.1 (ROUND UP) = 63 STALLS REQUIRED; 63 STALLS PROVIDED

**COMMERCIAL PARKING REQUIRED:**  
 - PER VERMONT-WESTERN SPECIFIC PLAN:  
 PROVIDE 2 PARKING STALLS EVERY 1,000 SF  
 TOTAL REQUIRED FOR 15,398 SF = 31  
 31 COMMERCIAL STALLS MAX  
 - TOC TIER 4 INCENTIVE 40% REDUCTION IN NON-RESIDENTIAL PARKING = 32 X 0.6 = 19.2 (ROUND UP) = 20  
 TOTAL REQUIRED = 20; TOTAL PROVIDED = 31  
 - 30% EV STALLS REQUIRED PER PROVIDED PARKING = 31 X 0.30 = 9.3  
 TOTAL REQUIRED = 10; TOTAL PROVIDED = 10  
 - REQUIRED ADA PARKING PER TABLE 11B-208.2  
 31 TOTAL PARKING PROVIDED  
 2 ADA STALLS REQUIRED

**BICYCLE PARKING SUMMARY**  
**COMMERCIAL:**  
 PER SNAP: 1 PER 1,000SF FIRST 10,000 SF AND 1 PER 10,000SF AFTER  
 TOTAL REQUIRED = 11; TOTAL PROVIDED = 12  
**RESIDENTIAL:**  
 PER SNAP, 0.5 PER UNIT; 181\*0.5 = 90.5  
 TOTAL REQUIRED = 90; TOTAL PROVIDED = 92

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Date	Revised/Issued	By	Check
08/23/2023			

**HOLLYWOOD BLVD. APARTMENTS**  
 4571 - 4627 HOLLYWOOD BLVD  
 & 1561 LYMAN PL.  
 LOS ANGELES, CA 90027



## BUILDING AREA CALCULATIONS (BLDG. CODE)

PROVIDED TYPE IA BUILDING AREA PER CBC (A2/M ACCESSORY TO R2, S2, SPRINKLERED)		
FIRST FLOOR RETAIL	A2/M	15,622 SF
FIRST FLOOR RETAIL PARKING	S2	22,641 SF
FIRST FLOOR RESIDENTIAL LOBBY	R2	3,895 SF
SECOND FLOOR RESIDENTIAL	R2	29,369 SF
SUBTERRANEAN PARKING P1	S2	44,683 SF
SUBTERRANEAN PARKING P2	S2	44,683 SF
<b>TOTAL IA BUILDING AREA PROPOSED:</b>		<b>160,893 SF</b>

PROVIDED TYPE IIIA BUILDING AREA PER CBC (R2, SPRINKLERED)		
THIRD FLOOR		28,094 SF
FOURTH FLOOR		28,094 SF
FIFTH FLOOR		28,094 SF
SIXTH FLOOR		27,384 SF
SEVENTH FLOOR		23,500 SF
<b>TOTAL IIIA BUILDING AREA PROPOSED:</b>		<b>135,166 SF</b>

ALLOWABLE AREA PER BUILDING CODE:	
TYPE IA BASEMENT PARKING	UNLIMITED
TYPE IA FIRST FLOOR RETAIL & PARKING	UNLIMITED
TYPE IIIA (2ND, 3RD, 4TH & 5TH)	36,000 SF

**BUILDING AREA:**  
THE AREA IN SQUARE FEET INCLUDED WITHIN SURROUNDING EXTERIOR WALLS (OR EXTERIOR WALLS AND FIRE WALLS) EXCLUSIVE OF VENT SHAFTS AND COURTS. AREAS OF THE BUILDING NOT PROVIDED WITH SURROUNDING WALLS SHALL BE INCLUDED IN THE BUILDING AREA IF SUCH AREAS ARE INCLUDED WITHIN THE HORIZONTAL PROJECTION OF THE ROOF OR FLOOR ABOVE.

ALLOWABLE BUILDING AREA SINGLE-OCCUPANCY, MULTI-STORY BUILDING (PER 506.2.3)

$$A_a = [A_i + (NS \times I_f)] \times S_a$$

$$\text{ALLOWABLE AREA} = [24,000 + (24,000 \times .67)] \times 2 = 80,160 \text{ SF}$$

PROPOSED BUILDING AREA TYPE IIIA:  
THIRD - SEVENTH FLOOR = 134,891 SF > 80,160 SF

BUILDING IS TO BE DIVIDED BY 3-HR FIRE WALL

FRONTAGE INCREASE CALCS (PER CBC 506.3.3)

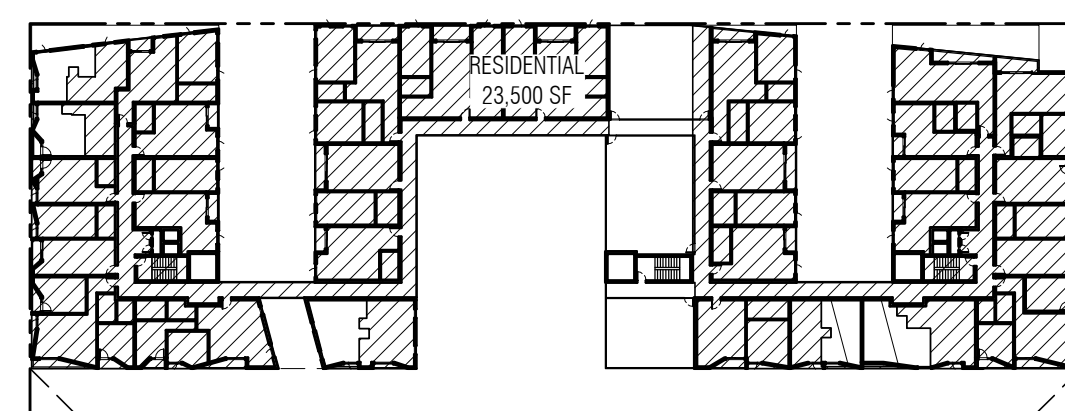
$$I_f = [F/P - .25] W/30$$

$$(W = 70' \text{ (SEE SURVEY)}, \text{ BUT IS LIMITED TO } 30' \text{ PER } 506.3.3)$$

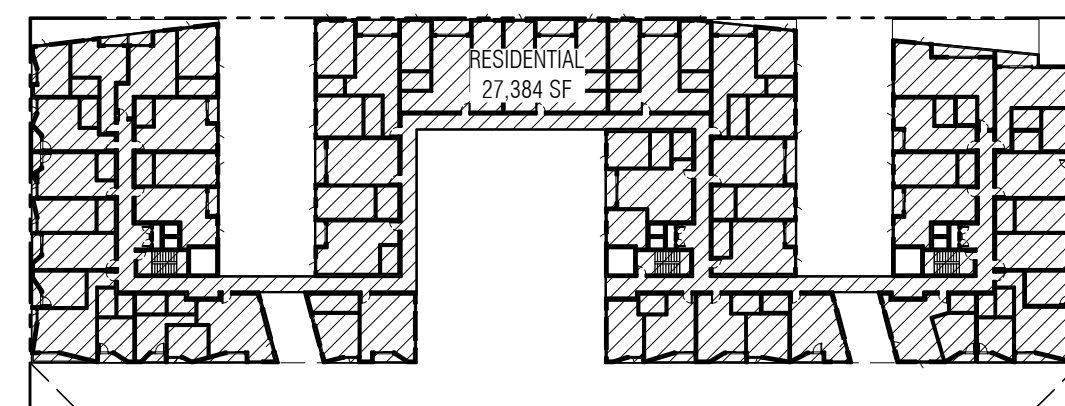
AREA FACTOR INCREASE =  $[940 \text{ FT} / 1,027 \text{ FT} - .25] 30 / 30 = .67$

A/a = Allowable area (square feet).  
A/t = Tabular allowable area factor (NS, S13R or SM value, as applicable) in accordance with Table 506.2.  
NS = Tabular allowable area factor in accordance with Table 506.2 for a nonsprinklered building regardless of whether the building is sprinklered.  
I/f = Area factor increase due to frontage (percent) as calculated in accordance with Section 506.3.  
S/a = 2

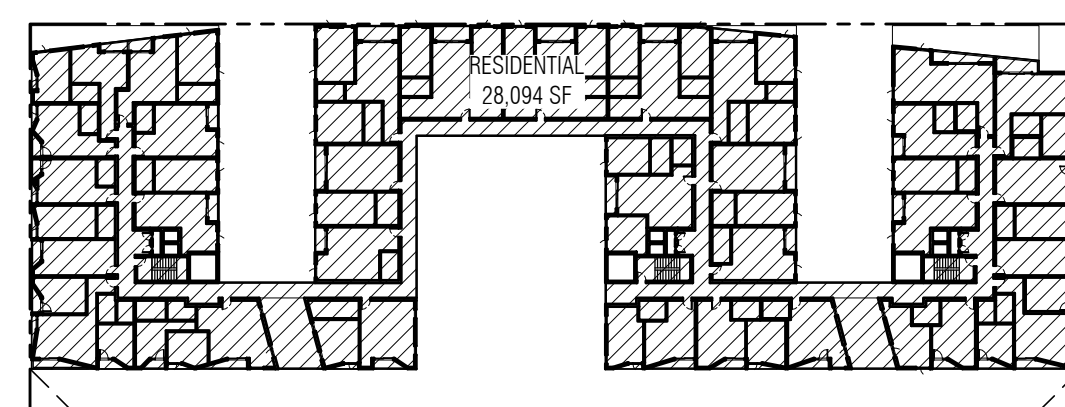
I\_f = Area factor increase due to frontage.  
F = Building perimeter that fronts on a public way or open space having minimum distance of 20 feet (6096 mm).  
P = Perimeter of entire building (feet).  
W = Width of public way or open space (feet) in accordance with Section 506.3.2.



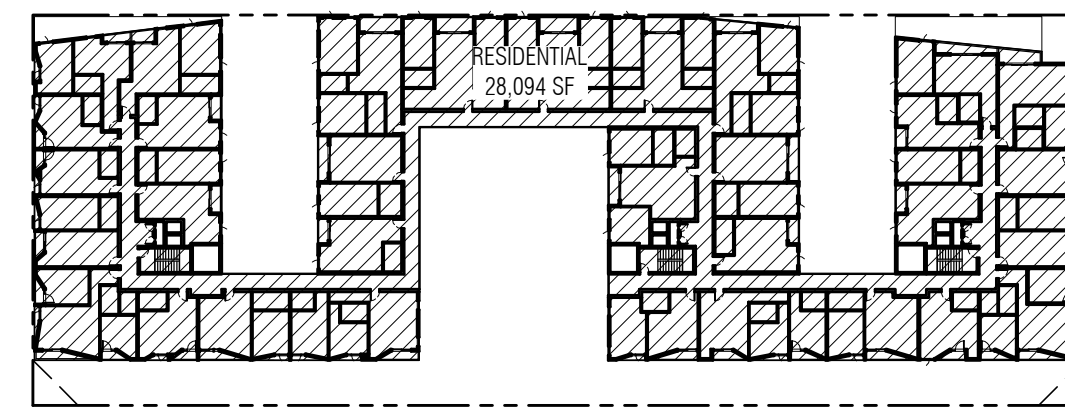
17 7TH FLOOR AREA CALCULATION  
1/64" = 1'-0"



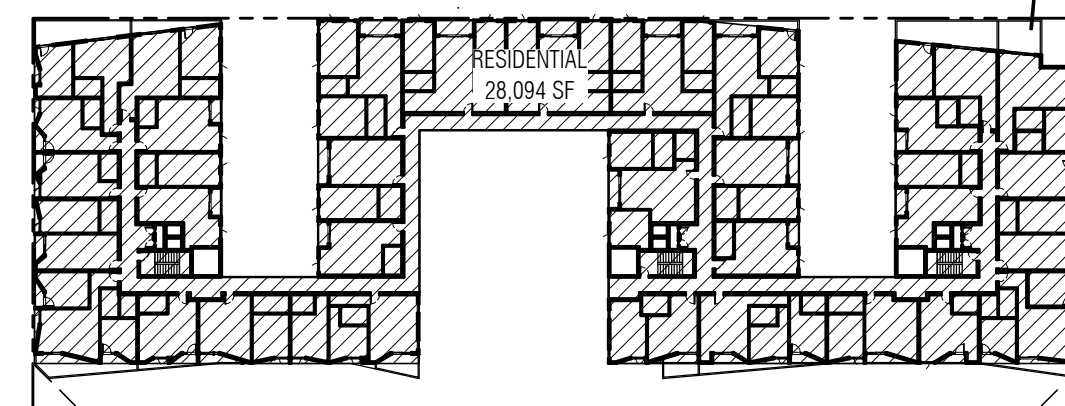
16 6TH FLOOR AREA CALCULATION  
1/64" = 1'-0"



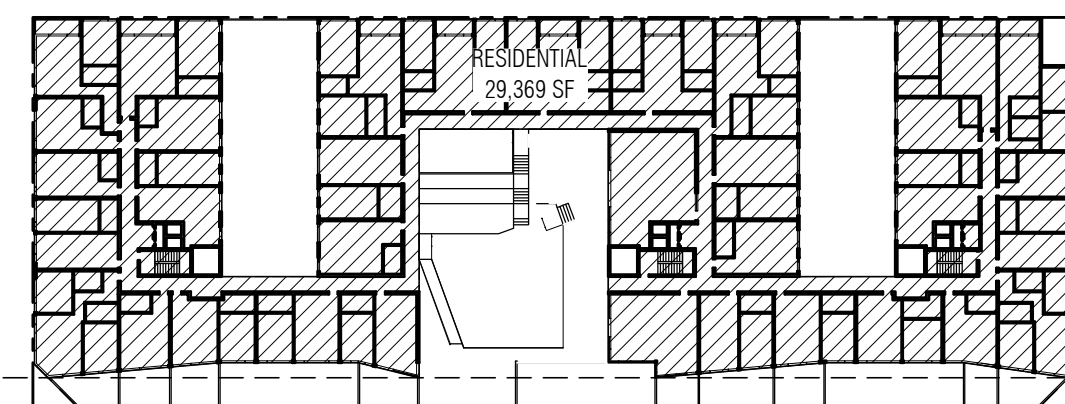
15 5TH FLOOR AREA CALCULATION  
1/64" = 1'-0"



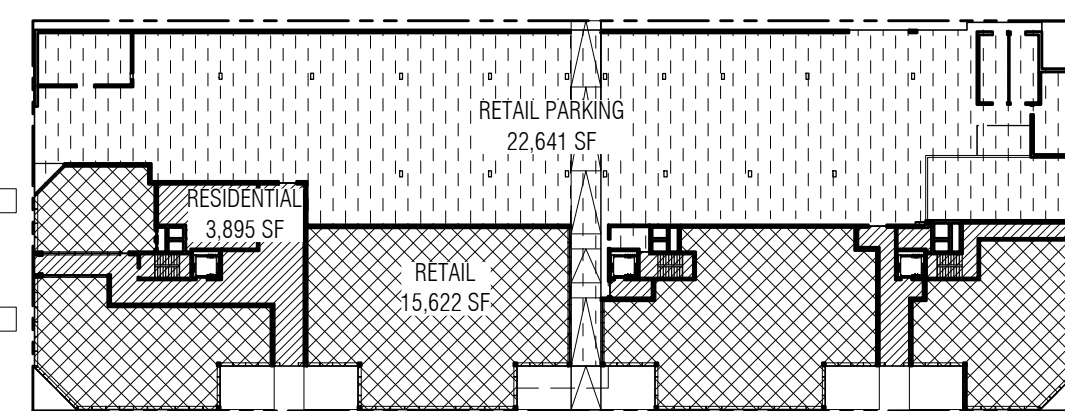
14 4TH FLOOR AREA CALCULATION  
1/64" = 1'-0"



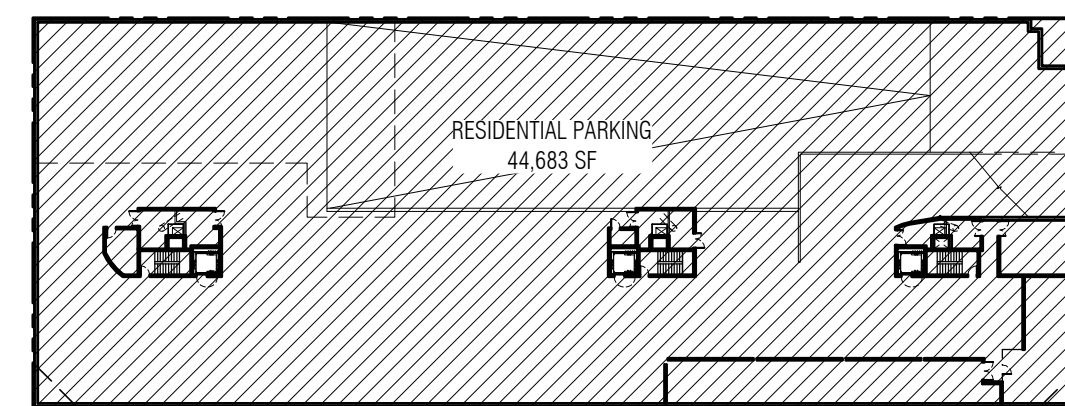
13 3RD FLOOR AREA CALCULATION  
1/64" = 1'-0"



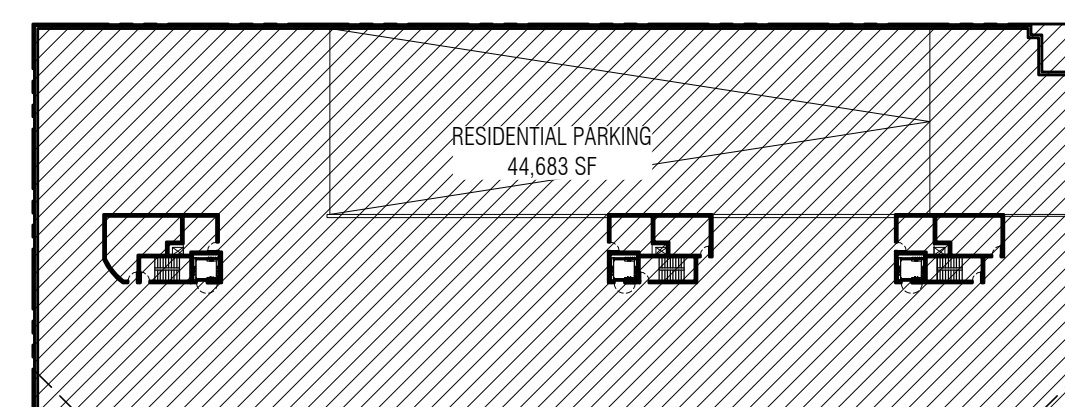
12 2ND FLOOR AREA CALCULATION  
1/64" = 1'-0"



11 1ST FLOOR AREA CALCULATION  
1/64" = 1'-0"



10 P1 (PARKING) AREA CALCULATION  
1/64" = 1'-0"



9 P2 (PARKING) AREA CALCULATION  
1/64" = 1'-0"

## ZONING FLOOR AREA

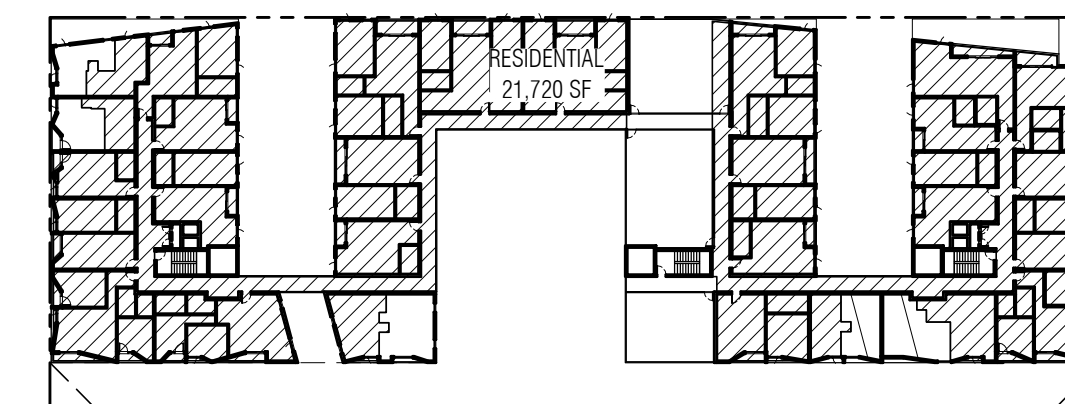
FAR CALCULATION (ZONING FLOOR AREA):  
ALLOWABLE FAR: 4.35 PER TOC TIER 4 INCENTIVE  
45,269.6 (LOT AREA) X 4.35 = 196,923 SF ALLOWED

	OCCUPANCY	ZONING
FIRST FLOOR	A2/M	15,398 SF
COMMERCIAL TOTAL		15,398 SF

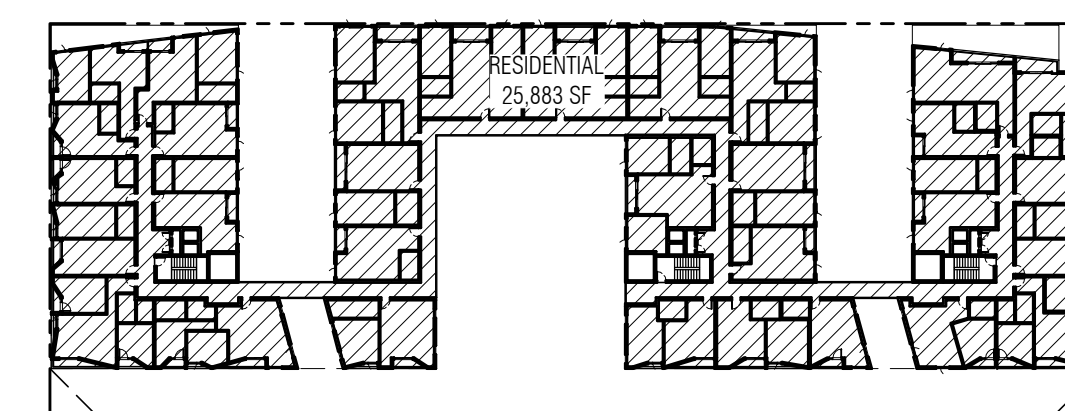
P1 (TRASH&DOG WASH)	R2 (ACCESSORY)	446 SF
FIRST FLOOR (RES. LOBBY)	R2	2,722 SF
SECOND FLOOR	R2	27,896 SF
THIRD FLOOR	R2	26,652 SF
FOURTH FLOOR	R2	26,652 SF
FIFTH FLOOR	R2	26,652 SF
SIXTH FLOOR	R2	25,883 SF
SEVENTH FLOOR	R2	21,720 SF
RESIDENTIAL TOTAL		158,623 SF

TOTAL FLOOR ZONING FLOOR AREA 174,021 SF

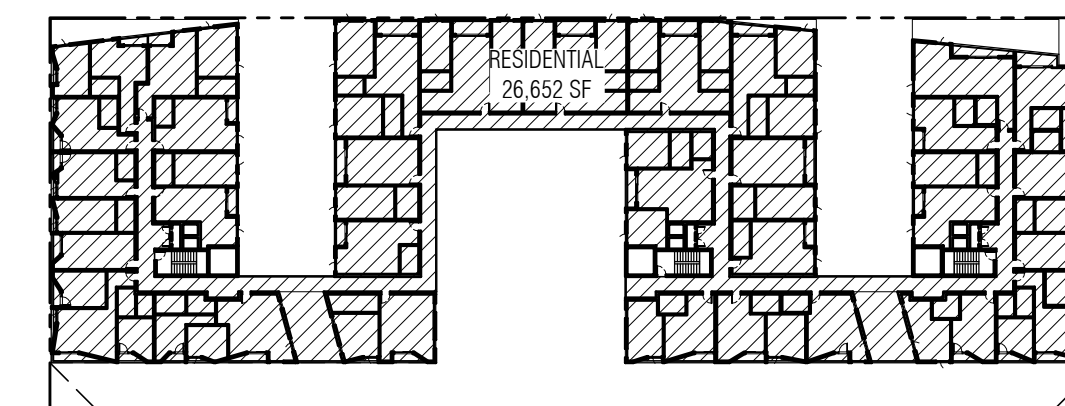
**FLOOR AREA:**  
THE AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING: EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING-OPERATING EQUIPMENT OR MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE DEDICATED TO BICYCLE PARKING, SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS, AND BASEMENT STORAGE AREAS.



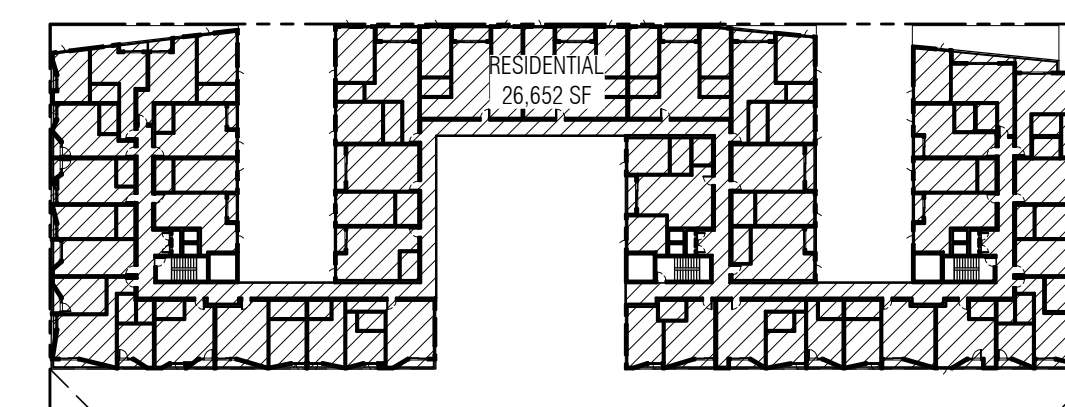
8 7TH FLOOR AREA CALCULATION  
1/64" = 1'-0"



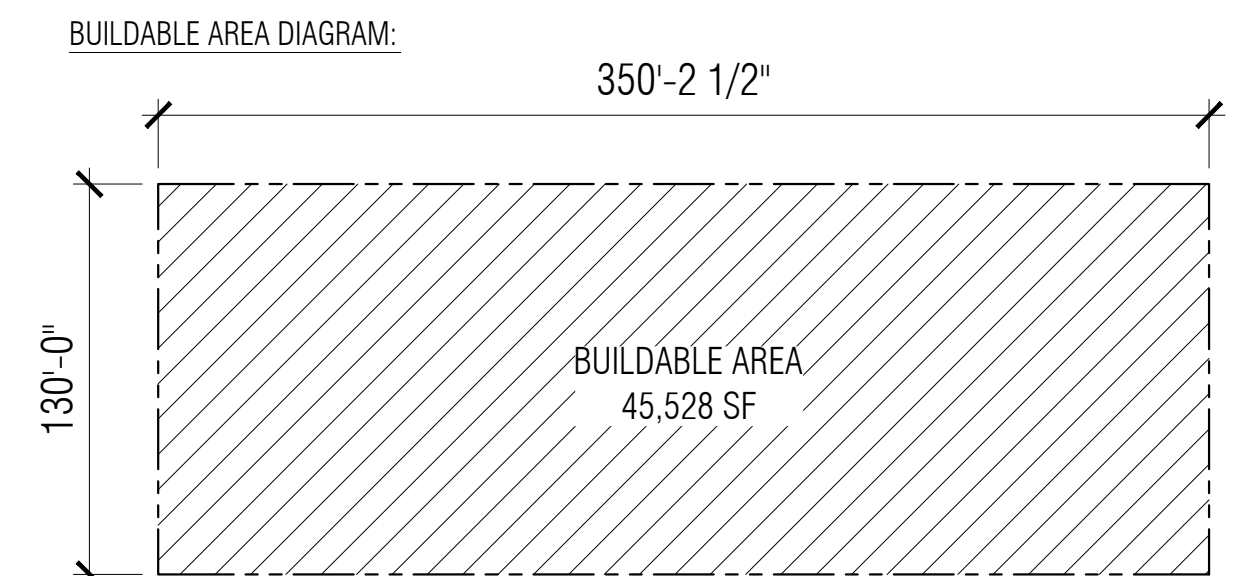
7 6TH FLOOR AREA CALCULATION  
1/64" = 1'-0"



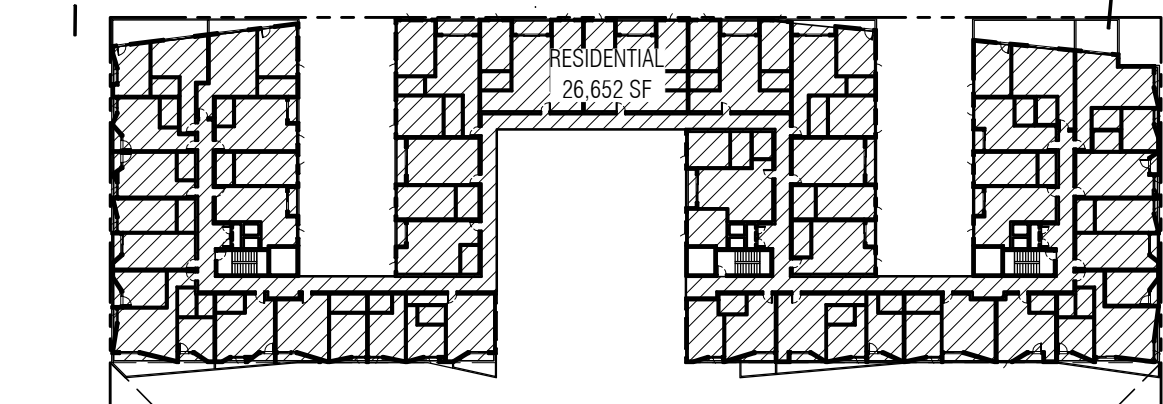
6 5TH FLOOR AREA CALCULATION  
1/64" = 1'-0"



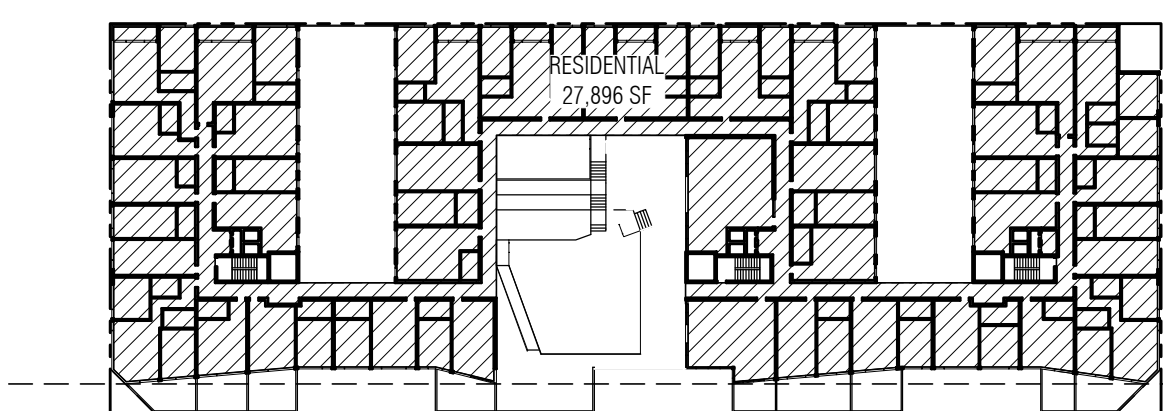
5 4TH FLOOR AREA CALCULATION  
1/64" = 1'-0"



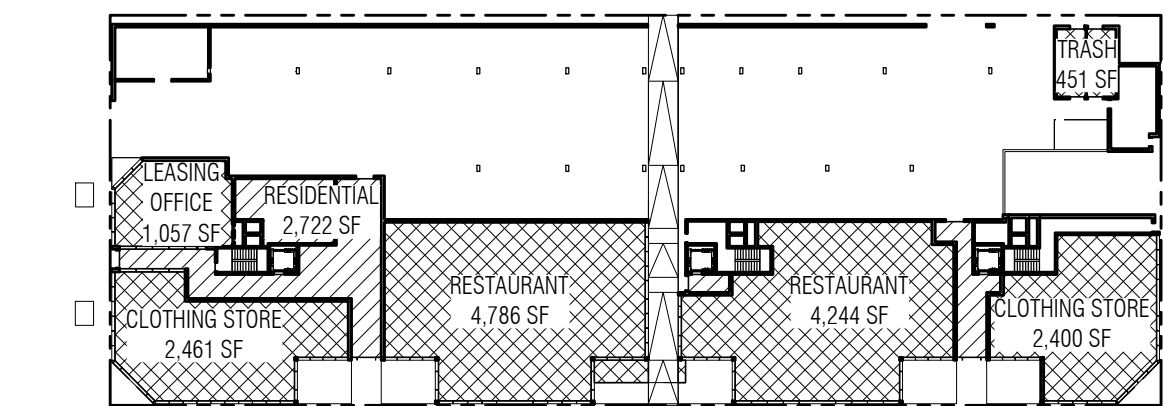
**EXHIBIT "A"**  
Page No. 5 of 28  
Case No. DIR-2023-2838-TOC-SPP-SPR-HCA



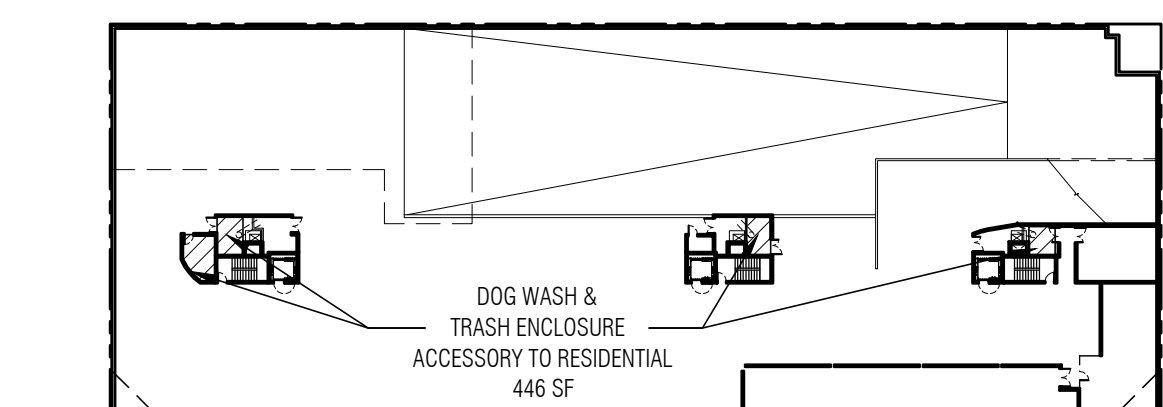
4 3RD FLOOR AREA CALCULATION  
1/64" = 1'-0"



3 2ND FLOOR AREA CALCULATION  
1/64" = 1'-0"



2 1ST FLOOR AREA CALCULATION  
1/64" = 1'-0"



1 P1 (PARKING) AREA CALCULATION  
1/64" = 1'-0"

Drawn/Revised	Checked	Date	Scale	Sheet No.	Sheet Total
		08/23/2023			

HOLLYWOOD BLVD. APARTMENTS  
4571 - 4627 HOLLYWOOD BLVD  
& 1561 LYMAN PL  
LOS ANGELES, CA 90027

1 JULY 2024

AREA CALCULATIONS

A-2.3

AS NOTED



# OPEN SPACE ANALYSIS

## PROPOSED UNITS:

(49)	STUDIO UNITS	(2 STUDIO + LOFT)
(79)	ONE BEDROOM UNITS	(3 ONE BR + LOFT)
(53)	TWO BEDROOM UNITS	
181	TOTAL UNITS	

## RESIDENTIAL UNIT SUMMARY:

UNIT #	TYPE	HABITABLE ROOMS
202, 205, 206, 209, 213, 221, 225, 228, 231	STUDIO	1
302, 305, 306, 309, 312, 320, 325, 328, 331		
402, 405, 406, 409, 412, 420, 425, 428, 431		
502, 505, 506, 512, 520, 524, 528, 531, 602		
606, 612, 620, 628, 631, 702, 706, 712, 720, 728, 731		
605, 624	STUDIO W/ LOFT	2
201, 203, 204, 207, 210, 211, 212, 214, 220	1-BD	2
222, 223, 224, 227, 230, 232, 301, 303		
304, 307, 310, 313, 319, 322, 324, 327, 329		
330, 332, 401, 403, 404, 407, 410, 413, 419		
422, 424, 427, 429, 430, 432, 501, 503, 504		
507, 510, 513, 519, 522, 523, 525, 527, 529		
530, 532, 601, 603, 607, 613, 619, 622, 623		
627, 629, 630, 632, 701, 703, 713, 719, 723		
727, 729, 730, 732		
604, 610, 625	1-BD W/ LOFT	3
208, 215, 216, 217, 218, 219, 226, 229, 308	2-BD	3
311, 314, 315, 316, 317, 318, 321, 323, 326		
411, 414, 415, 416, 417, 418, 421, 423, 426		
508, 509, 514, 515, 516, 517, 518, 521, 526		
608, 609, 614, 615, 616, 617, 618, 621, 626		
708, 709, 714, 715, 716, 717, 718, 726		

## OPEN SPACE CALCULATION:

### OPEN SPACE REQUIRED:

(47) STUDIO, (2) STUDIO W/ LOFT, (76) 1-BD < 3 HABITABLE ROOMS  
 (3) 1-BD W/ LOFT, (53) 2-BD = 3 HABITABLE ROOMS

56 UNITS = 3 HABITABLE ROOMS @ 125 SF	=	7,000 SF
125 UNIT < 3 HABITABLE ROOMS @ 100 SF	=	12,500 SF
TOTAL REQUIRED W/ 25% REDUCTION (TOC): 19,500*0.75	=	14,625 SF

### OPEN SPACE PROVIDED:

*COURTYARDS @ 2ND FLOOR (1ST HABITABLE LEVEL)	=	10,874 SF
*AMENITY ROOMS @ 2ND FLOOR (1ST HABITABLE LEVEL)	=	1,488 SF
*PATIOS @ 7TH FLOOR	=	2,910 SF
**PRIVATE OPEN SPACE @ 2ND FLOOR*	=	1,549 SF
TOTAL PROVIDED	=	16,821 SF

TOTAL REQD OPEN SPACE: 14,625 SF, TOTAL PROVIDED OPEN SPACE: 16,821 SF

### PER SNAP GUIDELINE, USABLE OPEN SPACE

\*PUBLIC OPEN SPACE. NO PORTION OF THE REQUIRED COMMON USABLE OPEN SPACE SHALL HAVE A DIMENSION OF LESS THAN 20 FEET OR BE LESS THAN 400 SQUARE FEET FOR PROJECTS UNDER 10 DWELLING UNITS AND 600 SQUARE FEET FOR PROJECTS 10 DWELLING UNITS OR MORE.

\*\*PRIVATE OPEN SPACE. ONCE THE STANDARDS FOR THE COMMON USABLE OPEN SPACE REFERENCE IN THE PARAGRAPH ABOVE HAVE BEEN MET, PROJECTS MAY PROVIDE PRIVATE USABLE OPEN SPACE, SUCH AS BALCONIES OR PATIOS, WITH A MINIMUM DIMENSION OF SIX FEET FOR BALCONIES AND TEN FEET FOR PATIOS, THEREBY REDUCING THE REQUIRED USABLE OPEN SPACE DIRECTLY COMMENSURATE WITH THE AMOUNT OF PRIVATE OPEN SPACE PROVIDED.

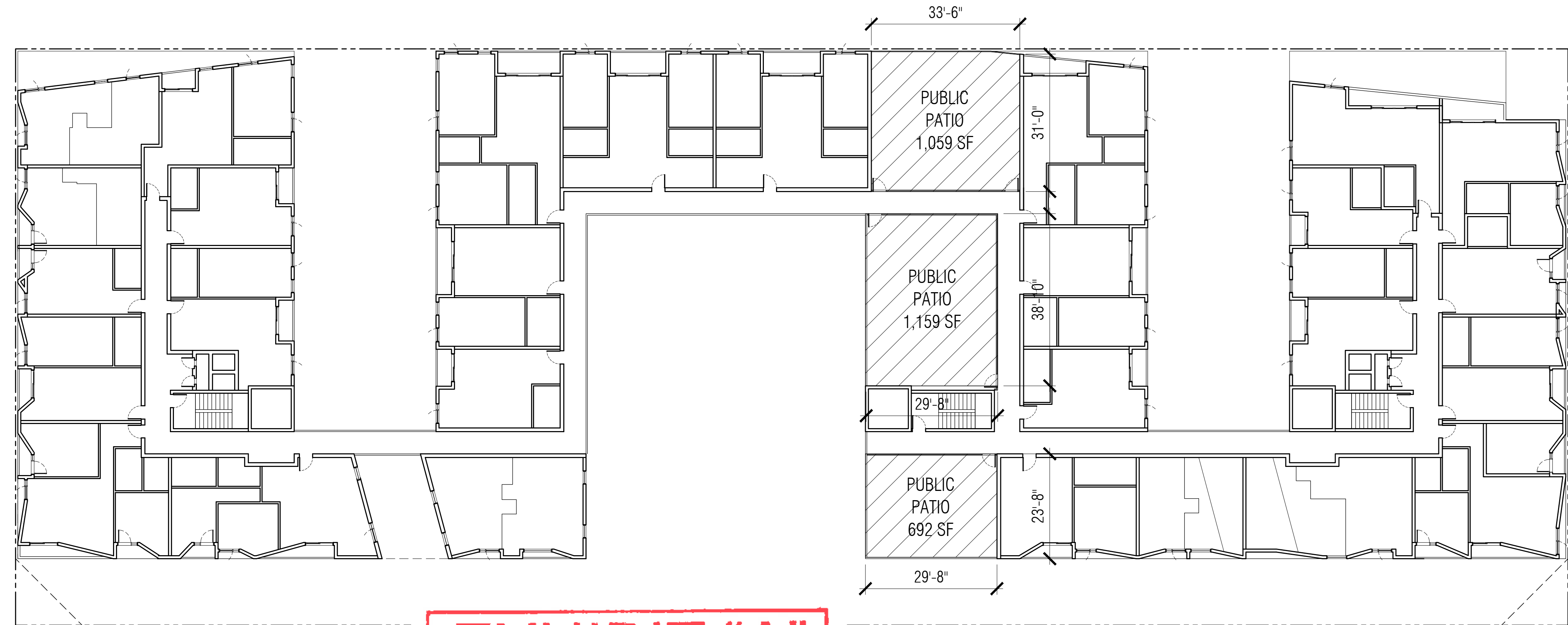
### 25% MIN. OPEN SPACE @ 1ST HABITABLE LEVEL (2ND FLOOR)

10,874 (COURTYARDS) + 1,633 (AMENITIES) + 1,549 (PRIVATE PATIOS) = 14,056 SF  
 (14,056 SF / 16,821 SF) X 100 = 83.6% > 25%  
 THIS PROJECT COMPLIES WITH THE SNAP REQUIREMENT

### 25% LANDSCAPE IN COMMON OPEN SPACE

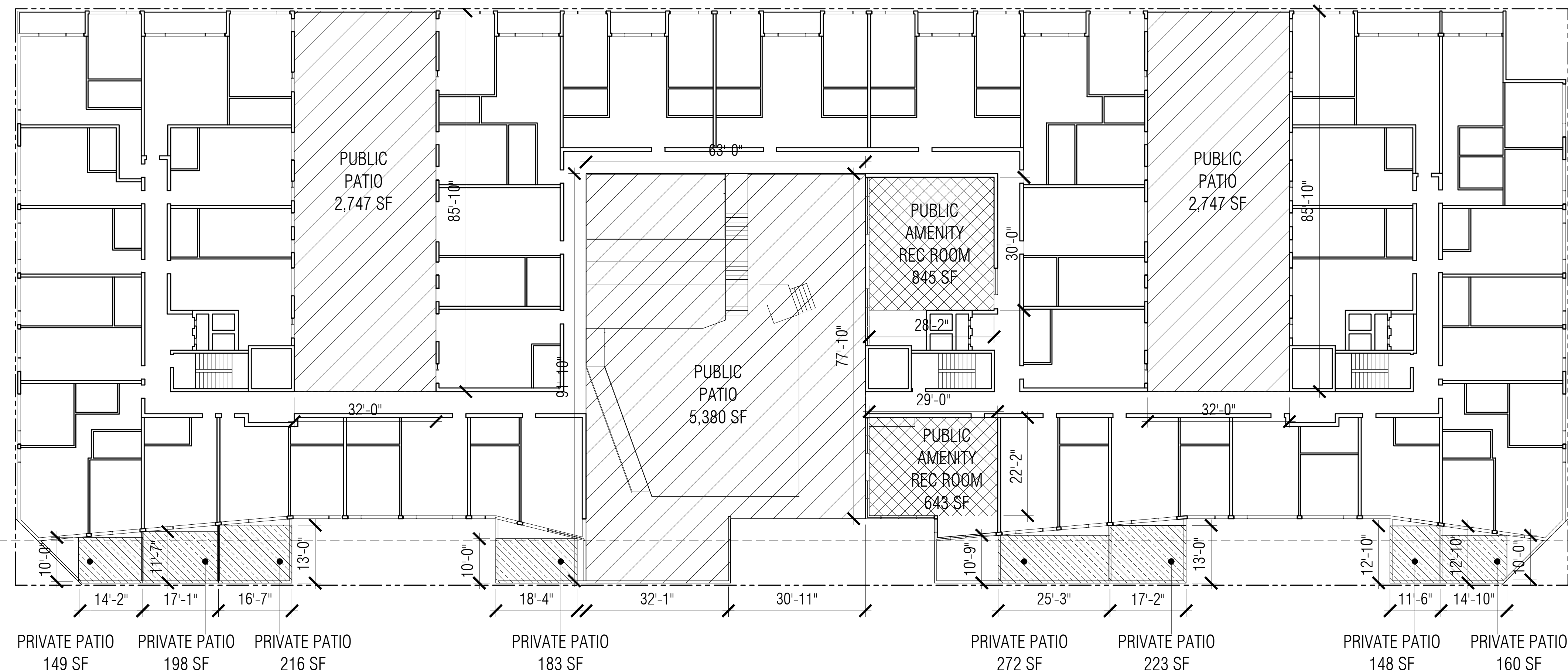
*COURTYARDS @ 2ND FLOOR (1ST HABITABLE LEVEL)	=	10,874 SF
*PATIO DECKS @ 7TH FLOOR	=	2,910 SF
TOTAL	=	13,784 SF

25% OF 13,784 SF = 3,446 SF LANDSCAPED AREAS REQD  
 3,456 SF PROVIDED, SEE L-1.0 FOR DETAILS



**EXHIBIT "A"**  
 Page No. 6 of 28  
 Case No. DIR-2023-2838-TOC-SPP-SPR-HCA

2 7TH FLOOR AREA CALCULATION  
 1/16" = 1'-0"



1 2ND FLOOR E AREA CALCULATION  
 1/16" = 1'-0"

Issue/Revision	Description	Date	Drawn By	Checked By
	Document for Permitting Use Only	08/23/2022		

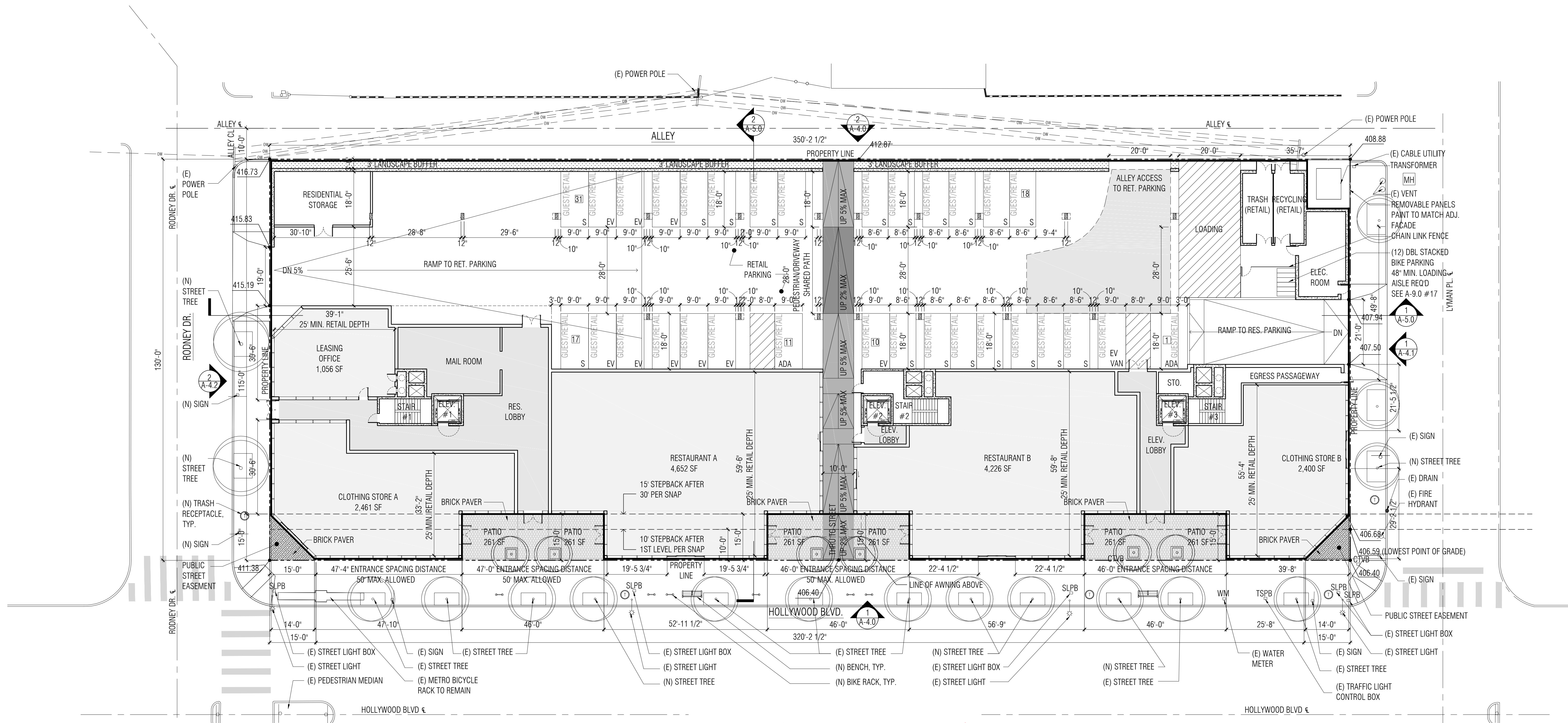
HOLLYWOOD BLVD. APARTMENTS  
 4571 - 4627 HOLLYWOOD BLVD  
 & 1561 LYMAN PL  
 LOS ANGELES, CA 90027

1 JULY 2024

OPEN SPACE ANALYSIS/DIAGRAM

A-2.4  
 AS NOTED

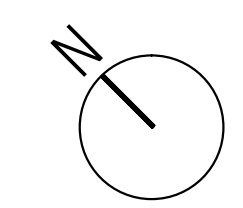




**EXHIBIT "A"**  
 Page No. 7 of 28  
 Case No. DIR-2023-2838-TOC-SPP-SPR-HCA

- SITE NOTES:**
- AT LEAST 36-INCH BOX SHADE TREES SHALL BE PLANTED IN THE PUBLIC RIGHT OF WAY FOR EVERY 30'
  - NEW AND EXISTING STREET TREES ARE TO BE PROVIDED WITH 4' X 8' BLACK, CAST IRON TREE WELL COVER
  - AN AUTOMATIC IRRIGATION SYSTEM SHALL BE PROVIDED WITHIN THE TREE WALL

**1** SITE PLAN  
 1/16" = 1'-0"



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Date	By	Check
08/23/2022		

**HOLLYWOOD BLVD. APARTMENTS**  
 4571 - 4627 HOLLYWOOD BLVD  
 & 1561 LYMAN PL  
 LOS ANGELES, CA 90027

1 JULY 2024

PROPOSED  
 SITE PLAN

**A-2.5**  
 1/16" = 1'-0"



# TRANSPARENCY ANALYSIS

PER SNAP DEVELOPMENT STANDARDS AND DESIGN GUIDELINES:

6. BUILDING DESIGN:  
 TRANSPARENT BUILDING ELEMENTS. TRANSPARENT BUILDING ELEMENTS SUCH AS WINDOWS AND DOORS SHALL OCCUPY AT LEAST FIFTY PERCENT OF THE EXTERIOR WALL SURFACE OF THE GROUND FLOOR FACADES FOR THE FRONT AND SIDE ELEVATIONS. TRANSPARENT BUILDING ELEMENTS SHALL OCCUPY AT LEAST TWENTY PERCENT OF THE SURFACE AREA OF THE REAR ELEVATION OF THE GROUND FLOOR PORTION OF ANY BUILDING WHICH HAS SURFACE PARKING LOCATED TO THE REAR OF THE STRUCTURE.

SOUTH FACADE (@ HOLLYWOOD BLVD)  
 OVERALL AREA : 6,845 SF  
 TOTAL TRANSPARENT AREA : 4,649 SF  
 TRANSPARENCY RATIO : 68 %

EAST FACADE (@ LYMAN PL.)  
 OVERALL AREA : 1,795 SF  
 TOTAL TRANSPARENT AREA : 903 SF  
 TRANSPARENCY RATIO : 50%

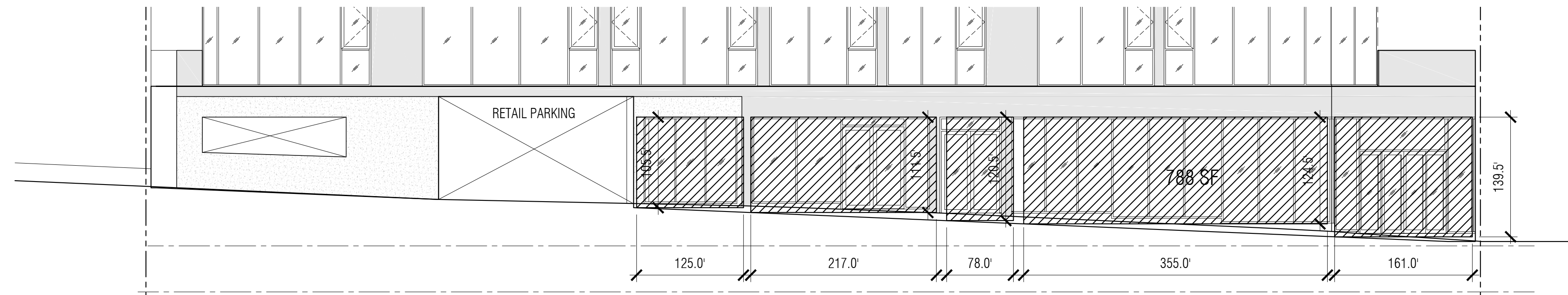
WEST FACADE AREA (@ RODNEY DR.)  
 OVERALL AREA : 1,451 SF  
 TOTAL TRANSPARENT AREA : 788 SF  
 TRANSPARENCY RATIO : 54%

NORTH ELEVATION (FACING ALLEY) : NO SURFACE PARKING

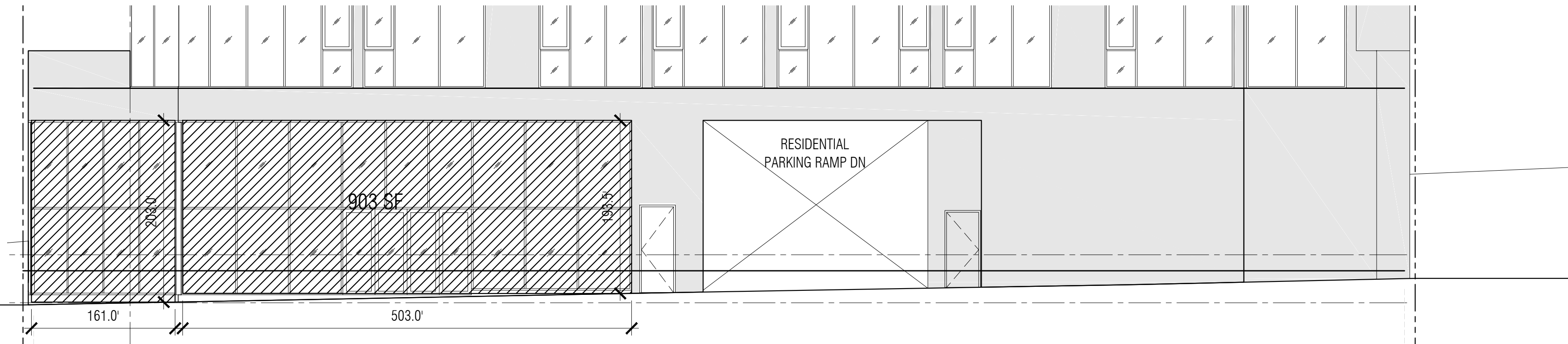
TYPICAL STOREFRONT



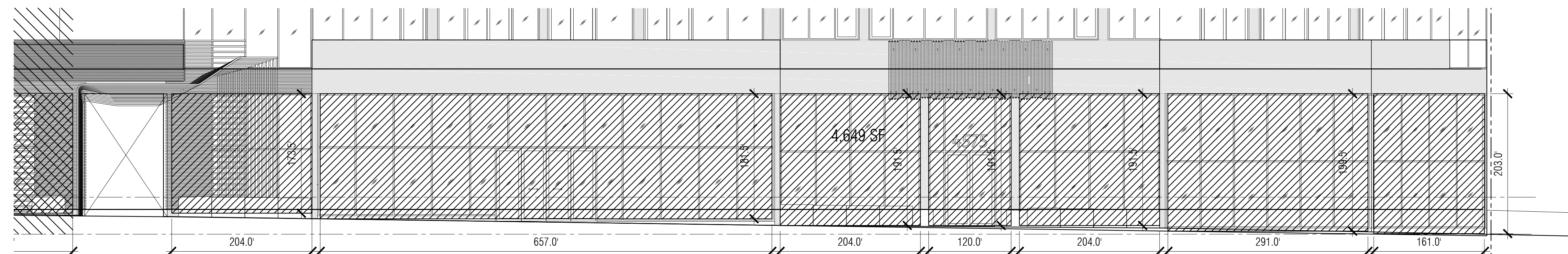
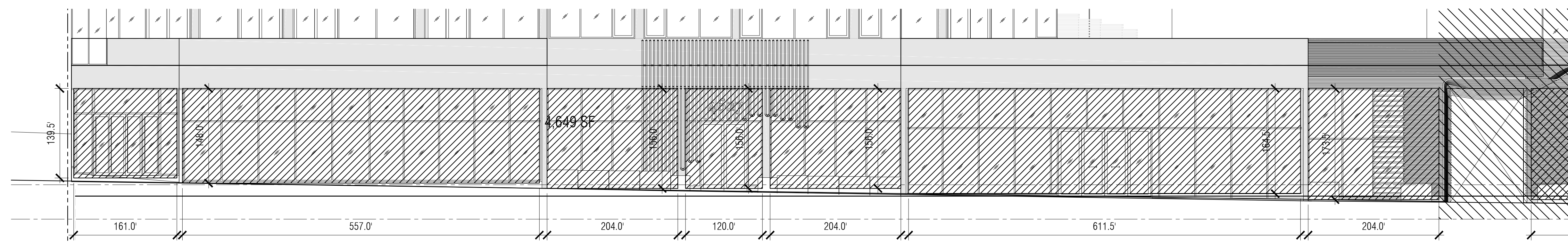
**EXHIBIT "A"**  
 Page No. 8 of 28  
 Case No. DIR-2023-2838-TOC-SPP-SPR-HCA



3 TRANSPARENCY STUDY @ WEST FACADE (RODNEY DR.)  
 1/8" = 1'-0"



2 TRANSPARENCY STUDY @ EAST FACADE (LYMAN PL.)  
 1/8" = 1'-0"



1 TRANSPARENCY STUDY @ SOUTH FACADE (HOLLYWOOD BLVD.)  
 1/8" = 1'-0"

Issue/Revision	Description	Date	Drawn By	Checked By
1	Document CDP Permit Case Filing	06/23/2022		

HOLLYWOOD BLVD. APARTMENTS  
 4571 - 4627 HOLLYWOOD BLVD  
 & 1561 LYMAN PL.  
 LOS ANGELES, CA 90027

1 JULY 2024 .dwt

TRANSPARENCY STUDIES

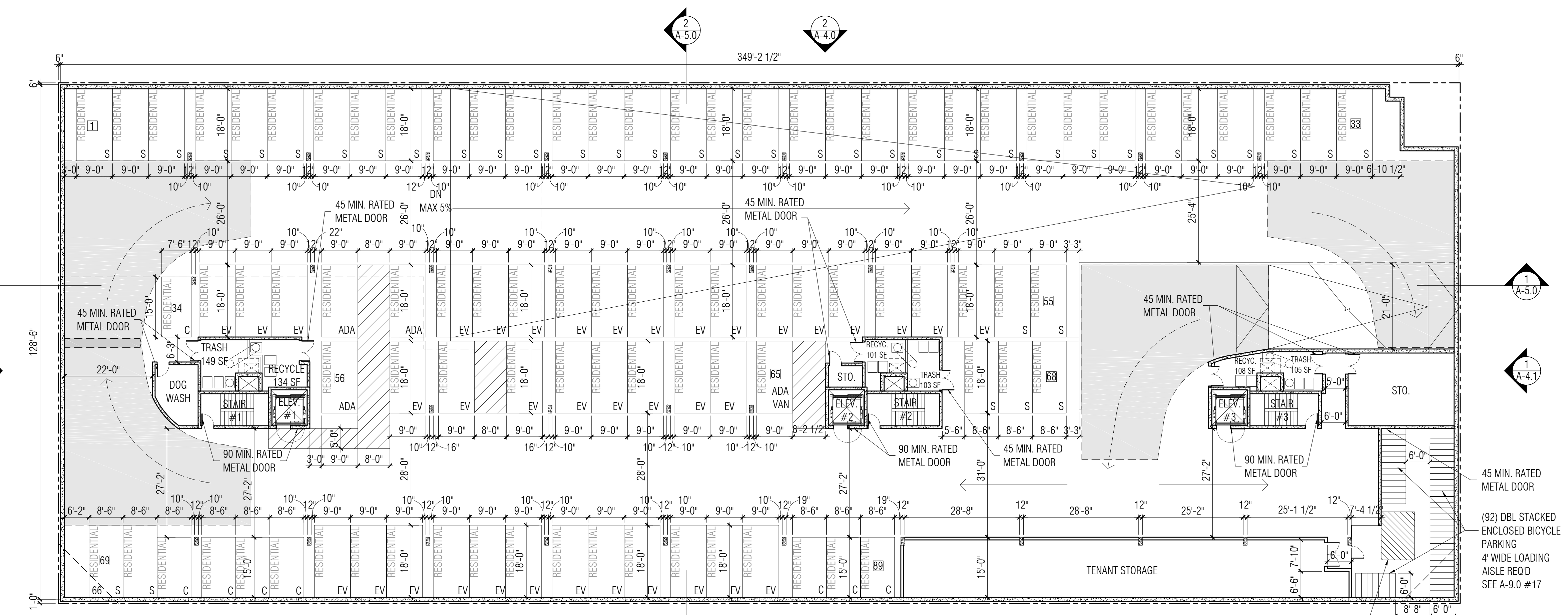
A-2.6

1/16" = 1'-0"



PARKING SPACE PROVIDED THIS LEVEL:

LEVEL	STANDARD/EV	ADA	COMPACT	TOTAL
P1 (RES. ONLY)	77	4	8	89

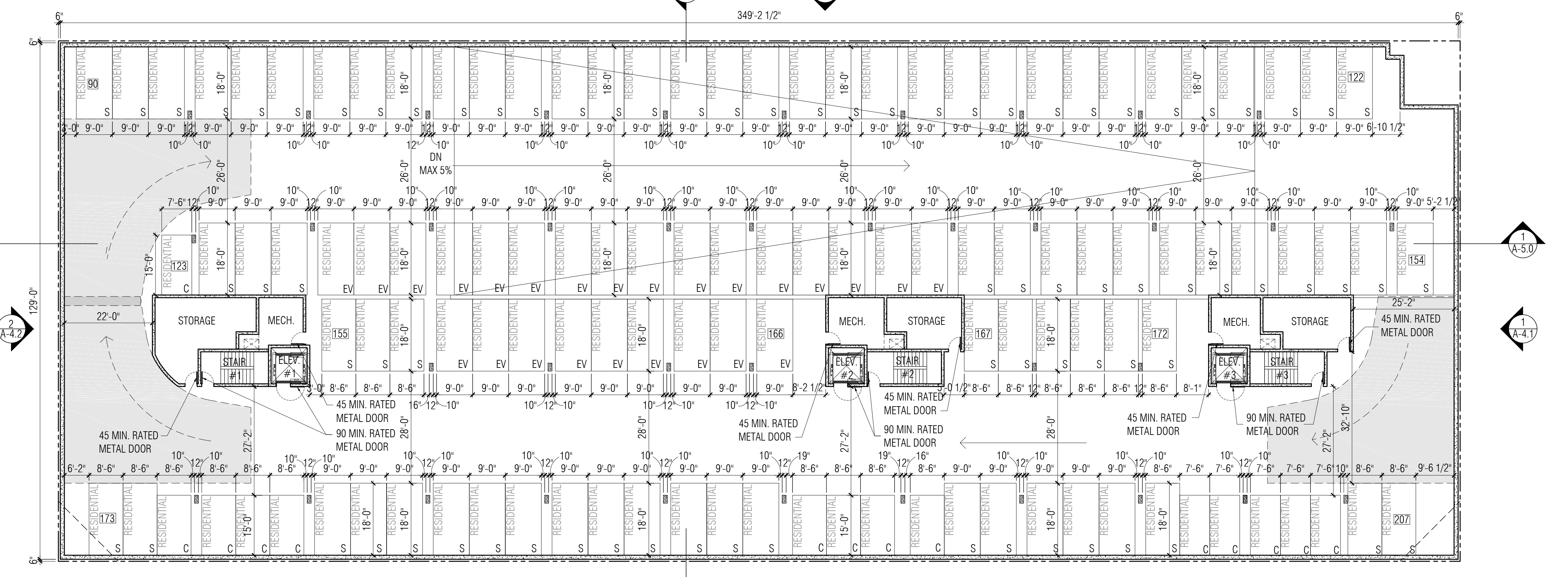


**EXHIBIT "A"**

Page No. 9 of 28

Case No. DIR-2023-2838-TOC-SPP-SPR-HCA

**2** PARKING P1 (RESIDENTIAL) PLAN  
 1/16" = 1'-0"



**1** PARKING P2 (RESIDENTIAL) PLAN  
 1/16" = 1'-0"

PARKING SPACE PROVIDED THIS LEVEL:

LEVEL	STANDARD/EV	ADA	COMPACT	TOTAL
P2 (RES. ONLY)	104	-	14	118

**RESIDENTIAL PARKING SUMMARY:**

PER TOC TIER 4 BASE INCENTIVE; NO MIN. RESIDENTIAL PARKING REQUIRED  
 MAX ALLOWED PARKING PER SNAP  
 < (3) HABITABLE ROOMS = 128 UNITS X 1.5 SPACE = 128 SPACES  
 ≥ (3) HABITABLE ROOMS = 53 UNITS X 1.5 SPACE = 79.5 = 79 SPACES  
 MAX. ALLOWED PARKING FOR RESIDENTIAL = 207 SPACES

GUEST PARKING MAY BE SHARED W/ RETAIL PARKING PER SNAP  
 SEE A-3.1 FOR ADDITIONAL GUEST PARKING

**RESIDENTIAL ACCESSIBLE PARKING**  
 TOTAL # OF UNITS = 181 UNITS  
 TOTAL # OF ACCESSIBLE SPACES = 181 \* 0.02 = 3.62 (ROUND UP)  
 = 4 SPACES REQUIRED  
 TOTAL REQ'D/PROVIDED VAN ACCESSIBLE PARKING SPACES = 1 SPACE

**RESIDENTIAL EV CHARGING STATION / PARKING**  
 TOTAL NUMBER OF PARKING = 207 ASSIGNED SPACES  
 MIN. REQ'D # OF EV STALLS IS 30% (PER GREEN) OF 207  
 = 62.1 (ROUND UP)  
 = 63 SPACES REQUIRED; 63 SPACES PROVIDED

**BICYCLE PARKING SUMMARY**  
**COMMERCIAL:**  
 PER SNAP: 1 PER 1,000SF FIRST 10,000 SF AND 1 PER 10,000SF AFTER  
 TOTAL REQUIRED = 11; TOTAL PROVIDED = 12 (SEE A-3.1 GROUND FLOOR)  
**RESIDENTIAL:**  
 PER SNAP, 0.5 PER UNIT; 181 \* .5  
 TOTAL REQUIRED = 90.5; TOTAL PROVIDED = 92 (SEE A-3.0 P1 LEVEL)

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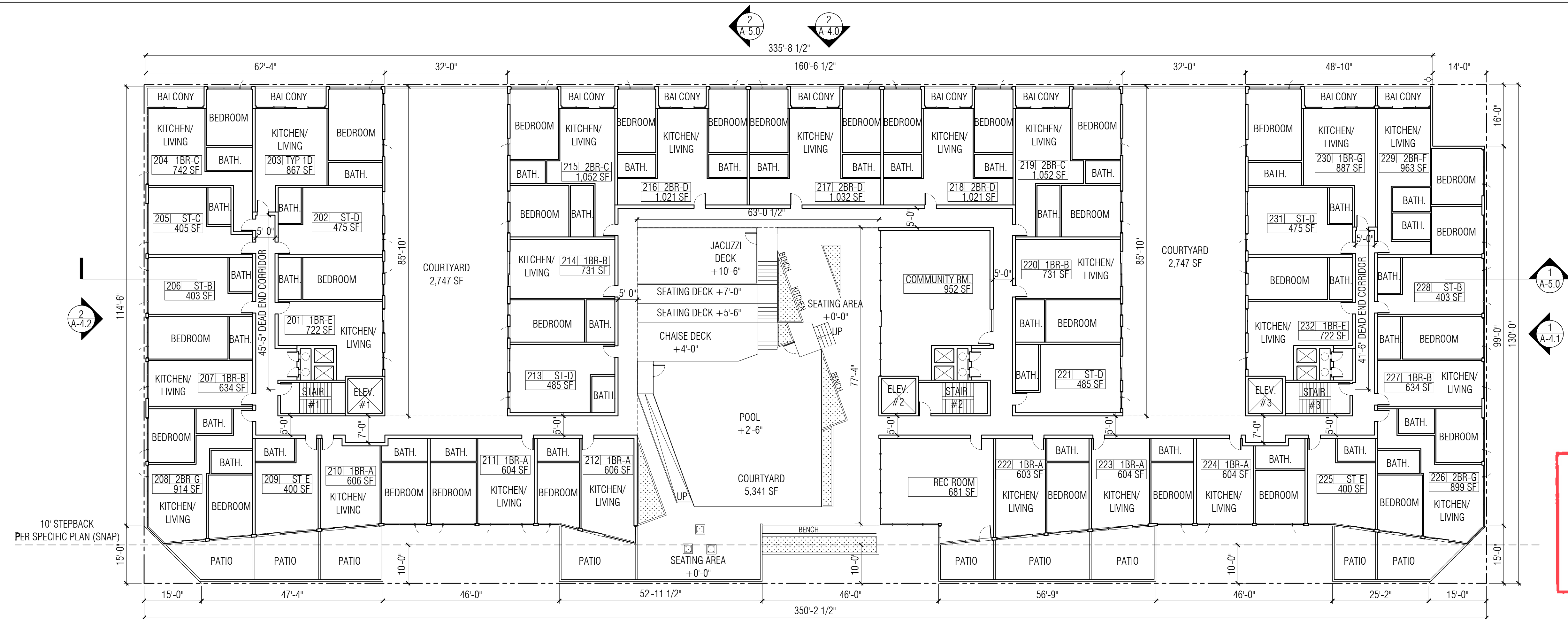
  

Date	Description
08/23/2022	Document for Planning Use Only

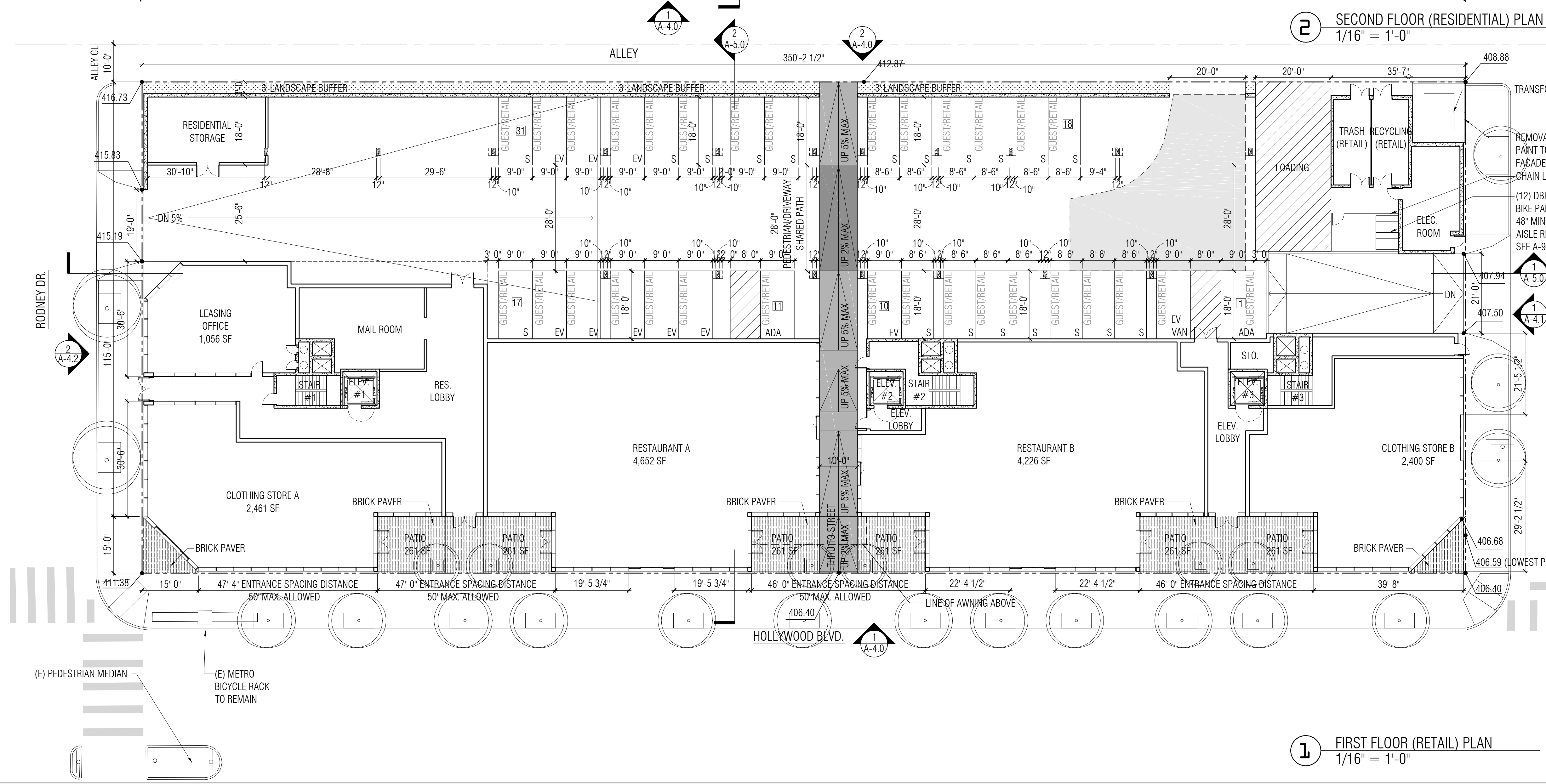
**HOLLYWOOD BLVD. APARTMENTS**  
 4571 - 4627 HOLLYWOOD BLVD  
 & 1561 LYMAN PL  
 LOS ANGELES, CA 90027



NOTES:  
- ALL EXTERIOR WALLS SHALL HAVE A STC RATING OF 50 OR GREATER



**EXHIBIT "A"**  
Page No. 10 of 28  
Case No. DIR-2023-2838-TOC-SPP-SPR-HCA



PARKING SPACE PROVIDED THIS LEVEL:

LEVEL	STANDARD/VEH	ADA	COMPACT	TOTAL
1ST (RETAIL/GUEST)	29	2	-	31

COMMERCIAL PARKING SUMMARY:

- PER VERMONT-WESTERN SPECIFIC PLAN:  
PROVIDE MAX 2 PARKING STALLS EVERY 1,000 SF  
15,398 SF / 1,000 SF = 15.4 2 SPACES  
= 31 SPACES MAX  
TOTAL SPACES PROVIDED = 31
- 30% EV STALLS REQUIRED PER PROVIDED PARKING =  
31 X 0.30 = 9.3  
TOTAL REQUIRED = 10  
TOTAL PROVIDED = 10
- REQUIRED ADA PARKING PER TABLE 11B-208.2  
31 TOTAL PARKING PROVIDED, 2 ADA STALLS REQUIRED  
2 ADA STALLS PROVIDED

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& 1561 LYMAN PL  
LOS ANGELES, CA 90027

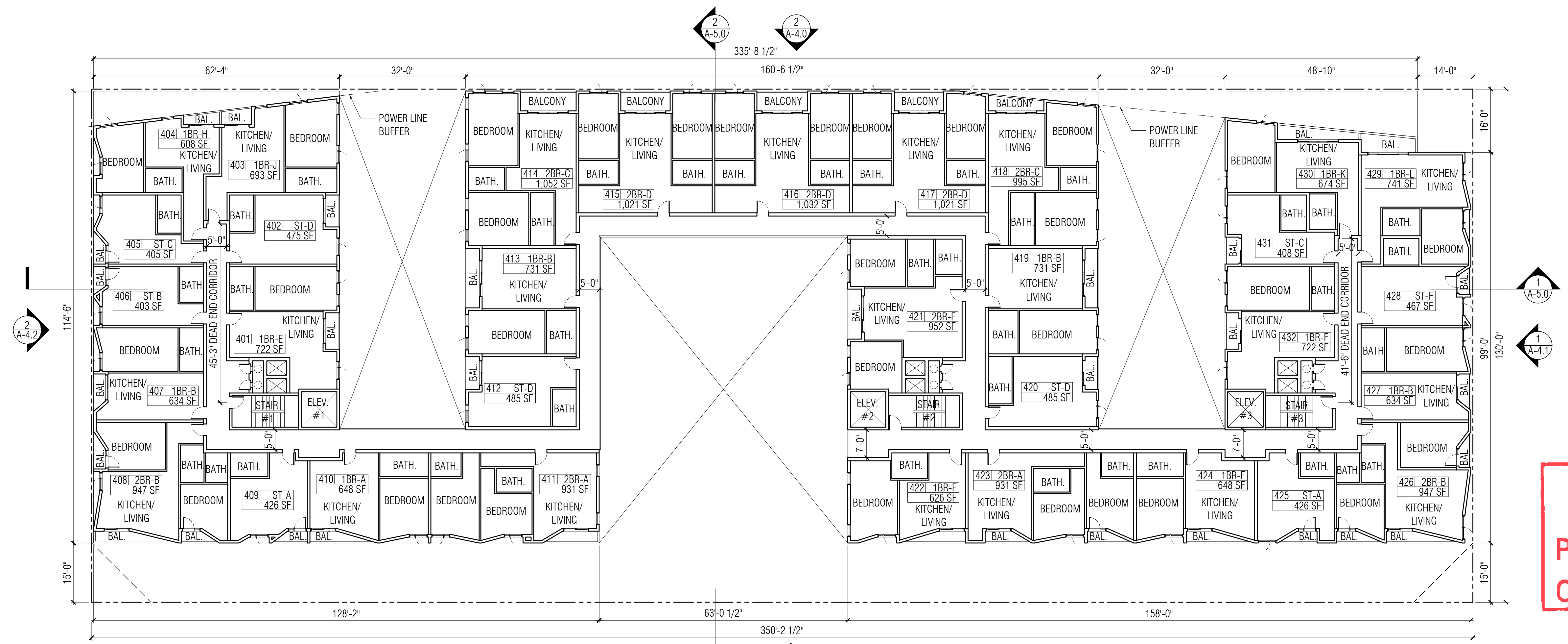
1 JULY 2024

FIRST & SECOND FLOOR PLAN

A-3.1  
1/16" = 1'-0"

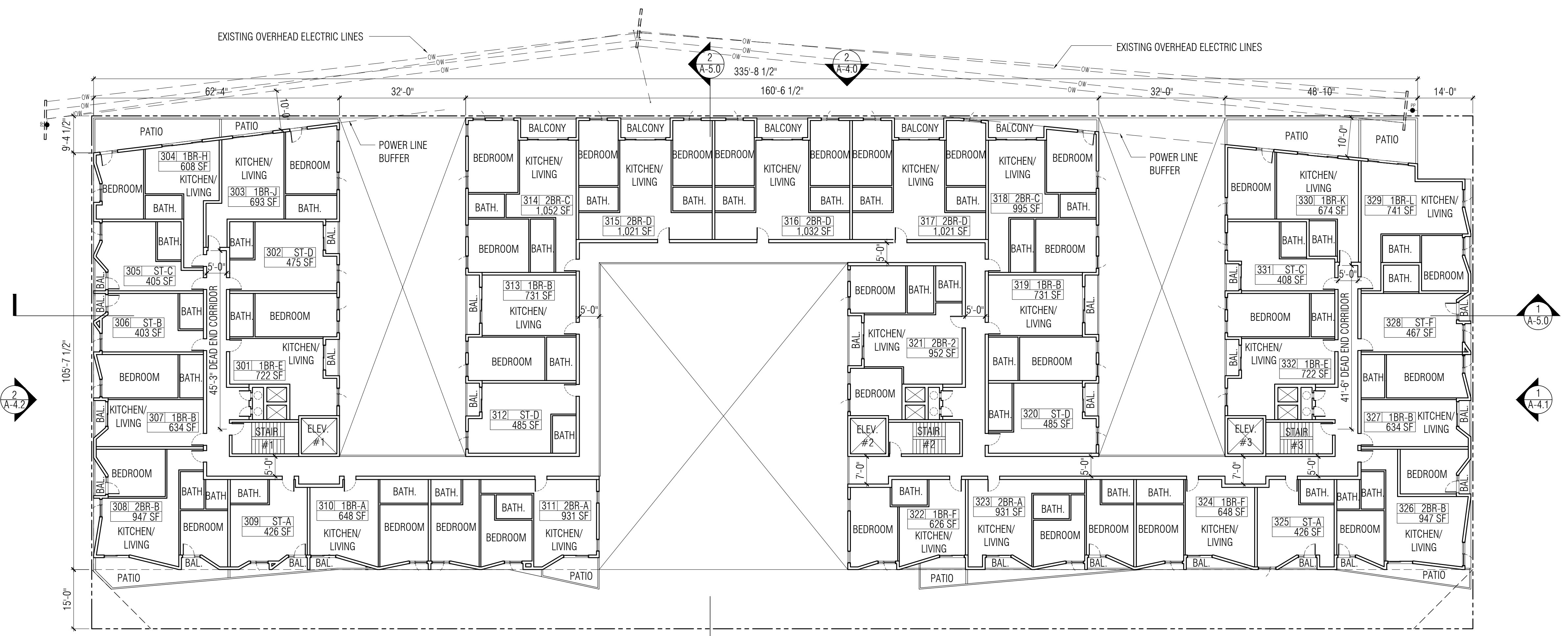


NOTES:  
- ALL EXTERIOR WALLS SHALL HAVE A STC RATING OF 50 OR GREATER



2 FOURTH FLOOR (RESIDENTIAL) PLAN  
1/16" = 1'-0"

**EXHIBIT "A"**  
Page No. 11 of 28  
Case No. DIR-2023-2838-TOC-SPP-SPR-HCA



1 THIRD FLOOR (RESIDENTIAL) PLAN  
1/16" = 1'-0"

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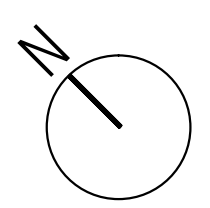
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HOLLYWOOD BLVD. APARTMENTS  
4571 - 4627 HOLLYWOOD BLVD  
& 1561 LYMAN PL  
LOS ANGELES, CA 90027

1 JULY 2024

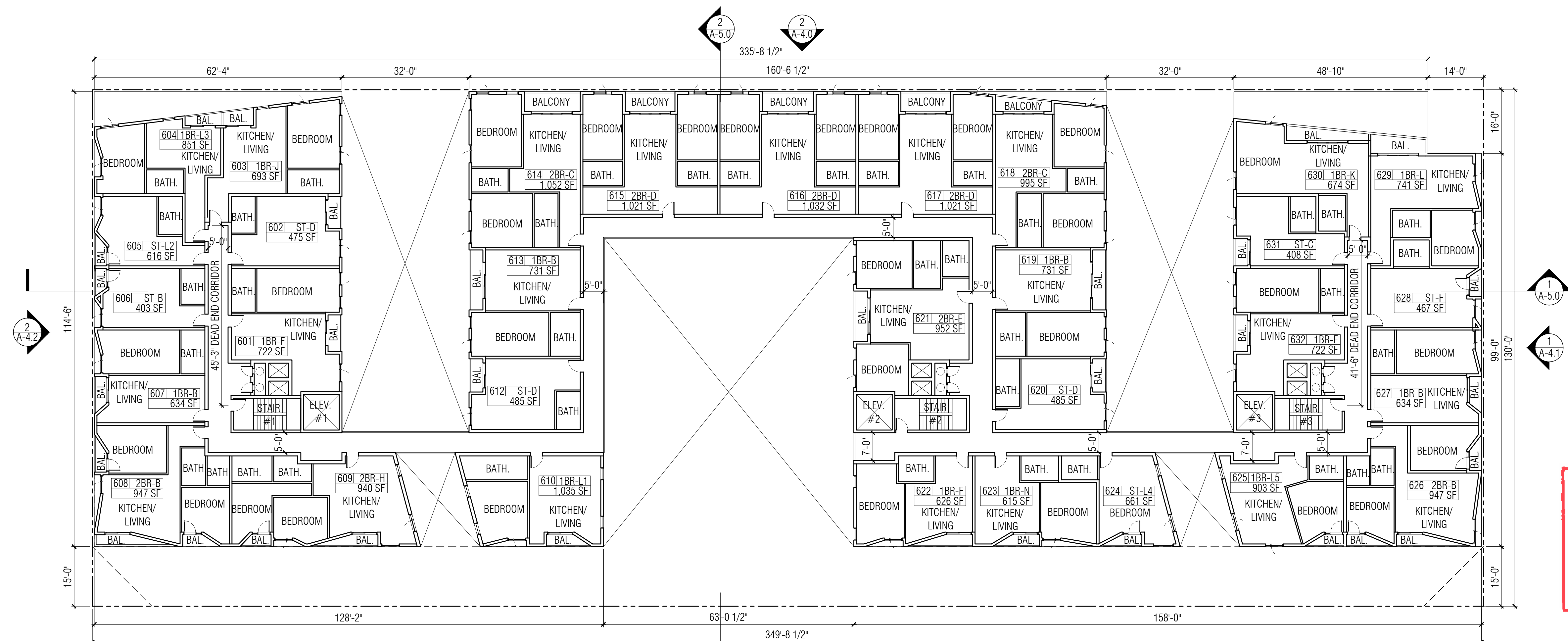
THIRD AND FOURTH FLOOR PLAN

A-3.2  
1/16" = 1'-0"

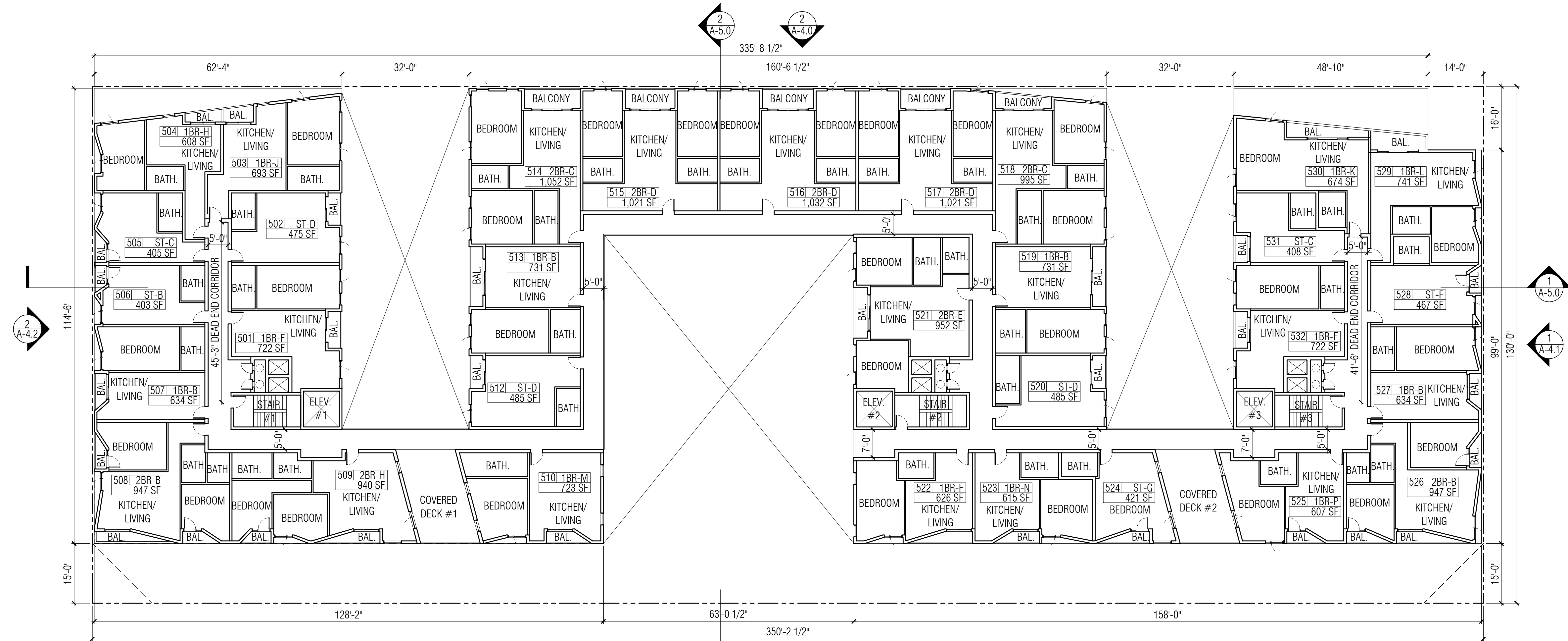




NOTES:  
 - ALL EXTERIOR WALLS SHALL HAVE A STC RATING OF 50 OR GREATER



2 SIXTH FLOOR (RESIDENTIAL) PLAN  
 1/16" = 1'-0"



1 FIFTH FLOOR (RESIDENTIAL) PLAN  
 1/16" = 1'-0"

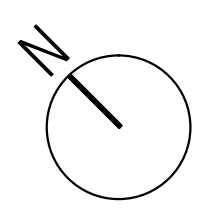
**EXHIBIT "A"**  
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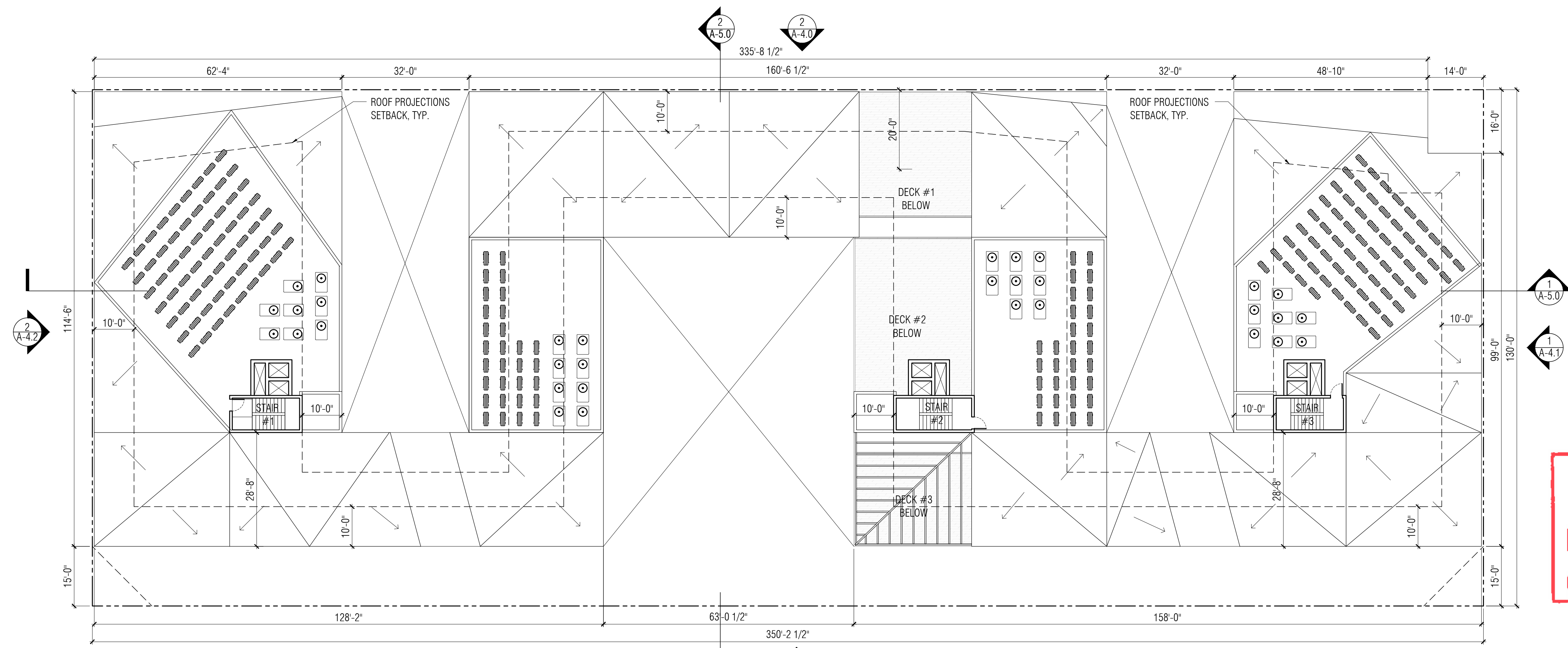
HOLLYWOOD BLVD. APARTMENTS  
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 & 1561 LYMAN PL  
 LOS ANGELES, CA 90027

1 JULY 2024  
 FIFTH AND SIXTH FLOOR PLAN  
 A-3.3  
 1/16" = 1'-0"



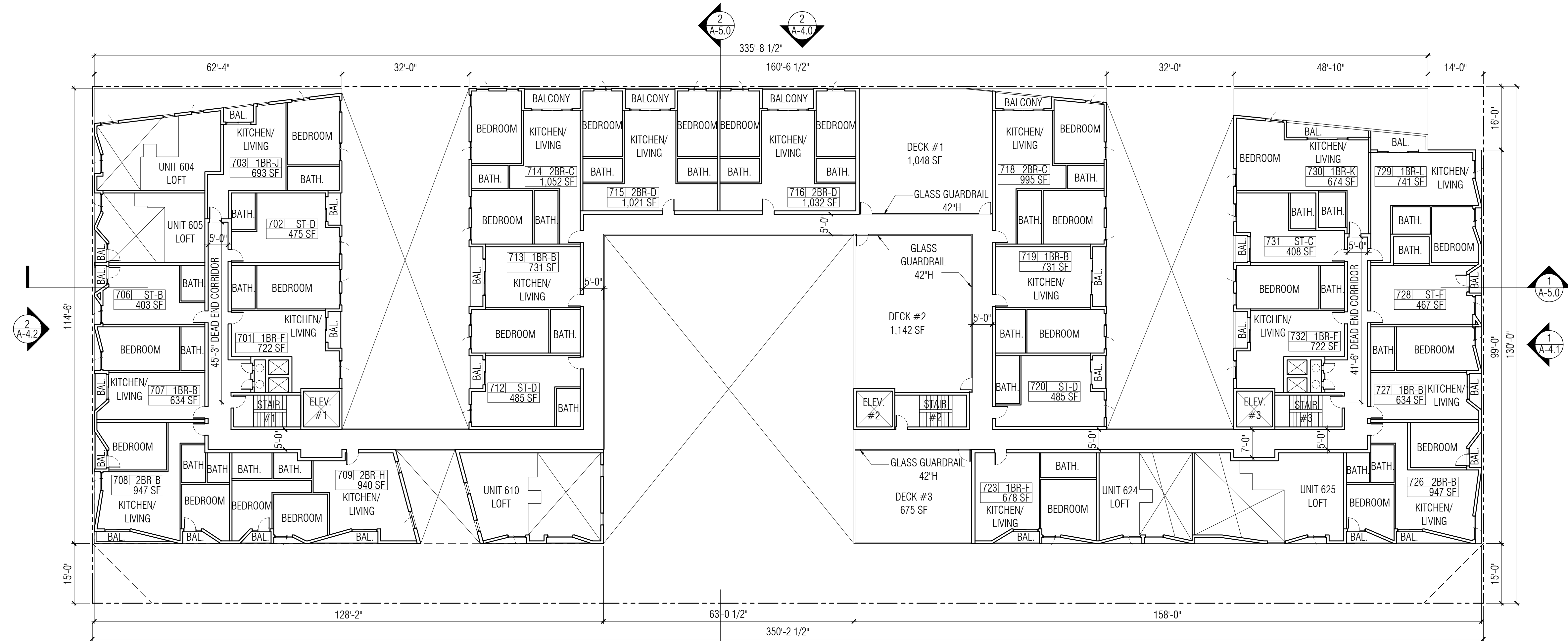


NOTES:  
- ALL EXTERIOR WALLS SHALL HAVE A STC RATING OF 50 OR GREATER



2 ROOF PLAN  
1/16" = 1'-0"

**EXHIBIT "A"**  
Page No. 13 of 28  
Case No. DIR-2023-2838-TOC-SPP-SPR-HCA



1 SEVENTH FLOOR (RESIDENTIAL) PLAN  
1/16" = 1'-0"

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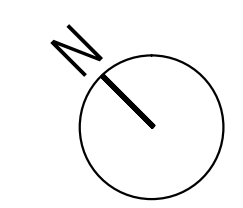
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1 JULY 2024

SEVENTH FLOOR & ROOF PLAN

A-3.4  
1/16" = 1'-0"



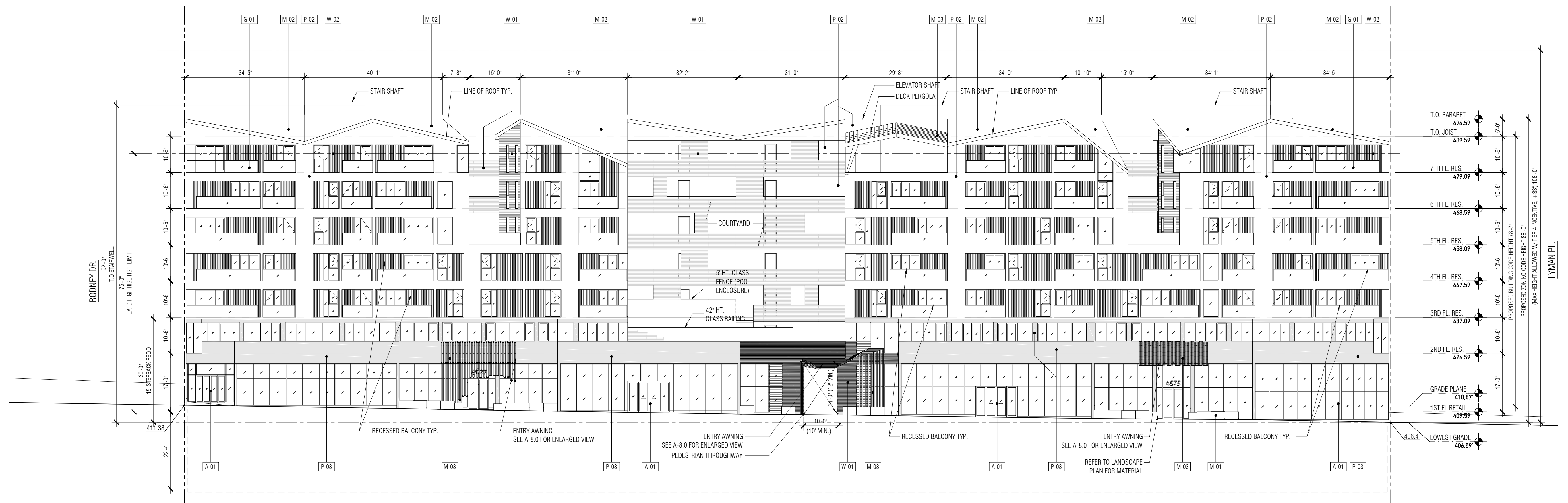


FINISH SCHEDULE	
P-02	PAINTED STUCCO (OFF WHITE)
P-03	PAINTED STUCCO (LIGHT GRAY)
W-01	2" X 2" WOOD SLATS(OAK)
W-02	WOOD TILE (WHITE OAK)
W-03	PRESSURE TREATED SOLID WOOD (WALNUT)
C-01	FOUR IN PLACE CONCRETE
M-02	STANDING SEAM ROOF (GRAY)
M-03	PAINTED METAL (YELLOW)
G-01	GLASS
A-01	ALUMINUM STOREFRONT (BLACK)
V-01	VINYL WINDOW FRAME (BLACK)



**EXHIBIT "A"**  
Page No. 14 of 28  
Case No. DIR-2023-2838-TOC-SPP-SPR-HCA

**2** NORTH ELEVATION  
1/16" = 1'-0"



**1** SOUTH ELEVATION  
1/16" = 1'-0"

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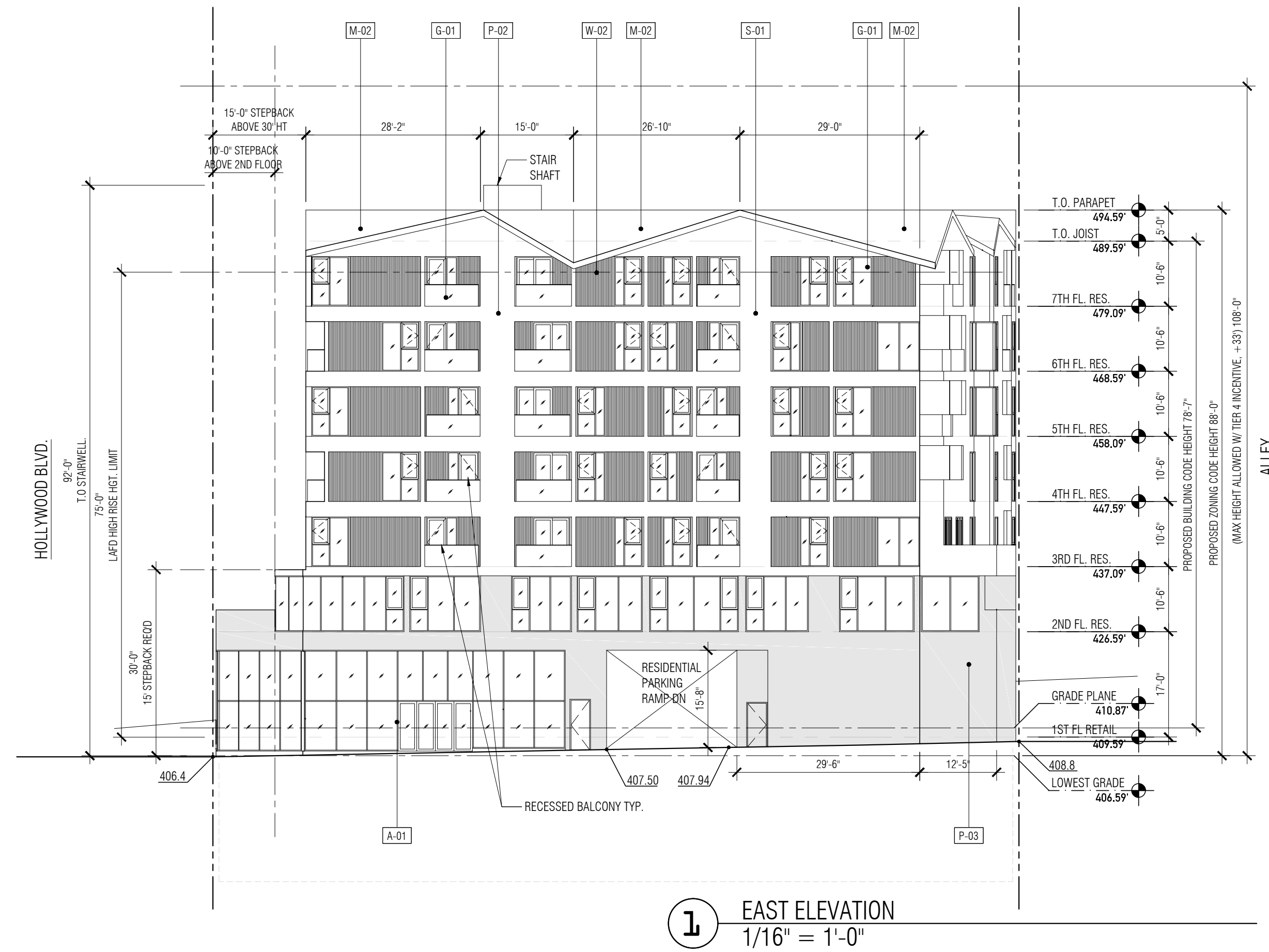
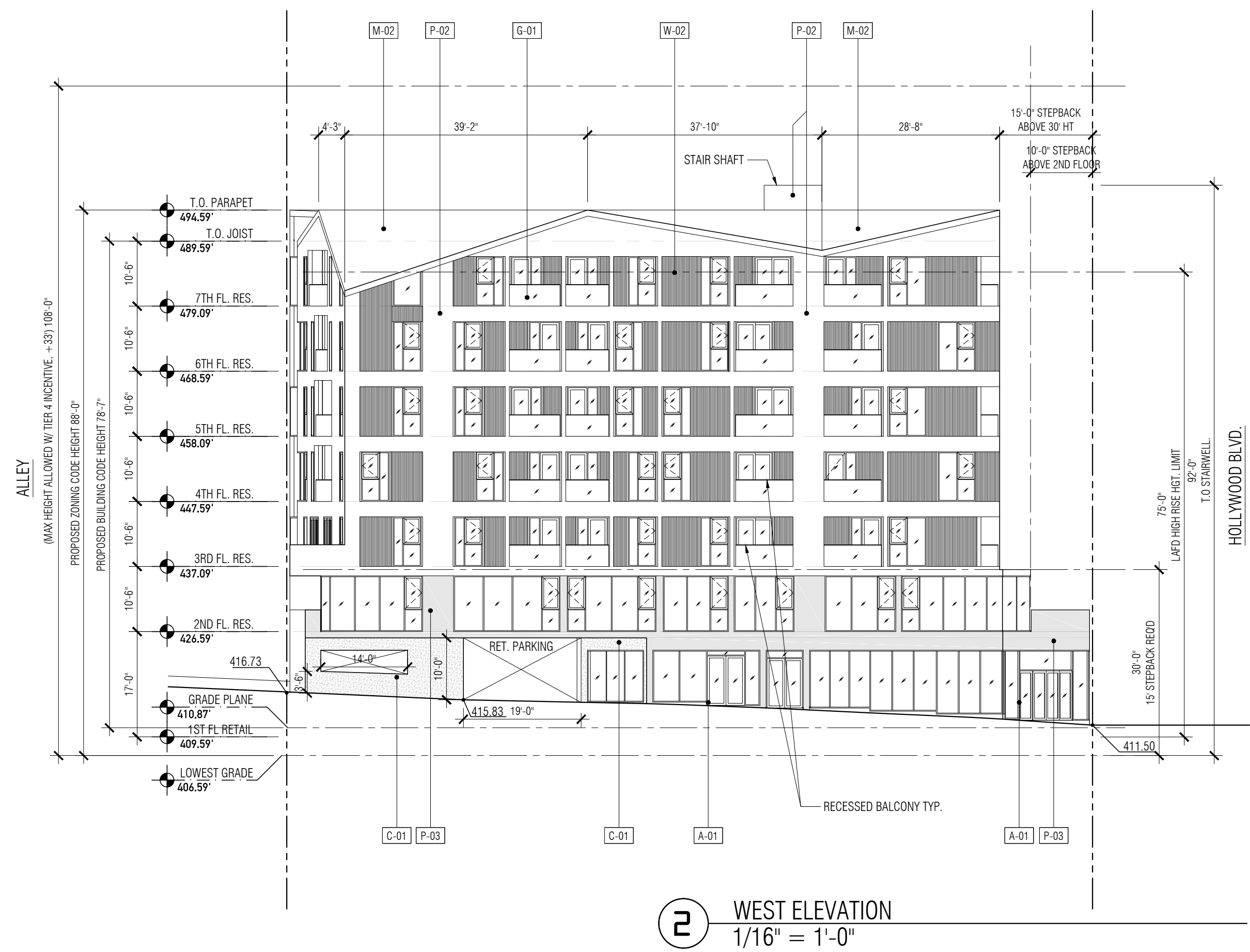
**HOLLYWOOD BLVD. APARTMENTS**  
4571 - 4627 HOLLYWOOD BLVD  
& 1561 LYMAN PL  
LOS ANGELES, CA 90027

1 JULY 2024  
NORTH & SOUTH ELEVATIONS  
**A-4.0**  
1/16" = 1'-0"

FINISH SCHEDULE	
P-02	PAINTED STUCCO (OFF WHITE)
P-03	PAINTED STUCCO (LIGHT GRAY)
W-01	2" X 2" WOOD SLATS(OAK)
W-02	WOOD TILE (WHITE OAK)
W-03	PRESSURE TREATED SOLID WOOD (WALNUT)
C-01	POUR IN PLACE CONCRETE
M-02	STANDING SEAM ROOF (GRAY)
M-03	PAINTED METAL (YELLOW)
G-01	GLASS
A-01	ALUMINUM STOREFRONT (BLACK)
V-01	VINYL WINDOW FRAME (BLACK)

**EXHIBIT "A"**  
Page No. 15 of 28  
Case No. DIR-2023-2838-TOC-SPP-SPR-HCA

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**HOLLYWOOD BLVD. APARTMENTS**  
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& 1561 LYMAN PL  
LOS ANGELES, CA 90027



FINISH SCHEDULE	
P-02	PAINTED STUCCO (OFF WHITE)
P-03	PAINTED STUCCO (LIGHT GRAY)
W-01	2" X 2" WOOD SLATS(OAK)
W-02	WOOD TILE (WHITE OAK)
W-03	PRESSURE TREATED SOLID WOOD (WALNUT)
C-01	POUR IN PLACE CONCRETE
M-02	STANDING SEAM ROOF (GRAY)
M-03	PAINTED METAL (YELLOW)
G-01	GLASS
A-01	ALUMINUM STOREFRONT (BLACK)
V-01	VINYL WINDOW FRAME (BLACK)



**EXHIBIT "A"**  
 Page No. 16 of 28  
 Case No. DIR-2023-2838-TOC-SPP-SPR-HCA

2 NORTH ELEVATION  
1/16" = 1'-0"



1 SOUTH ELEVATION  
1/16" = 1'-0"

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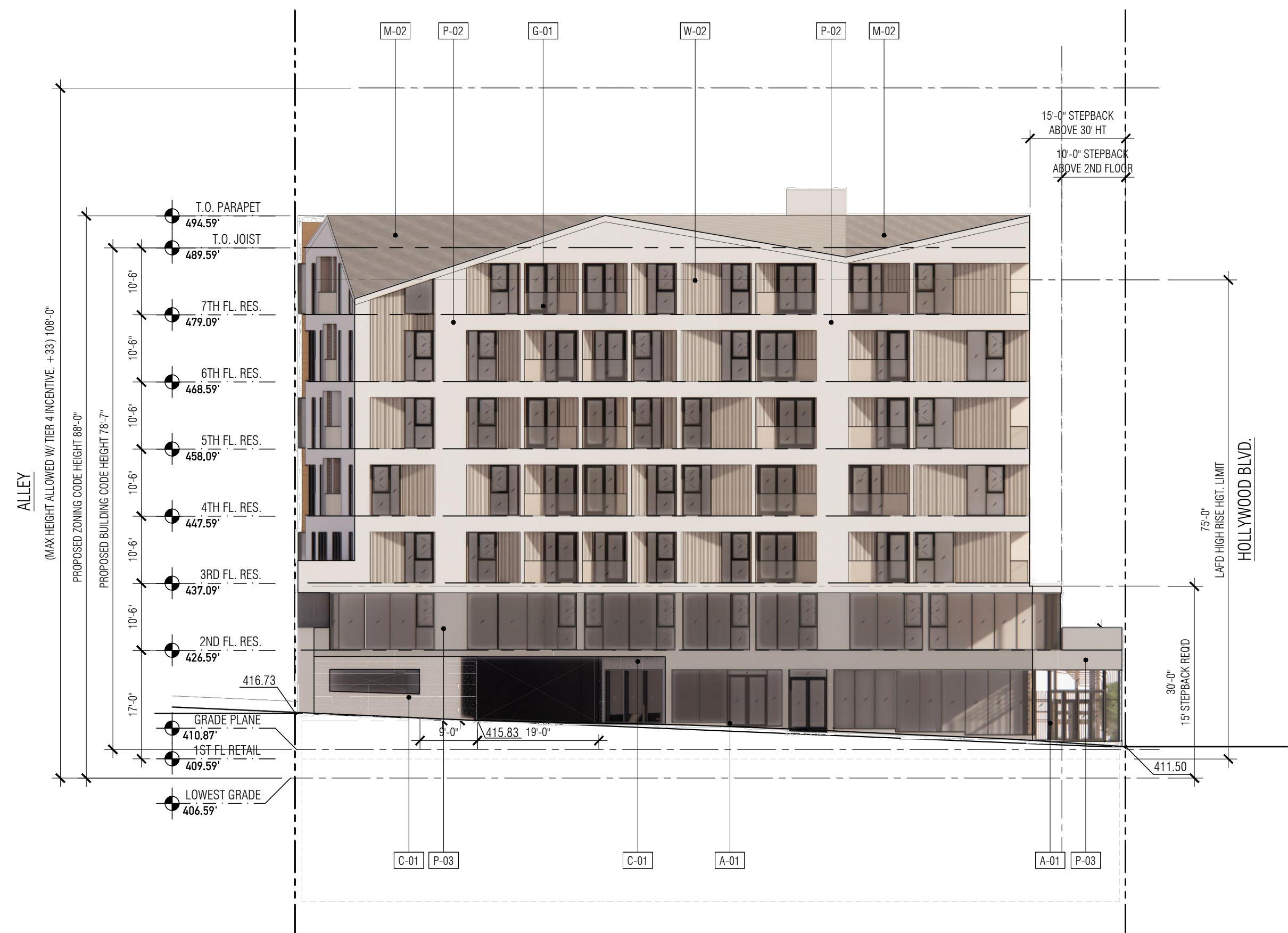
HOLLYWOOD BLVD. APARTMENTS  
 4571 - 4627 HOLLYWOOD BLVD  
 & 1561 LYMAN PL  
 LOS ANGELES, CA 90027



FINISH SCHEDULE	
P-02	PAINTED STUCCO (OFF WHITE)
P-03	PAINTED STUCCO (LIGHT GRAY)
W-01	2" X 2" WOOD SLATS(OAK)
W-02	WOOD TILE (WHITE OAK)
W-03	PRESSURE TREATED SOLID WOOD (WALNUT)
C-01	POUR IN PLACE CONCRETE
M-02	STANDING SEAM ROOF (GRAY)
M-03	PAINTED METAL (YELLOW)
G-01	GLASS
A-01	ALUMINUM STOREFRONT (BLACK)
V-01	VINYL WINDOW FRAME (BLACK)

**EXHIBIT "A"**  
Page No. 17 of 28  
Case No. DIR-2023-2838-TOC-SPP-SPR-HCA

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2 WEST ELEVATION  
1/16" = 1'-0"



1 EAST ELEVATION  
1/16" = 1'-0"

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& 1561 LYMAN PL  
LOS ANGELES, CA 90027

1 JULY 2024

EAST & WEST  
COLOR ELEVATIONS

A-4.3  
1/16" = 1'-0"



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1 JULY 2024

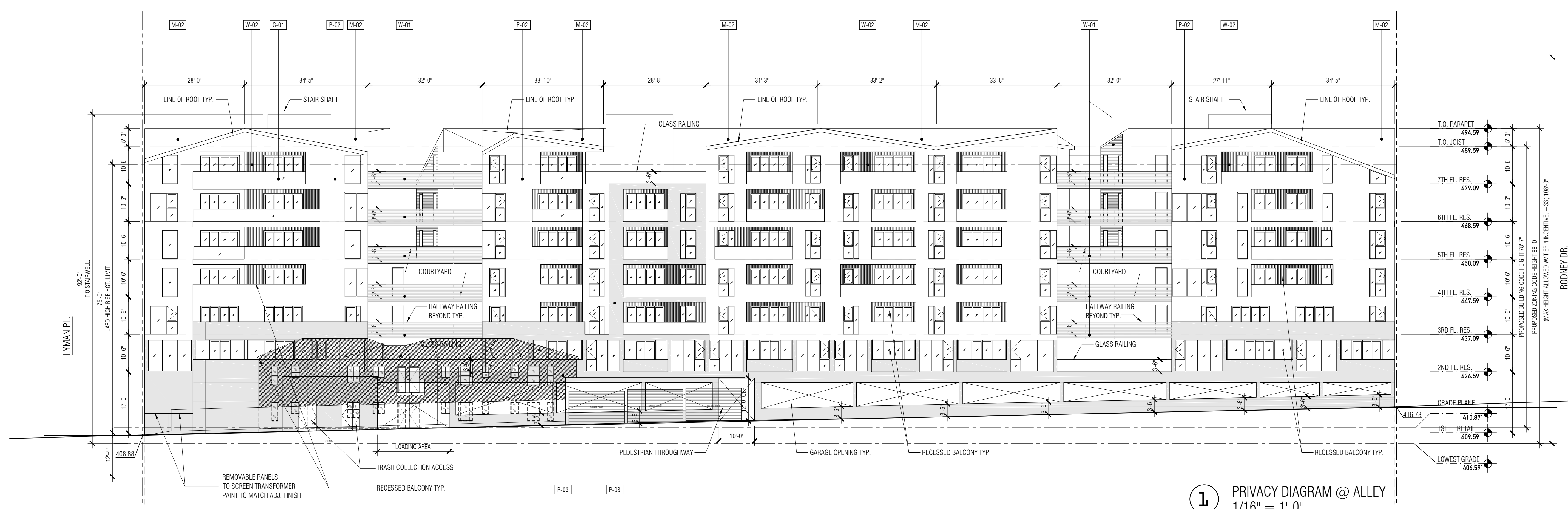
PRIVACY DIAGRAM

A-4.5

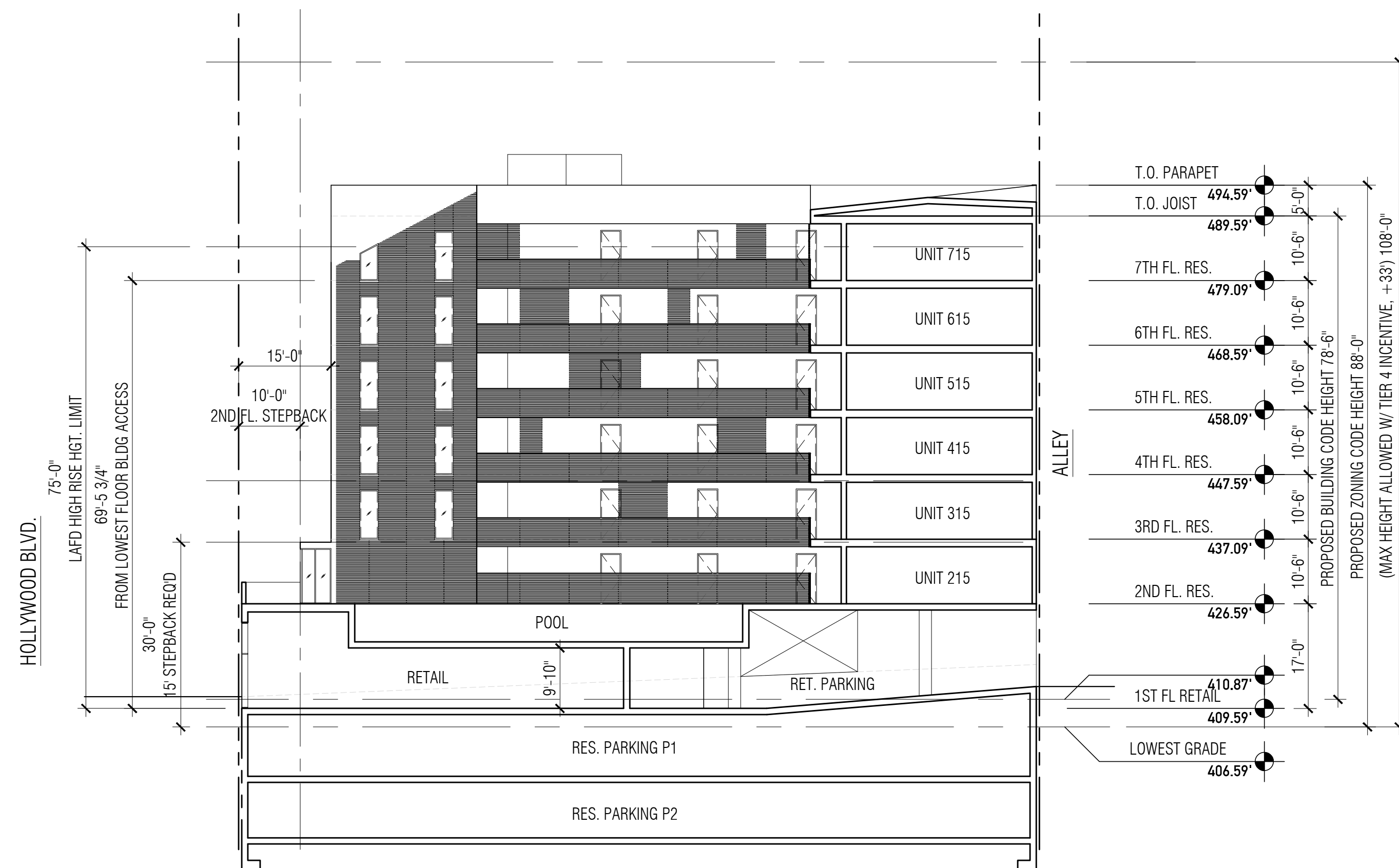
1/16" = 1'-0"

**EXHIBIT "A"**  
Page No. 18 of 28  
Case No. DIR-2023-2838-TOC-SPP-SPR-HCA

PARKING OPENING PERCENTAGE:  
- TOTAL AREA FACADE 4,818 SF  
- AREA OF OPENING : 1,673 SF  
- OPENING PERCENTAGE : 35%

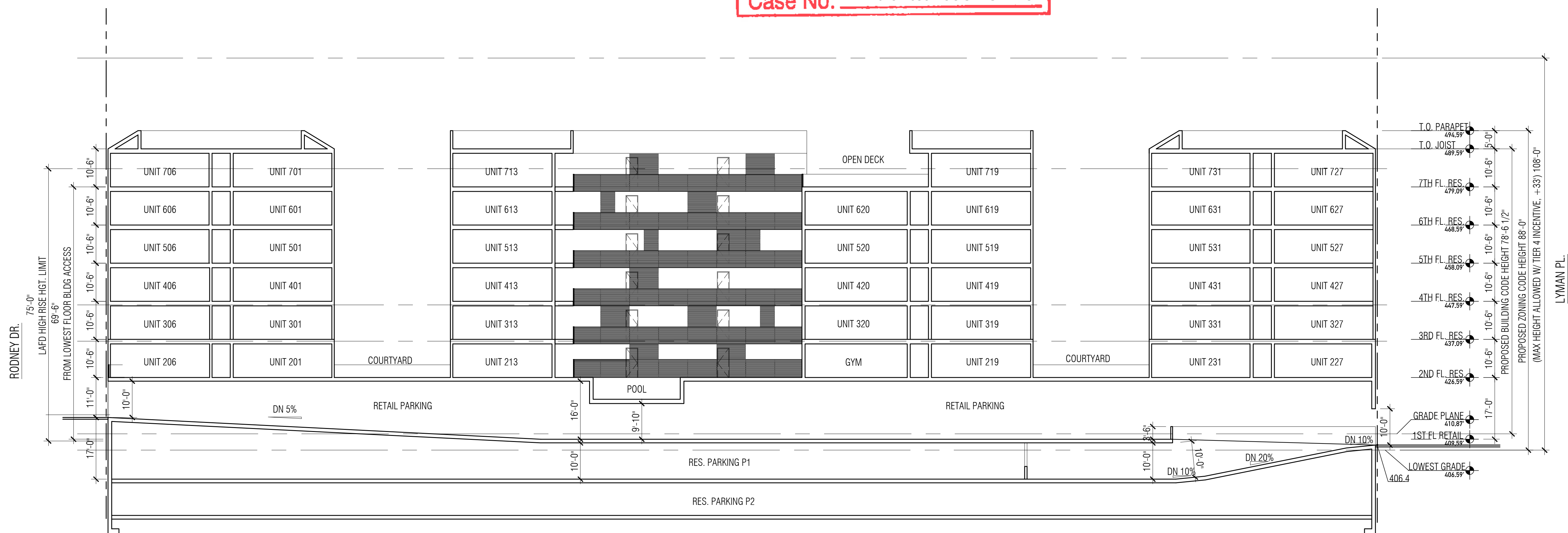


1 PRIVACY DIAGRAM @ ALLEY  
1/16" = 1'-0"



2 CROSS SECTION  
 1/16" = 1'-0"

**EXHIBIT "A"**  
 Page No. 19 of 28  
 Case No. DIR-2023-2838-TOC-SPP-SPR-HCA



1 LONGITUDINAL SECTION  
 1/16" = 1'-0"

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	Document CDD Planning Case File	08/23/2022		





4 ENTRY AWNING DESIGNS @ NORTH ENTRANCE



3 ENTRY AWNING DESIGNS @ SOUTH ENTRANCE

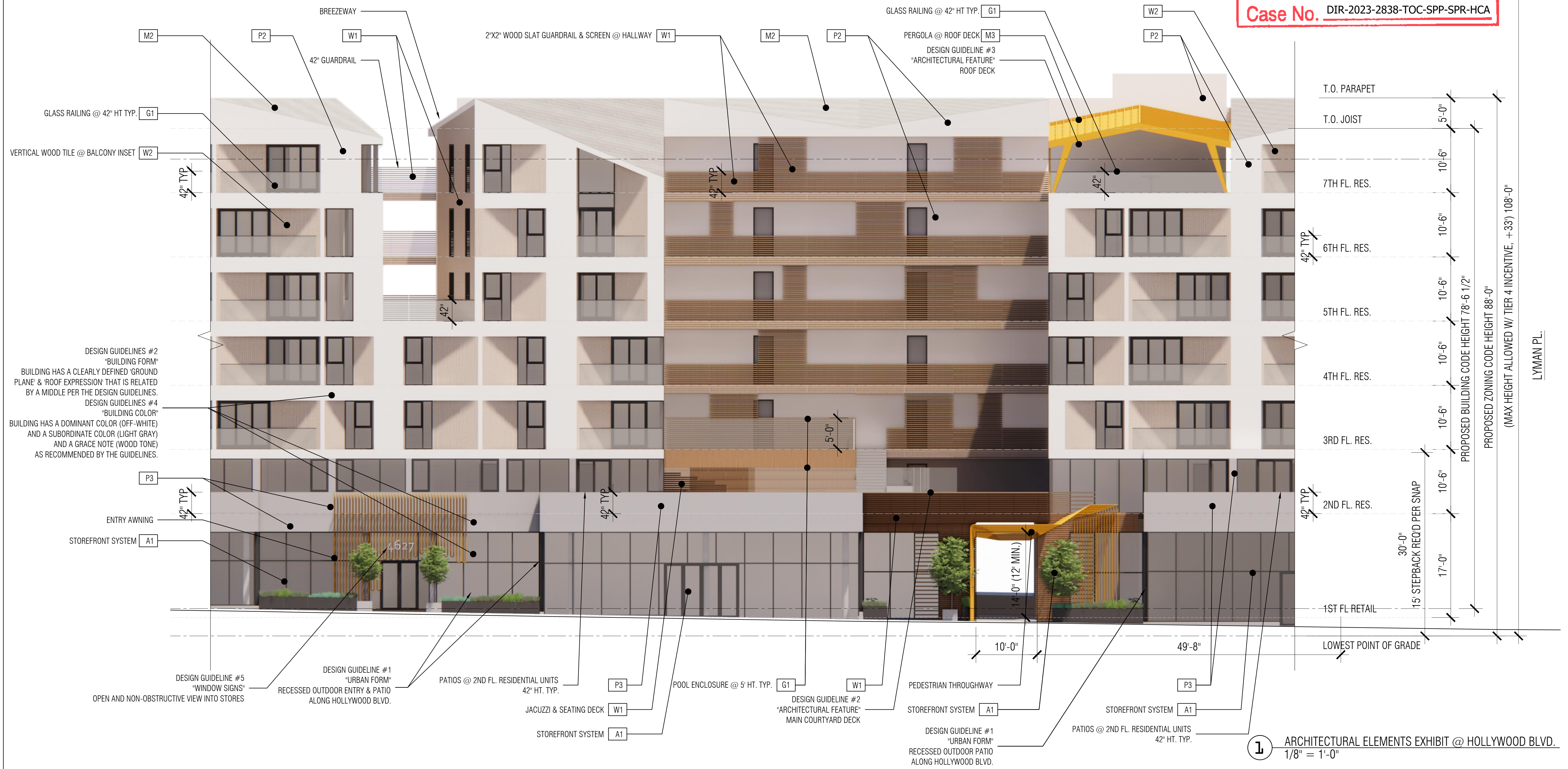


2 AWNING DESIGNS @ PEDESTRIAN THROUGHWAY

FINISH SCHEDULE

MATERIAL	COLOR	AREA	
P2	PAINT	OFF-WHITE	FIELD (DOMINANT)
P3	PAINT	LIGHT GRAY	BASE (SUBORDINANT)
W1	2"X2" WOOD SLATS	OAK	ACCENT
W2	WOOD TILE	WHITE OAK	ACCENT
W3	PRESSURE TREATED SOLID WOOD	WALNUT	ACCENT
C1	POUR IN PLACE CONCRETE	GRAY	BASE (SUBORDINANT)
M2	STANDING SEAM ROOF	GRAY	ROOF
M3	METAL AWNING	YELLOW	ENTRY & ROOF PERGOLA
G1	GLASS RAILING	CLEAR	RESIDENTIAL BALCONY
A1	ALUMINUM STOREFRONT	BLACK	RETAIL
V1	VINYL WINDOW FRAME	BLACK	RESIDENTIAL WINDOW/DOOR

**EXHIBIT "A"**  
 Page No. 20 of 28  
 Case No. DIR-2023-2838-TOC-SPP-SPR-HCA



1 ARCHITECTURAL ELEMENTS EXHIBIT @ HOLLYWOOD BLVD.  
 1/8" = 1'-0"

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HOLLYWOOD BLVD. APARTMENTS  
 4571 - 4627 HOLLYWOOD BLVD  
 & 1561 LYMAN PL  
 LOS ANGELES, CA 90027

1 JULY 2024

ARCHITECTURAL ELEMENTS

A-8.0

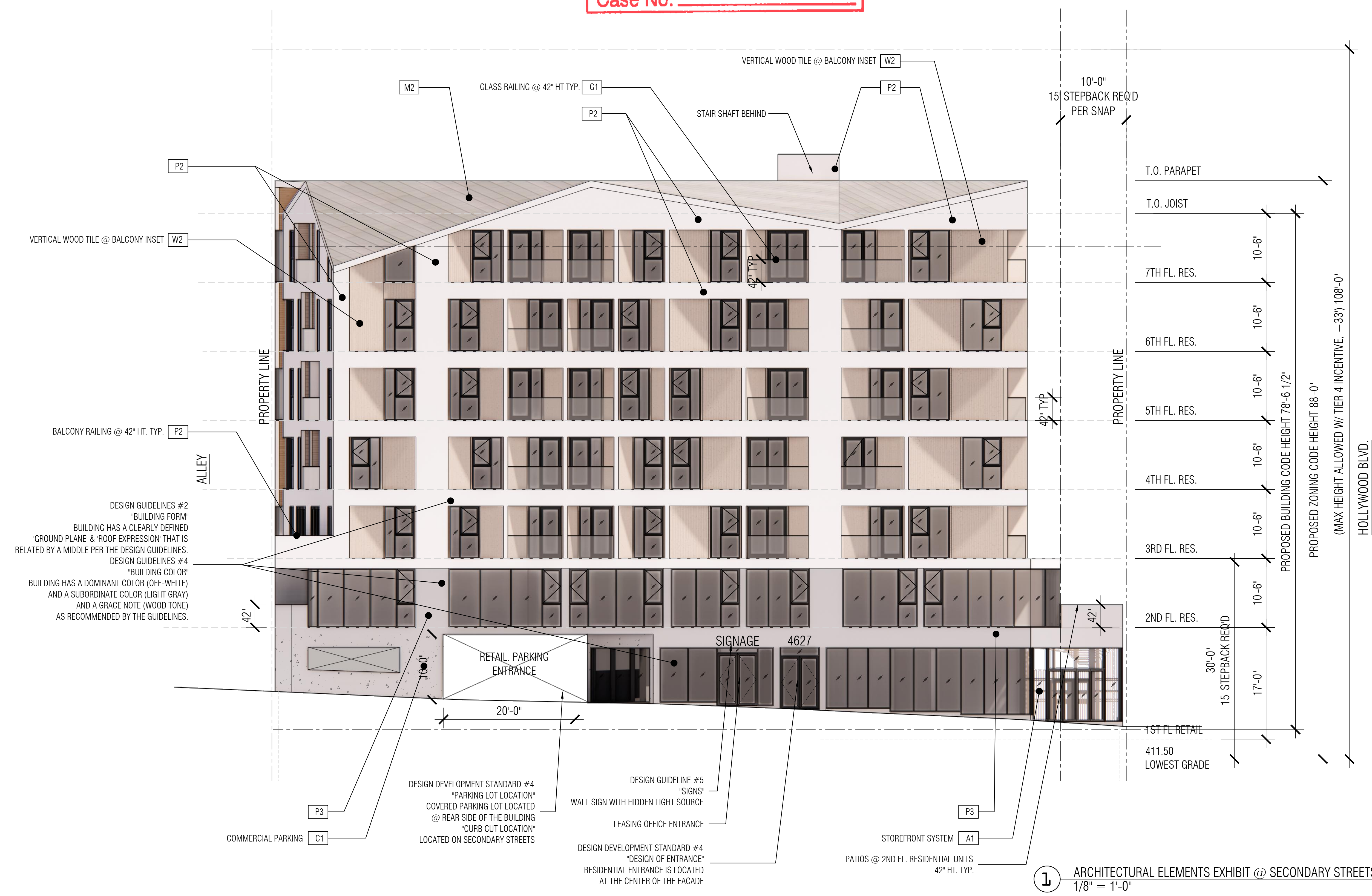
1/8" = 1'-0"



FINISH SCHEDULE

MATERIAL	COLOR	AREA	
P2	PAINT	OFF-WHITE	FIELD (DOMINANT)
P3	PAINT	LIGHT GRAY	BASE (SUBORDINANT)
W1	2"x2" WOOD SLATS	OAK	ACCENT
W2	WOOD TILE	WHITE OAK	ACCENT
W3	PRESSURE TREATED SOLID WOOD	WALNUT	ACCENT
C1	POUR IN PLACE CONCRETE	GRAY	BASE (SUBORDINANT)
M2	STANDING SEAM ROOF	GRAY	ROOF
M3	METAL AWNING	YELLOW	ENTRY & ROOF PERGOLA
G1	GLASS RAILING	CLEAR	RESIDENTIAL BALCONY
A1	ALUMINUM STOREFRONT	BLACK	RETAIL
V1	VINYL WINDOW FRAME	BLACK	RESIDENTIAL WINDOW/DOOR

**EXHIBIT "A"**  
 Page No. 21 of 28  
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 & 1561 LYMAN PL  
 LOS ANGELES, CA 90027

1 JULY 2024

ARCHITECTURAL ELEMENTS

A-8.1

1 ARCHITECTURAL ELEMENTS EXHIBIT @ SECONDARY STREETS  
 1/8" = 1'-0"



TREES								
SYMBOL	ABBREVIATION	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	WUCOLS	HYDRO ZONES	COMMENTS
T-1	CHI TAS	CHITALPA TASHKENTENSIS	CHITALPA TREE	2	24" BOX	LOW	-	MULTI-TRUNK
T-2	MAG GRA	MAGNOLIA GRANDIFLORA 'LITTLE GEM'	LITTLE GEM DWARF MAGNOLIA	11	36" BOX	MOD	-	STANDARD
T-3	POD MAC	PODOCARPUS MACROPHYLLUS	YEW PINE	2	24" BOX	MOD	-	STANDARD
T-4	ACE PAL	JAPANESE PALMATUM	JAPANESE MAPLE	8	24" BOX	MOD	-	STANDARD
T-5	OLE EUR	OLEA EUROPAEA 'WILSONII'	FRUITLESS OLIVE TREE	5	24" BOX	LOW	-	MULTI-TRUNK
T-6	ARB MAR	ARBUTUS 'MARINA'	MARINA STRAWBERRY TREE	8	24" BOX	LOW	-	STANDARD
T-7	PAR DES	PARKINSONIA 'DESERT MUSEUM'	DESERT MUSEUM PALO VERDE	3	24" BOX	LOW	-	MULTI-TRUNK
T-8	DRA DRA	DRACAENA DRACO	DRACO TREE	4	24" BOX	LOW	-	STANDARD
T-9	CER OCC	CERCIS OCCIDENTALIS 'FOREST PANSY'	FOREST PANSY REDBUD	5	24" BOX	LOW	-	MULTI-TRUNK

SHRUBS / GROUNDCOVERS								
SYMBOL	ABBREVIATION	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	WUCOLS	HYDRO ZONES	COMMENTS
S-1	CHO TEC	CHONDROPETALUM TECTORUM	CAPE RUSH	187	5 GAL	LOW	-	32" O.C.
S-2	ASP DEN	ASPARAGUS DENSIFLORUS 'MYERSII'	FOXTAIL FERN	74	1 GAL	LOW	-	24" O.C.
S-3	SEN MAN	SENECIO MANDRALISCAE	BLUE CHALK FINGERS	92	1 GAL	LOW	-	18" O.C.
S-4	AEO PUR	AEONIUM PURPUREUM	PURPLE AEONIUM	50	1 GAL	LOW	-	18" O.C.
S-5	AEO ARB	AEONIUM ARBOREUM 'KIWI'	KIWI AEONIUM	48	1 GAL	LOW	-	18" O.C.
S-6	LOM LONG	LOMANDRA LONGIFOLIA 'PLATINUM BEAUTY'	VARIEGATED MAT RUSH	144	5 GAL	LOW	-	18" O.C.
S-7	DIA TAS	DIANELLA TASMANICA 'VARIEGATA'	VARIEGATED FLAX LILY	72	1 GAL	LOW	-	18" O.C.
S-8	DIA CAE	DIANELLA 'CASSA BLUE'	CASSA BLUE FLAX LILY	166	1 GAL	LOW	-	18" O.C.
S-9	RUS EQU	RUSSELIA EUISETIFORMIS	CORAL PLANT	30	5 GAL	LOW	-	20"
S-10	ALO BLU	ALOE 'BLUE ELF'	BLUE ELF ALOE	210	1 GAL	LOW	-	18"
S-11	CRA CAP	CRASSULA CAPITAELLA 'CAMPFIRE'	CAMPFIRE CRASSULA	270	1 GAL	LOW	-	18" O.C.
S-12	FUR FOE	FURCRAEA FOETIDA 'MEDIOPICTA'	VARIEGATED FURCRAEA	12	5 GAL	LOW	-	36" O.C.
S-13	COR JUR	CORDYLINE X 'JURRED'	FESTIVAL GRASS	11	5 GAL	LOW	-	-

PLANTED OPEN SPACE CALCULATIONS (25% OF EXTERIOR COMMON OPEN SPACE = 3,446 SF)	
LOCATION PROVIDED	PLANTED AREA
LEVEL 2 COURTYARD 'A'	603 SF
LEVEL 2 COURTYARD 'B'	1,096 SF
LEVEL 2 COURTYARD 'C'	1,096 SF
ROOF TERRACE	661 SF
<b>TOTAL</b>	<b>3,456 SF</b>

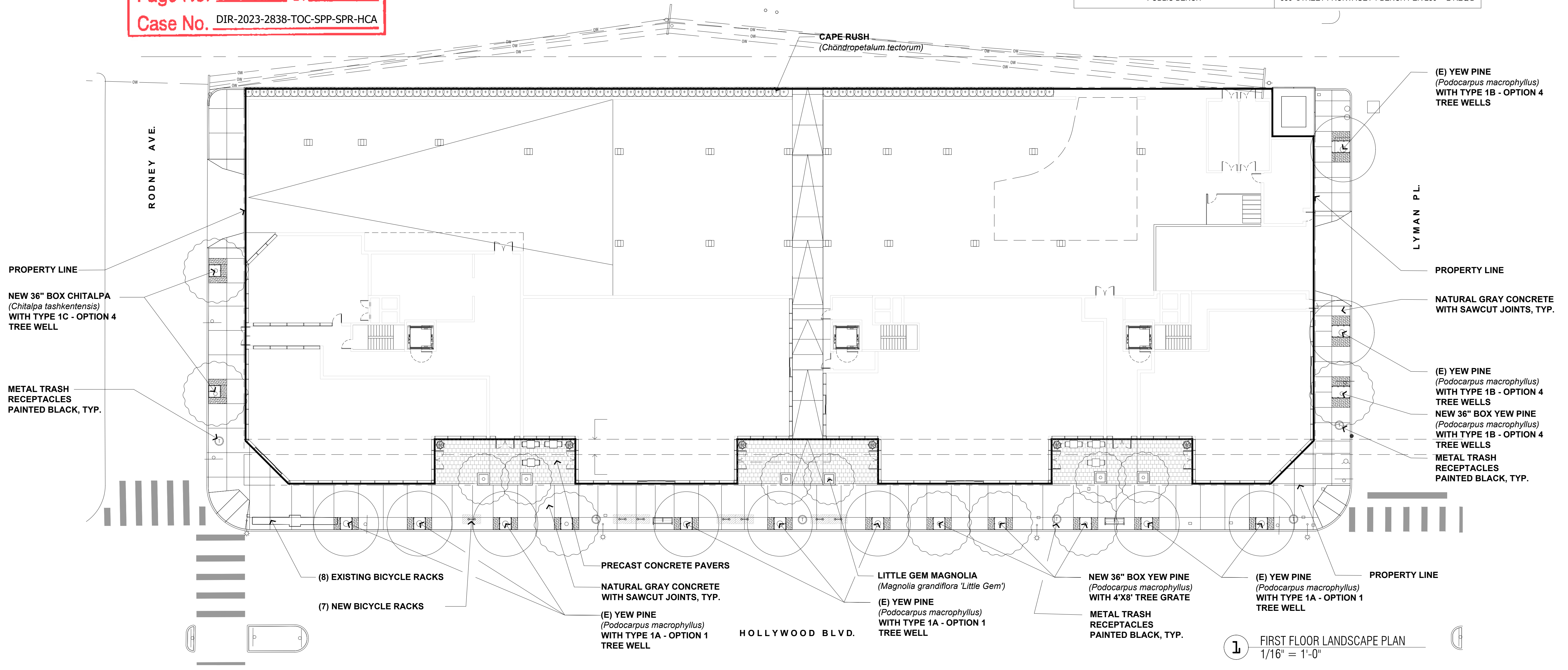
TREE REQUIREMENT CALCULATIONS (1 TREE / 4 UNITS = 45 TREES)	
LOCATION PROVIDED	TREE QTY.
SITE	6
EXISTING STREET TREES	10
NEW STREET TREES	7
LEVEL 2 COURTYARD 'A'	13
LEVEL 2 COURTYARD 'B'	7
LEVEL 2 COURTYARD 'C'	7
ROOF TERRACE	10
<b>TOTAL</b>	<b>60</b>

(Refer to A1.0 for Open Space Calculations)

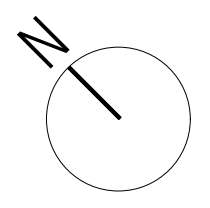
**TOTAL PLANTING AREA: 4,448 SF**

SNAP STREETSCAPE REQUIREMENTS AT HOLLYWOOD BLVD	
STREET TREES (ALL NEW & EXISTING TREES TO HAVE NEW TREE WELLS)	350' STREET FRONTAGE / 1 TREE PER 30' = 12 36" BOX TREE REQ'D
BIKE RACKS	350' STREET FRONTAGE / 1 SPACE PER 50' = 7
TRASH RECEPTACLE	350' STREET FRONTAGE / 1 PER 100' = 4 REQ'D
PUBLIC BENCH	350' STREET FRONTAGE / 1 BENCH PER 250' = 2 REQ'D

**EXHIBIT "A"**  
Page No. 22 of 28  
Case No. DIR-2023-2838-TOC-SPP-SPR-HCA



1 FIRST FLOOR LANDSCAPE PLAN  
1/16" = 1'-0"



**wtarch**  
warren techenin architecture, inc.  
2801 hyperion ave. suite #103  
los angeles, ca 90027  
p. 323.664.5500  
www.wtarch.com

**LANDSCAPE ARCHITECT**  
WARREN TECHENIN ARCHITECTURE, INC.  
100 S. ANNE STREET  
LOS ANGELES, CA 90021  
(213) 627-1100  
www.wtarch.com

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Rev.	By	Date	Description

HOLLYWOOD BLVD. APARTMENTS  
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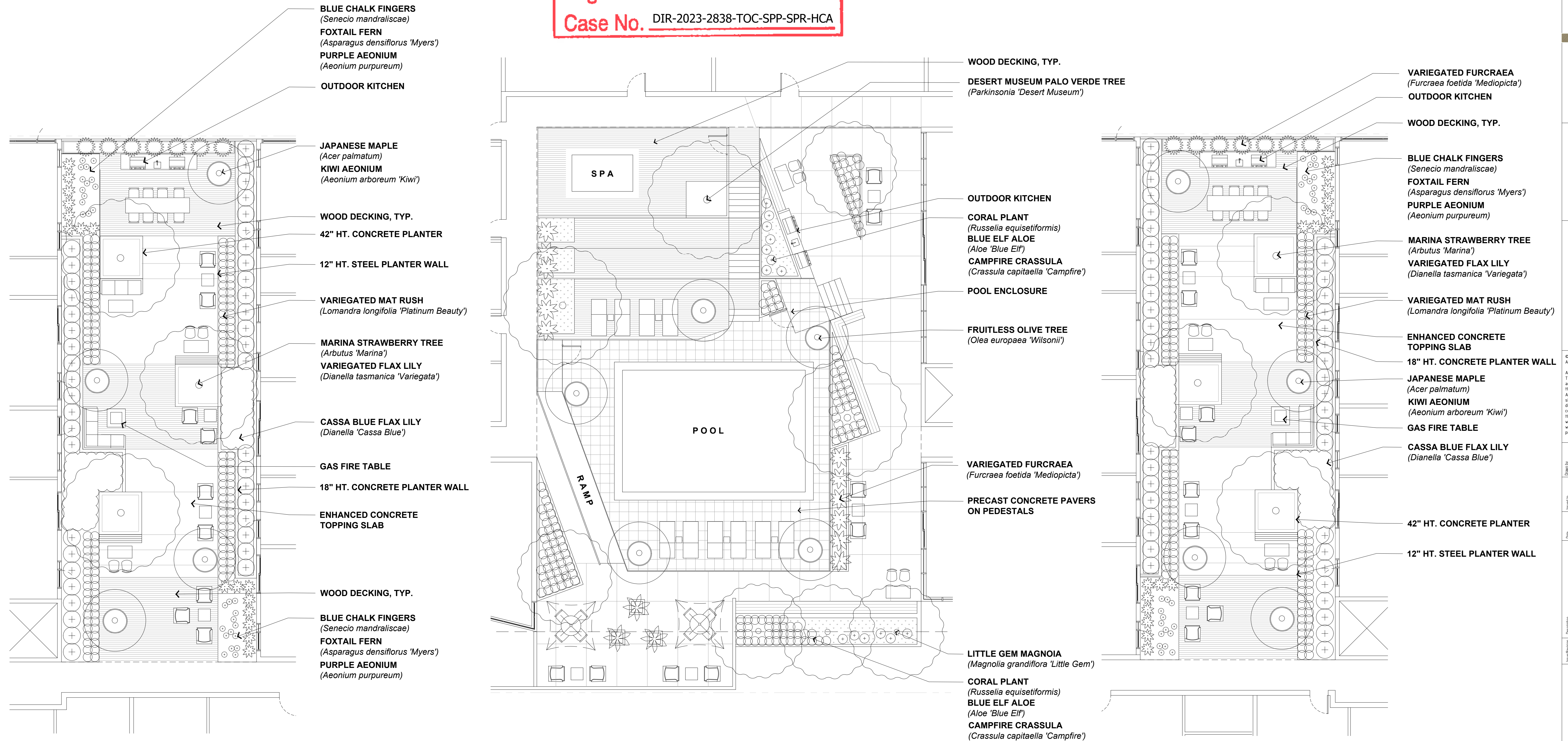
29 JULY 2024  
LANDSCAPE PLAN  
L-1.0



# EXHIBIT "A"

Page No. 23 of 28

Case No. DIR-2023-2838-TOC-SPP-SPR-HCA



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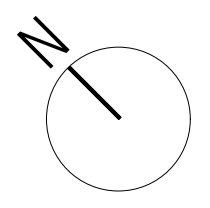
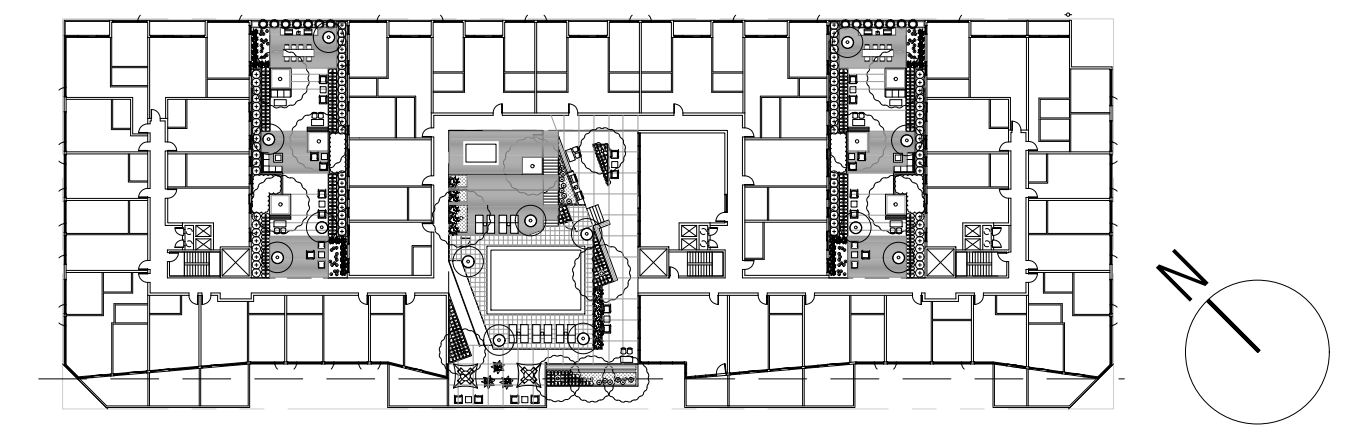
Revised	By	Date	Description

HOLLYWOOD BLVD. APARTMENTS  
4571 - 4627 HOLLYWOOD BLVD  
& 1561 LYMAN PL  
LOS ANGELES, CA 90027

29 JULY 2024

LANDSCAPE PLAN  
SITE & LEVEL 2

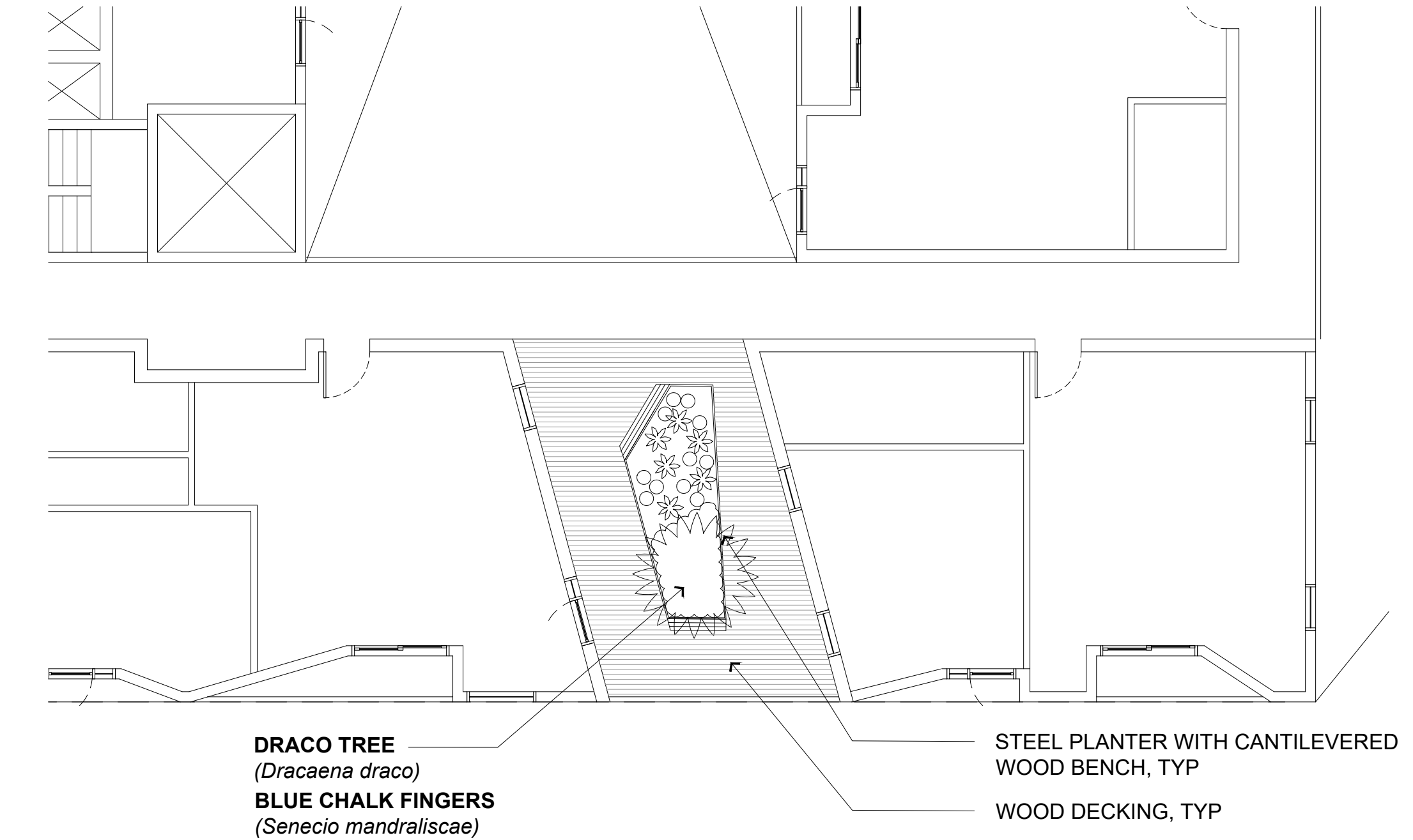
L-1.1



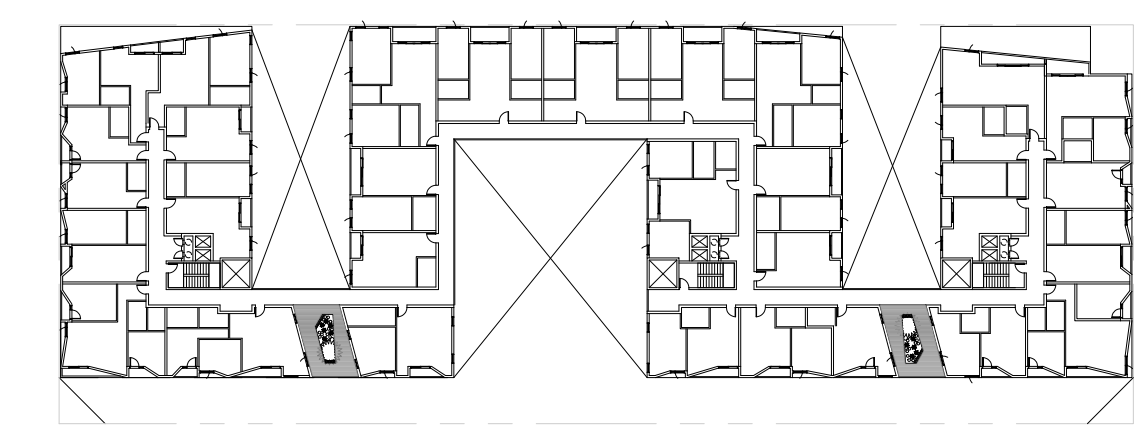
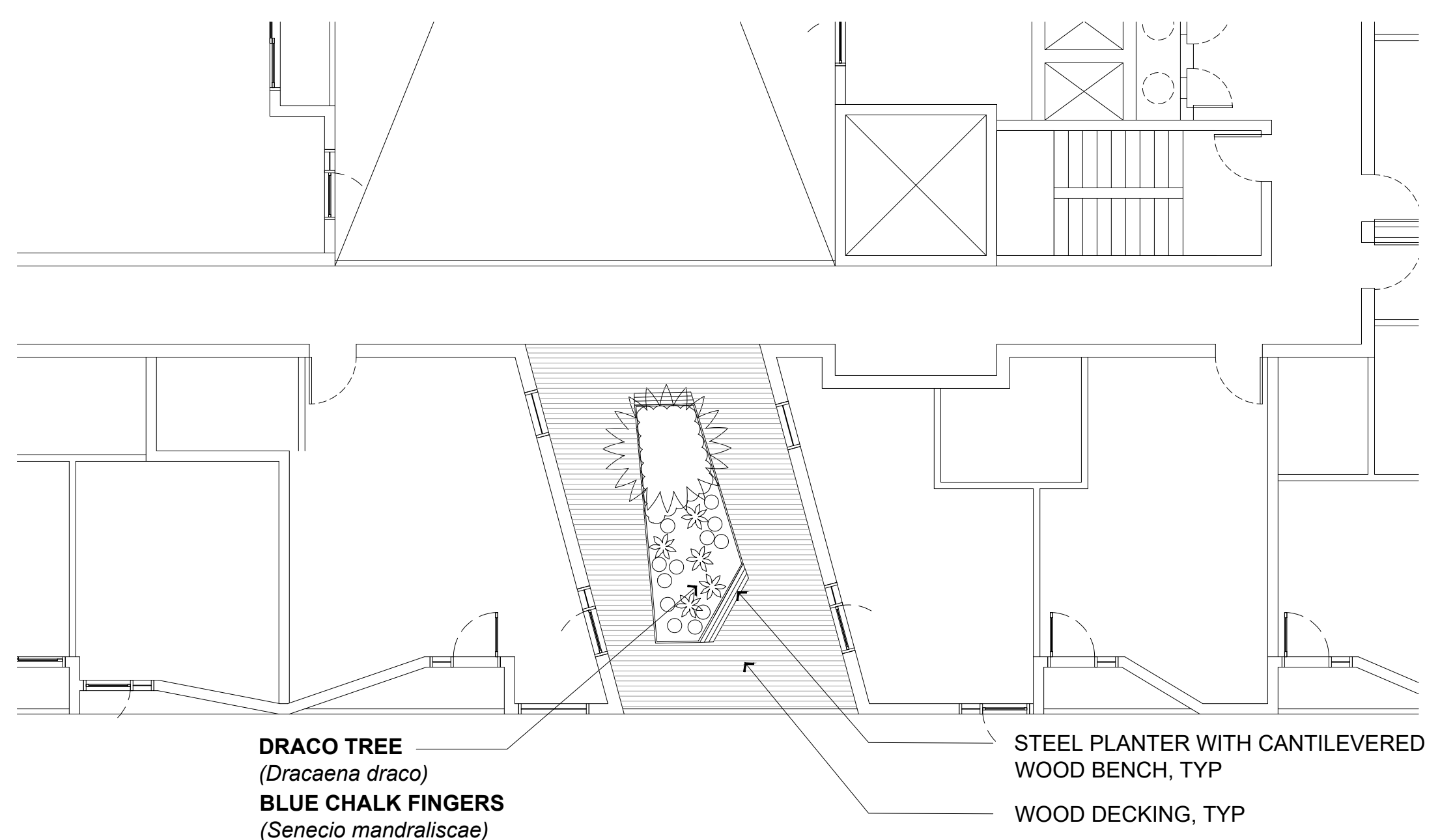


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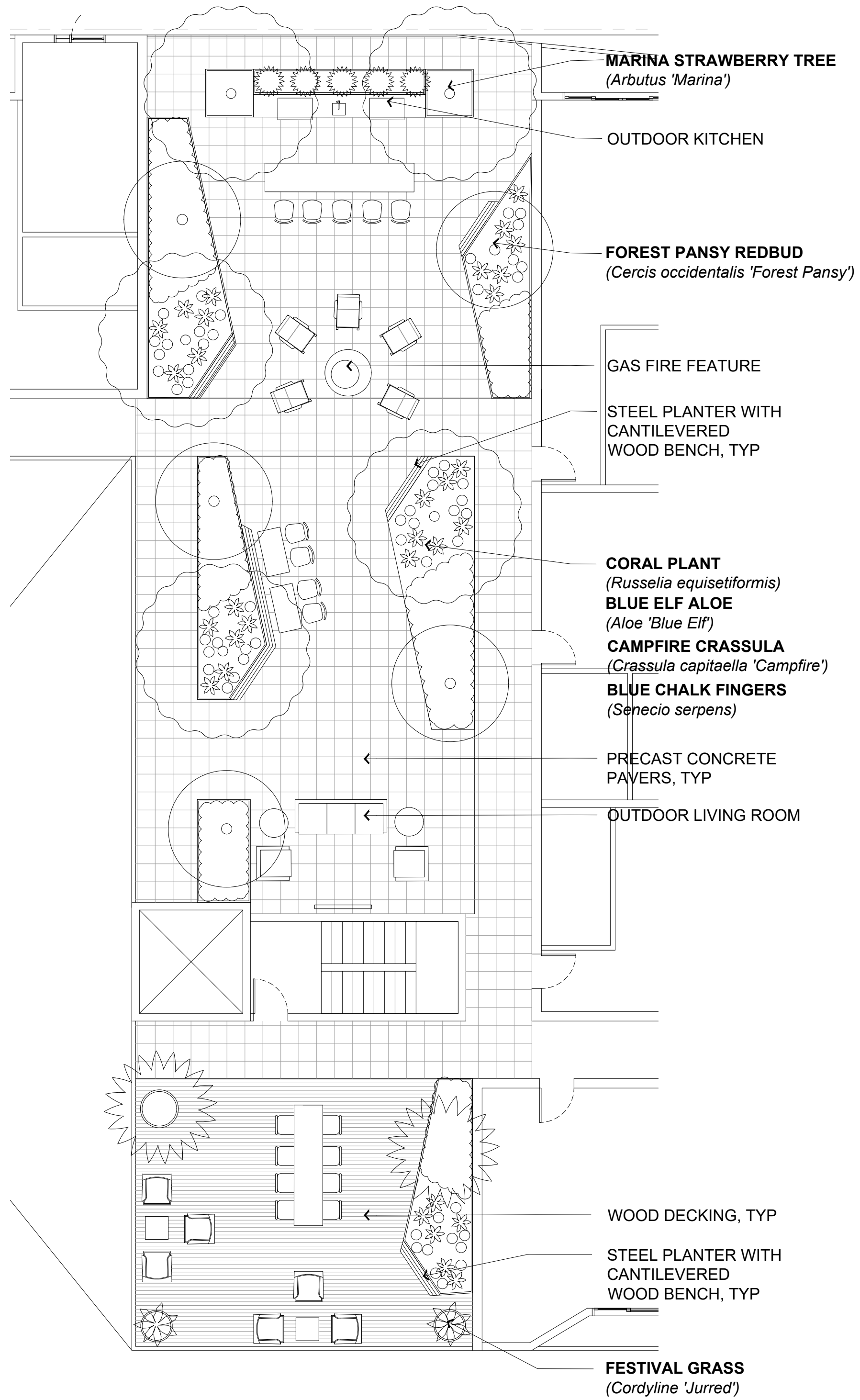
Page No.  24  of  28   
Case No. DIR-2023-2838-TOC-SPP-SPR-HCA



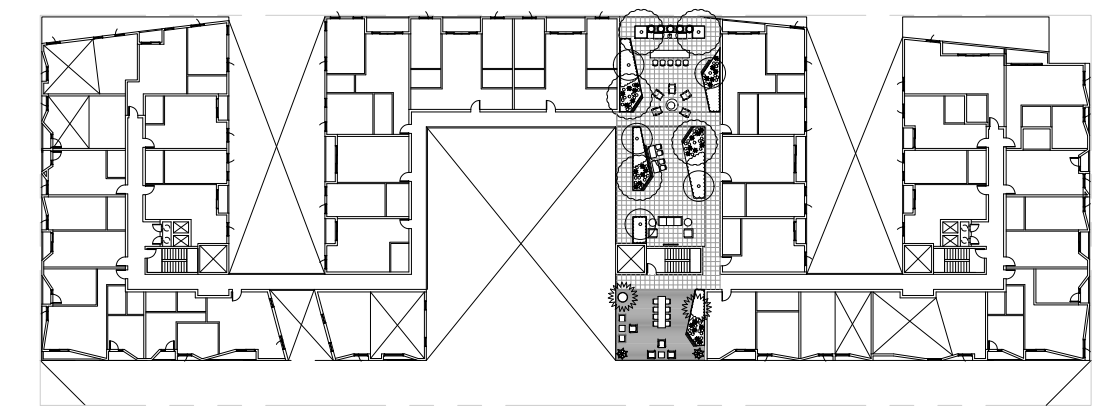
**3** FIFTH FLOOR LANDSCAPE PLAN  
1/8" = 1'-0"



LEVEL 5 KEY PLAN



**1** ROOF LANDSCAPE PLAN  
1/8" = 1'-0"



ROOF KEY PLAN

### TREES

SYMBOL	ABBREVIATION	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	WUCOLS	HYDRO ZONES	COMMENTS
T-1	CHI TAS	CHITALPA TASHKENTENSIS	CHITALPA TREE	2	24" BOX	LOW	-	MULTI-TRUNK
T-2	MAG GRA	MAGNOLIA GRANDIFLORA 'LITTLE GEM'	LITTLE GEM DWARF MAGNOLIA	11	36" BOX	MOD	-	STANDARD
T-3	POD MAC	PODOCARPUS MACROPHYLLUS	YEW PINE	2	24" BOX	MOD	-	STANDARD
T-4	ACE PAL	JAPANESE PALMATUM	JAPANESE MAPLE	8	24" BOX	MOD	-	STANDARD
T-5	OLE EUR	OLEA EUROPAEA 'WILSONII'	FRUITLESS OLIVE TREE	5	24" BOX	LOW	-	MULTI-TRUNK
T-6	ARB MAR	ARBUTUS 'MARINA'	MARINA STRAWBERRY TREE	8	24" BOX	LOW	-	STANDARD
T-7	PAR DES	PARKINSONIA 'DESERT MUSEUM'	DESERT MUSEUM PALO VERDE	3	24" BOX	LOW	-	MULTI-TRUNK
T-8	DRA DRA	DRACAENA DRACO	DRACO TREE	4	24" BOX	LOW	-	STANDARD
T-9	CER OCC	CERCIS OCCIDENTALIS 'FOREST PANSY'	FOREST PANSY REDBUD	5	24" BOX	LOW	-	MULTI-TRUNK

### SHRUBS / GROUNDCOVERS

SYMBOL	ABBREVIATION	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	WUCOLS	HYDRO ZONES	COMMENTS
S-1	CHO TEC	CHONDROPETALUM TECTORUM	CAPE RUSH	187	5 GAL	LOW	-	32" O.C.
S-2	ASP DEN	ASPARAGUS DENSIFLORUS 'MYERSII'	FOXTAIL FERN	74	1 GAL	LOW	-	24" O.C.
S-3	SEN MAN	SENECIO MANDRALISCAE	BLUE CHALK FINGERS	92	1 GAL	LOW	-	18" O.C.
S-4	AEO PUR	AEONIUM PURPUREUM	PURPLE AEONIUM	50	1 GAL	LOW	-	18" O.C.
S-5	AEO ARB	AEONIUM ARBOREUM 'KIWI'	KIWI AEONIUM	48	1 GAL	LOW	-	18" O.C.
S-6	LOM LONG	LOMANDRA LONGIFOLIA 'PLATINUM BEAUTY'	VARIEGATED MAT RUSH	144	5 GAL	LOW	-	18" O.C.
S-7	DIA TAS	DIANELLA TASMANICA 'VARIEGATA'	VARIEGATED FLAX LILY	72	1 GAL	LOW	-	18" O.C.
S-8	DIA CAE	DIANELLA 'CASSA BLUE'	CASSA BLUE FLAX LILY	166	1 GAL	LOW	-	18" O.C.
S-9	RUS EQU	RUSSELLIA EQUISETIFORMIS	CORAL PLANT	30	5 GAL	LOW	-	20"
S-10	ALO BLU	ALOE 'BLUE ELF'	BLUE ELF ALOE	210	1 GAL	LOW	-	18"
S-11	CRA CAP	CRASSULA CAPITAELLA 'CAMPFIRE'	CAMPFIRE CRASSULA	270	1 GAL	LOW	-	18" O.C.
S-12	FUR FOE	FURCRAEA FOETIDA 'MEDIOPICTA'	VARIEGATED FURCRAEA	12	5 GAL	LOW	-	36" O.C.
S-13	COR JUR	CORDYLINA 'JURRED'	FESTIVAL GRASS	11	5 GAL	LOW	-	



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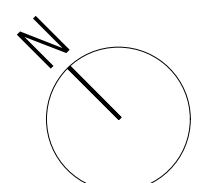
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HOLLYWOOD BLVD. APARTMENTS  
- 4627 HOLLYWOOD BLVD  
& 1561 LYMAN PL  
LOS ANGELES, CA 90027

29 JULY 2024

LANDSCAPE PLAN  
LEVEL 5 & 7

L-1.2





Drawn by	Checked by
Date	Description

HOLLYWOOD BLVD. APARTMENTS  
4571 - 4627 HOLLYWOOD BLVD  
& 1561 LYMAN PL.  
LOS ANGELES, CA 90027

29 JULY 2024

IRRIGATION PLAN

L-2.0

MWELO - WATER EFFICIENT LANDSCAPE WORKSHEET : NON-RESIDENTIAL (NO SLA) - ETAF = 0.45							
Reference Evapotranspiration (Eto)		50.1 (LOS ANGELES)		MAWA = Eto X 0.62 X (0.45 X LA)			
Hydrozone Number	Plant Factor (PF)	Irrigation Method	Irrigation Efficiency (IE)	(PF/IE)	Landscape Area (sq. ft.)	(PF/IE) x Area	Estimated Total Water Use (ETWU)
REGULAR LANDSCAPE AREAS							
HZ 1 Tree Bubblers	0.40	Bubbler	0.81	0.49	0	0	0
HZ 2 L.I.D Planter Drip (L)	0.30	Drip	0.81	0.37	764	283	8,789
HZ 3 Tree Bubblers	0.40	Bubbler	0.81	0.49	0	0	0
HZ 4 Tree Bubblers	0.40	Bubbler	0.81	0.49	0	0	0
HZ 5 Pool / Spa	1.00	n/a	1.00	1.00	660	660	20,501
HZ 6 Planter Drip (L)	0.25	Drip	0.81	0.31	511	158	4,899
HZ 7 Tree Bubblers	0.40	Bubbler	0.81	0.49	0	0	0
HZ 8 Tree Bubblers	0.40	Bubbler	0.81	0.49	0	0	0
HZ 9 Planter Drip (L)	0.25	Drip	0.81	0.31	550	170	5,273
HZ 10 Tree Bubblers	0.40	Bubbler	0.81	0.49	0	0	0
HZ 11 Tree Bubblers	0.40	Bubbler	0.81	0.49	0	0	0
HZ 12 Planter Drip (L)	0.25	Drip	0.81	0.31	553	171	5,302
HZ 13 L.I.D Planter Drip (M)	0.30	Drip	0.81	0.37	486	180	5,591
HZ 14 L.I.D Planter Drip (M)	0.30	Drip	0.81	0.37	540	200	6,212
HZ 15 Tree Bubblers	0.40	Bubbler	0.81	0.49	0	0	0
HZ 16 Planter Drip (L)	0.25	Drip	0.81	0.31	65	20	623
HZ 17 Tree Bubblers	0.40	Bubbler	0.81	0.49	0	0	0
HZ 18 Planter Drip (L)	0.25	Drip	0.81	0.31	58	18	556
HZ 19 Tree Bubblers	0.40	Bubbler	0.81	0.49	0	0	0
HZ 20 Tree Bubblers	0.40	Bubbler	0.81	0.49	0	0	0
HZ 21 Planter Drip (L)	0.25	Drip	0.81	0.31	530	164	5,081
					Total	4,717	2,023
						ETWU TOTAL	62,828
						MAXIMUM APPLIED WATER ALLOWANCE (MAWA)	65,934

**PIPE IDENTIFICATION NOTE:**

ALL BURIED PRESSURIZED WATER LINES SHALL BE IDENTIFIED WITH CONTINUOUS TAPE (CA UPC, SEC. 601.2.2.1).

- POTABLE (BLUE OR GREEN BACKGROUND WITH BLACK LETTERING) **"POTABLE WATER LINE"**  
RECYCLED (CCR TITLE 22 WATER, PURPLE BACKGROUND WITH BLACK LETTERING)
- NON-POTABLE (IRRIGATION, FROM POTABLE SOURCE, YELLOW BACKGROUND WITH BLACK LETTERING) **"CAUTION - RECLAIMED WATER, DO NOT DRINK"**
- INDUSTRIAL/NON-POTABLE (INDUSTRIAL APPLICATION, YELLOW WITH BLACK LETTERING AND DIRECTION OF FLOW) **"CAUTION - INDUSTRIAL WATER LINE"**
- RAINWATER/CISTERN WATER (YELLOW OR PURPLE BACKGROUND WITH BLACK LETTERING) **"CAUTION - NON-POTABLE RAINWATER, DO NOT DRINK"**
- FIRE LINE (RED BACKGROUND WITH BLACK LETTERING) **"FIRE LINE"**
- GRAYWATER (GRAY OR PURPLE BACKGROUND WITH BLACK LETTERING) **"CAUTION - NON-POTABLE GRAY WATER, DO NOT DRINK"**
- TREATED GRAYWATER (GRAY OR PURPLE BACKGROUND WITH BLACK LETTERING) **"CAUTION - ON-SITE TREATED NON-POTABLE WATER, DO NOT DRINK"**

**POINTS OF CONNECTION**  
MAKE IRRIGATION POINT OF CONNECTION AT IRRIGATION WATER METER. REFER TO CIVIL PLANS AND VERIFY EXACT WATER METER LOCATION IN THE FIELD AND ADJUST AS NECESSARY. EXTEND WATER LINE FROM METER TO BACKFLOW PREVENTER LOCATION ON LEVEL 4. INSTALL BACKFLOW PREVENTER PER ALL LOCAL CODES. FINAL BACKFLOW PREVENTER LOCATION TO BE APPROVED IN THE FIELD BY THE OWNER OR AUTHORIZED REPRESENTATIVE. TEE INTO TWO SEPARATE SYSTEMS DOWNSTREAM OF THE BACKFLOW PREVENTER. ONE SYSTEM IS TO FEED THE OFF-SITE PLANTERS AND NOT USE ANY CISTERN WATER. THE OTHER SYSTEM IS TO FEED ON-SITE PLANTERS AND USE CISTERN WATER. EACH SYSTEM TO HAVE ITS OWN MASTER VALVE AND FLOW SENSOR. INSTALL MASTER VALVES PER MANUFACTURER'S DIRECTIONS AND WIRE TO CONTROLLER PER MANUFACTURER'S DIRECTIONS USING DEDICATED CONTROL WIRE AND COMMON WIRE. INSTALL FLOW SENSORS DOWNSTREAM OF MASTER VALVES PER MANUFACTURER'S DIRECTIONS AND WIRE TO CONTROLLER USING SHIELDED WIRE. MAXIMUM FLOW IS 6 GALLONS PER MINUTE. STATIC PRESSURE AT POC IS 54-80 PSI (INFORMATION FROM LADWP BY EMAIL ON FEBRUARY 2, 2022). CONTRACTOR SHALL VERIFY STATIC PRESSURE AT METER PRIOR TO START OF WORK AND NOTIFY THE LANDSCAPE ARCHITECT IN WRITING IMMEDIATELY IF A DISCREPANCY IS FOUND. DO NOT PROCEED WITH ANY IRRIGATION INSTALLATION WORK UNTIL ANY AND ALL WATER SUPPLY AND PRESSURE ISSUES HAVE BEEN RESOLVED. INSTALL A PRESSURE REGULATION DEVICE WITH THE BACKFLOW PREVENTER (WILKINS 500XL OR EQUAL) AND SET PER THE PRESSURE LOSS CALC.

**CONTROLLER**  
INSTALL IRRIGATION CONTROLLER IN THE LOCATION SHOWN ON THE PLANS. WALL MOUNT CONTROLLER NEAR THE POC EQUIPMENT. FINAL CONTROLLER LOCATION TO BE APPROVED IN THE FIELD BY THE OWNER OR AUTHORIZED REPRESENTATIVE. THE IRRIGATION CONTRACTOR SHALL COORDINATE 115V AC POWER TO THE FINAL CONTROLLER LOCATION WITH GENERAL CONTRACTOR AND/OR ELECTRICAL CONTRACTOR AS NECESSARY, AND PAY ALL ASSOCIATED COSTS. THE IRRIGATION CONTRACTOR SHALL MAKE ALL FINAL CONNECTIONS PER LOCAL CODES. MOUNT, GROUND, AND WIRE ALL THE CONTROL EQUIPMENT PER THE MANUFACTURER'S DIRECTIONS, THESE PLANS, AND PER ALL LOCAL CODES. CONTRACTOR TO PROVIDE TO OWNER A COMPLETE HAND-HELD MAINTENANCE REMOTE CONTROL KIT FOR THE CONTROLLER AS PROVIDED BY THE CONTROLLER MANUFACTURER (HUNTER ROAM).

**WEATHER SENSOR (ET SENSOR / RAIN SHUT-OFF DEVICE)**  
INSTALL THE WEATHER SENSOR IN THE APPROXIMATE LOCATION SHOWN ON THE PLANS. LOCATE AND MOUNT PER MANUFACTURER'S DIRECTIONS. FINAL WEATHER SENSOR LOCATION TO BE DETERMINED IN THE FIELD AND PRE-APPROVED BY THE OWNER AND/OR ARCHITECT PRIOR TO MOUNTING. ENSURE THE SENSOR IS LOCATED WITHIN WIRELESS RANGE OF THE IRRIGATION CONTROLLER. TEST THE SIGNAL STRENGTH OF THE WIRELESS COMMUNICATION PRIOR TO MOUNTING. IT IS SUGGESTED TO NOT USE THE AUTOMATIC ET ADJUSTING FUNCTIONS OF THE CONTROL SYSTEM UNTIL THE PLANT MATERIAL IS FULLY ESTABLISHED.

**SLEEVING**  
MAINLINE AND VALVES MAY BE SHOWN OUTSIDE OF PLANTED AREAS FOR CLARITY ONLY. INSTALL ALL IRRIGATION EQUIPMENT IN ADJACENT PLANTED AREAS EXCEPT WHERE SLEEVING IS SHOWN ON THE PLANS. ALL PIPES AND WIRES THAT MUST RUN UNDER HARDSCAPE TO BE SLEEVED IN PVC SLEEVES ACCORDING TO THE LEGEND AND SLEEVING CHART, OR AS NOTED ON THE PLANS.

**DRIP LINE SYSTEMS**  
SHRUB AREAS AS SHOWN SHALL BE IRRIGATED WITH DRIP LINE IRRIGATION. INSTALL ALL DRIP LINE SYSTEMS PER THE MANUFACTURER'S DIRECTIONS AND RECOMMENDATIONS. CONTRACTORS NOT FAMILIAR WITH DRIP LINE SYSTEM INSTALLATION SHALL CONTACT THE MANUFACTURER'S REPRESENTATIVE PRIOR TO START OF WORK FOR ON-SITE PRODUCT AND INSTALLATION TRAINING.

**TREE BUBBLERS**  
TREE BUBBLERS TO BE PROVIDED TO ALL NEW TREES (2 EACH) AND / OR AS NOTED ON THE PLANS. ADJUST FINAL LOCATION OF TREE BUBBLERS TO MATCH FINAL TREE PLANTING IN THE FIELD. RELOCATE, ADD, AND / OR REMOVE BUBBLERS AS NECESSARY.

**GROUNDING RODS**  
TO AVOID CONTACT WITH HIGH VOLTAGE POWER CABLES, GAS LINES, WATER LINES, OR DATA CABLES, PLEASE CONTACT THE OWNER'S REPRESENTATIVE AND DIG ALERT (OR EQUAL) TO IDENTIFY POSSIBLE HAZARDS BELOW THE SURFACE. CONTACT WITH SUCH HAZARDS COULD RESULT IN SEVERE INJURY OR DEATH. CONTRACTOR SHALL PROVIDE WRITTEN PROOF TO OWNER SUCH PREEMPTIVE ACTION WAS TAKEN PRIOR TO START OF WORK.

**ON-STRUCTURE / IN-STRUCTURE SYSTEMS**  
THIS PROJECT INVOLVES ON-STRUCTURE / IN-STRUCTURE SYSTEMS. ALL PIPING THAT MUST BE RUN ON, IN OR THROUGH THE STRUCTURE SHALL BE PER MECHANICAL / PLUMBING / ELECTRICAL AND SHOULD BE INSTALLED BY A LICENSED PLUMBING CONTRACTOR AND LICENSED ELECTRICAL CONTRACTOR. IRRIGATION CONTRACTOR SHALL COORDINATE AS NECESSARY WITH THE OWNER, GENERAL CONTRACTOR AND ALL OTHER TRADES AS NECESSARY. MAKE ADJUSTMENTS AS NECESSARY IN THE FIELD FOR OPTIMUM PIPE AND CONDUIT ROUTING WHILE FOLLOWING THE BASIC DESIGN INTENT OF THESE PLANS. ALL ON-STRUCTURE SYSTEMS SHALL BE PER ALL LOCAL CODES AND INDUSTRY STANDARD PRACTICES FOR SUCH SYSTEMS.

EQUIPMENT LEGEND			
SYMBOL	MANUFACTURER / MODEL NUMBER	SIZE	DETAIL
[M]	IRRIGATION WATER METER - VERIFY LOCATION IN THE FIELD - SEE CIVIL PLANS	1"	N/A
[BP]	FEBCO LF825YA REDUCED PRESSURE BACKFLOW PREVENTER - INSTALL IN BUILDING WITH ON-SITE FABRICATED PROTECTIVE ENCLOSURE - WITH STRAINER - LOCATE OUTSIDE R.O.W.	1"	A
[MV]	SUPERIOR 3200-100-RW SERIES NORMALLY CLOSED BRASS MASTER CONTROL VALVE	1"	B
[FS]	FLOWMEC QS-200-10 ULTRASONIC FLOW SENSOR IN PVC TEE	1"	C
[V]	LASCO SLO-CLOSE PVC SCH 80 PVC BALL VALVE - FULL PORT	LINE SIZE	D
[C]	HUNTER H044-LRC SERIES QUICK COUPLING VALVE WITH LOCKING YELLOW VINYL COVER	1"	E
[H]	HUNTER ICV-101G-FS-R SERIES ELECTRIC CONTROL VALVE WITH FLOW CONTROL, FILTER SENTRY, AND PURPLE HANDLE - USE FOR ALL TREE BUBBLER SYSTEMS	1"	F
[R]	HUNTER ICZ-101-40-R DRIP ZONE VALVE ASSEMBLY WITH PRESSURE REGULATING FILTER FILTER IS 150 MESH AND REGULATOR IS 40 PSI - USE FOR ALL DRIP LINE ZONES	1"	G
[C]	HUNTER 'ACC2' A2C-1200P(3)A2M-600-A2C-WIFI AUTOMATIC WEATHER-BASED ET ADJUSTING CONTROLLER - WALL MOUNT AT BUILDING - PROVIDE ROAM REMOTE - LOCATE OUTSIDE R.O.W.	30 STATION	H
[ET]	HUNTER 'SOLAR SYNC' WSS-SEN WIRELESS ET / RAIN SENSOR	N/A	I
NOT SHOWN	UF DIRECT BURIAL CONTROL WIRE WITH WATERPROOF CONNECTIONS	14 GA UF	J
NOT SHOWN	PROVIDE A HUNTER 'ROAM XL' MAINTENANCE REMOTE KIT TO THE OWNER	N/A	N/A
[O]	RAIN BIRD RWS-M-B-C-1401-RWS-GRATE-POO WATERING SYSTEM BUBBLER - 2 PER TREE	0.25 GPM	K
HATCHED AREAS ON PLANS	ALL PLANTER AREAS - RAIN BIRD XFSP-06-12 SERIES PURPLE DRIP LINE TUBING - 0.6 GPH EMITTERS AT 12" O.C. ROWS OF TUBING AT +/- 12" O.C. - BURY TUBING 2"-3" (COPPER SHIELD ROOT PROTECTION)		L, M, N, O, P
[F]	FIELD FABRICATED MANUAL FLUSH VALVE / OPERATION INDICATOR ASSEMBLY	1/2"	N
[V]	RAIN BIRD ARV-050 AIR RELEASE / VACUUM RELEASE VALVE - INSTALL AT HIGH POINT	1/2"	O
-----	COPPER OR BRASS WATER LINE FROM WATER METER TO BACKFLOW PREVENTER	1"	N/A
-----	PURPLE MAINLINE PIPING IN PLANTERS - SCH 40 PVC 1 1/2" AND SMALLER - 18" MIN. COVER <b>WITHIN PUBLIC RIGHT-OF-WAY</b> : USE SCH 80 PVC FOR MAINLINE PIPING <b>WITHIN PUBLIC RIGHT-OF-WAY</b> : 24" MIN COVER / 36" COVER UNDER VEHICULAR ACCESS AREAS	PLAN SIZE	Q
-----	PURPLE SCH 40 PVC NON-PRESSURE LATERAL LINE - 12" MIN. COVER - SCH 40 PVC FITTINGS	PLAN SIZE	Q
-----	IN-STRUCTURE/ON-STRUCTURE LATERAL PIPING PER MEP - INSTALLED BY LICENSED PLUMBER	3/4"	N/A
-----	SCH 40 PVC WIRE SLEEVE - EXTEND 12" PAST THE EDGE OF THE PLANTER	PLAN SIZE	R
-----	SCH 40 PVC WIRE SLEEVE / CONDUIT - EXTEND 12" PAST THE EDGE OF THE PLANTER	PLAN SIZE	R

ALL IN-STRUCTURE OR ON-STRUCTURE PIPING OR CONDUIT TO BE PER MEP AND INSTALLED BY A LICENSED PLUMBING OR ELECTRICAL CONTRACTOR. THE IRRIGATION CONTRACTOR SHALL DO ALL WORK WITHIN PLANTED AREAS ON-STRUCTURE OR IN-STRUCTURE.

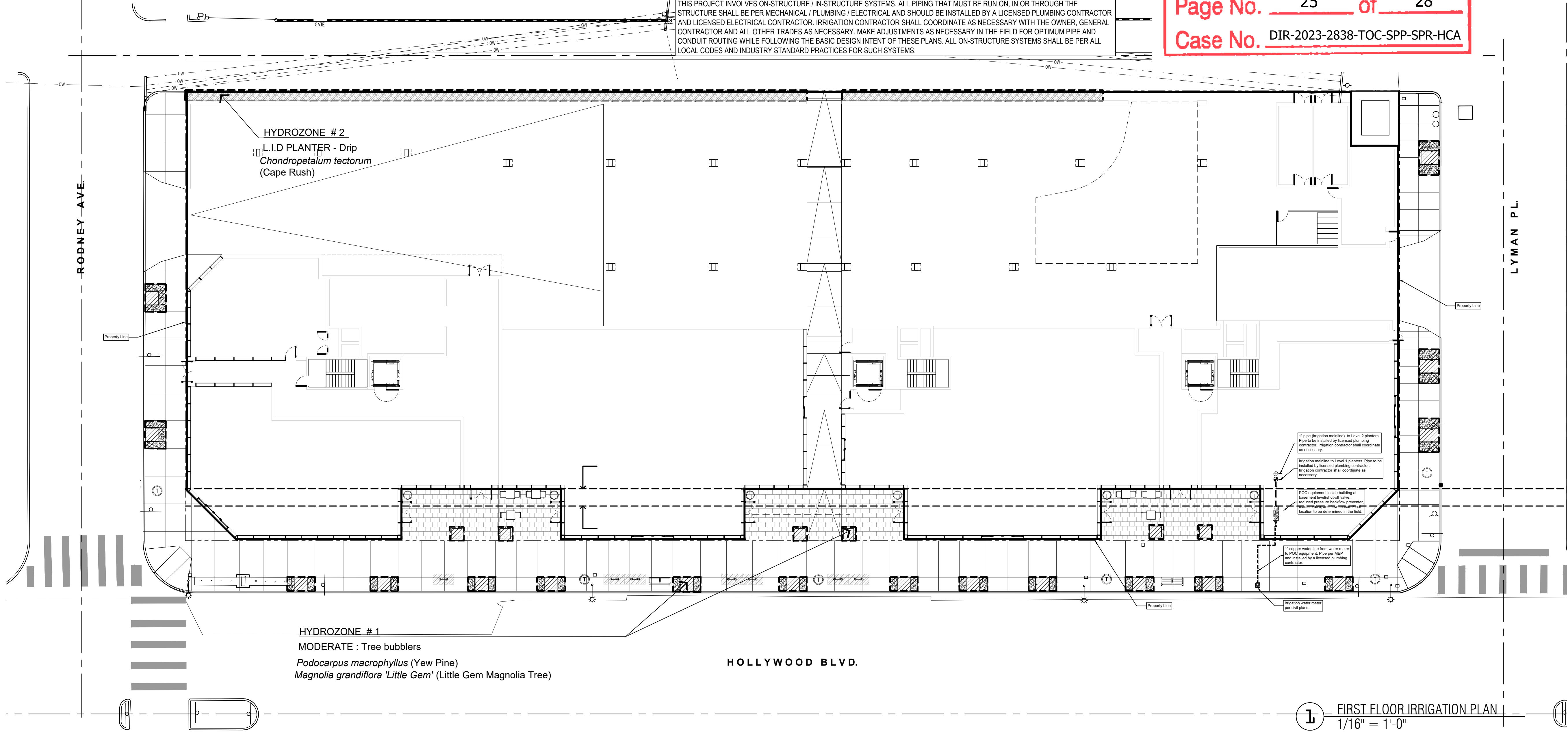
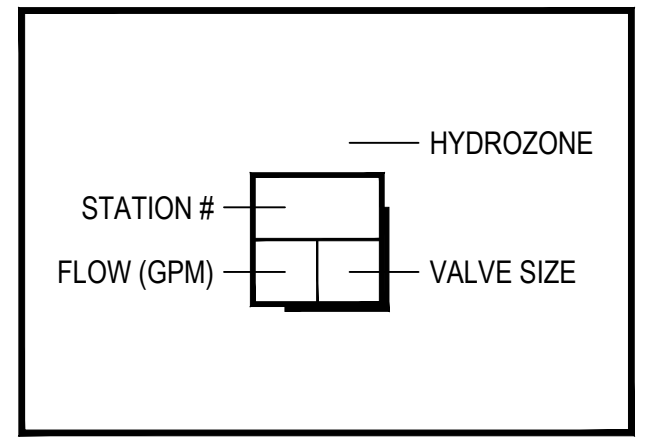
**EXHIBIT "A"**  
Page No. 25 of 28  
Case No. DIR-2023-2838-TOC-SPP-SPR-HCA

**LATERAL PIPE SIZING**

---	3/4" PIPE
---	1" PIPE
---	1 1/4" PIPE
---	1 1/2" PIPE
---	2" PIPE
---	2 1/2" PIPE
---	3" PIPE
---	4" PIPE
---	6" PIPE
---	8" PIPE

**SCH 40 PVC SLEEVING CHART**

1 1/4" SLEEVE	1-8 WIRES	1/2" PIPE
1 1/2" SLEEVE	9-16 WIRES	3/4" PIPE
2" SLEEVE	17-26 WIRES	1" PIPE
2 1/2" SLEEVE	27-38 WIRES	1 1/4" PIPE
3" SLEEVE	39-54 WIRES	1 1/2" PIPE
4" SLEEVE	55-100 WIRES	2" PIPE
6" SLEEVE	100+ WIRES	3" PIPE
8" SLEEVE	N/A	4" PIPE
12" SLEEVE	N/A	6" PIPE

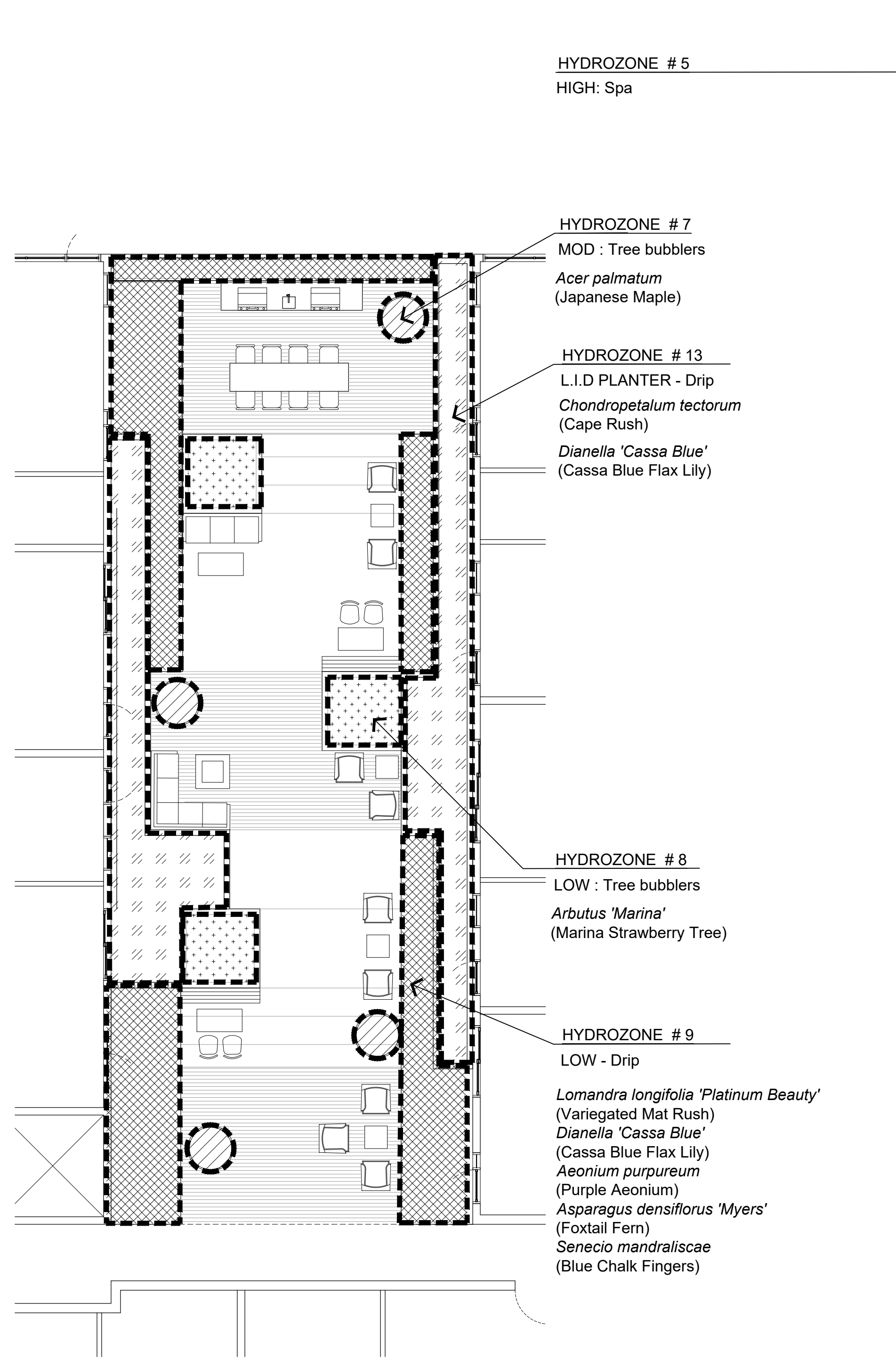


1 FIRST FLOOR IRRIGATION PLAN  
1/16" = 1'-0"

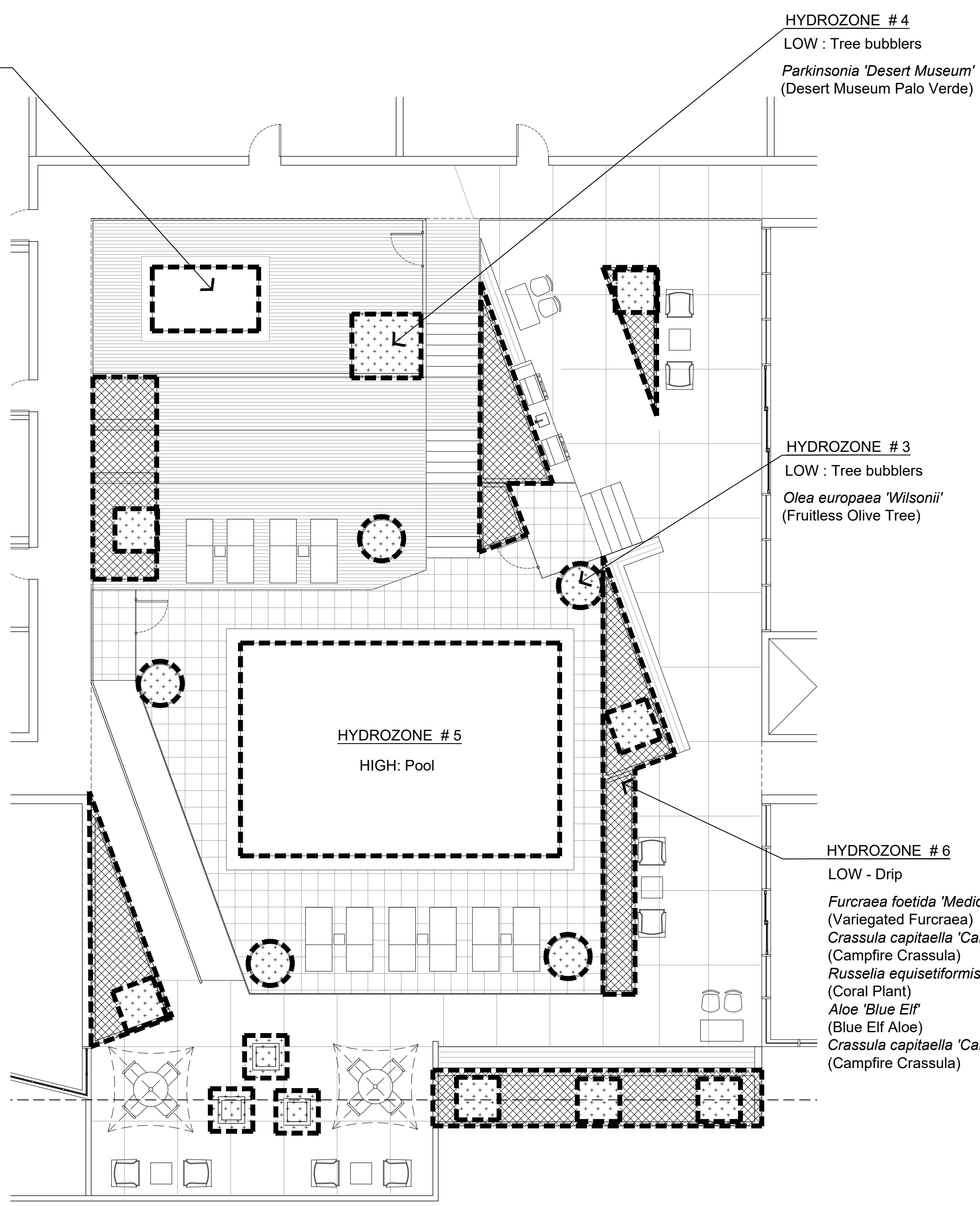


**EXHIBIT "A"**  
Page No. 26 of 28  
Case No. DIR-2023-2838-TOC-SPP-SPR-HCA

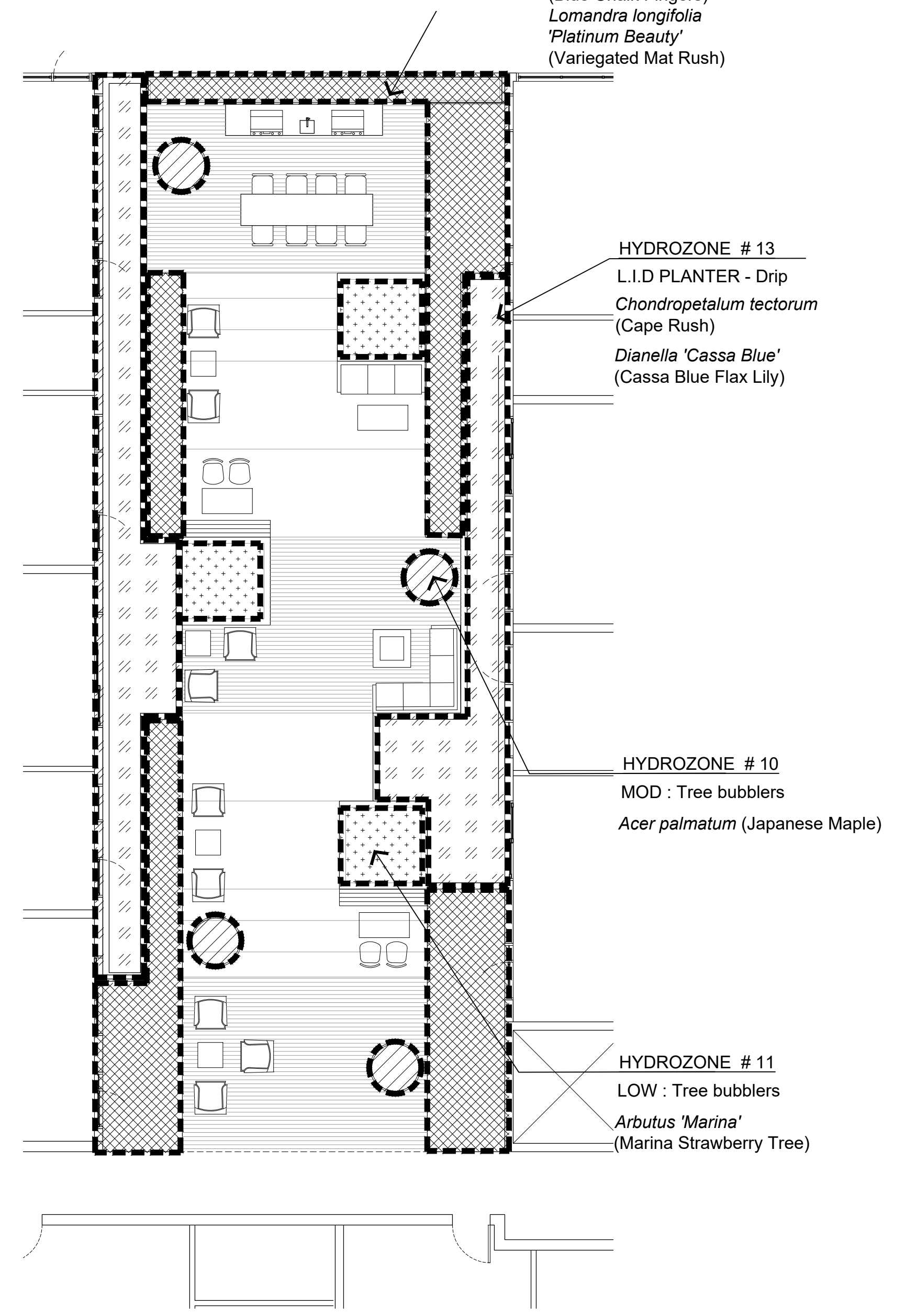
**HYDROZONE # 12**  
LOW - Drip  
*Furcraea foetida* 'Mediopicta'  
(Variegated Furcraea)  
*Aeonium purpureum*  
(Purple Aeonium)  
*Asparagus densiflorus* 'Myers'  
(Foxtail Fern)  
*Senecio mandraliscae*  
(Blue Chalk Fingers)  
*Lomandra longifolia*  
'Platinum Beauty'  
(Variegated Mat Rush)



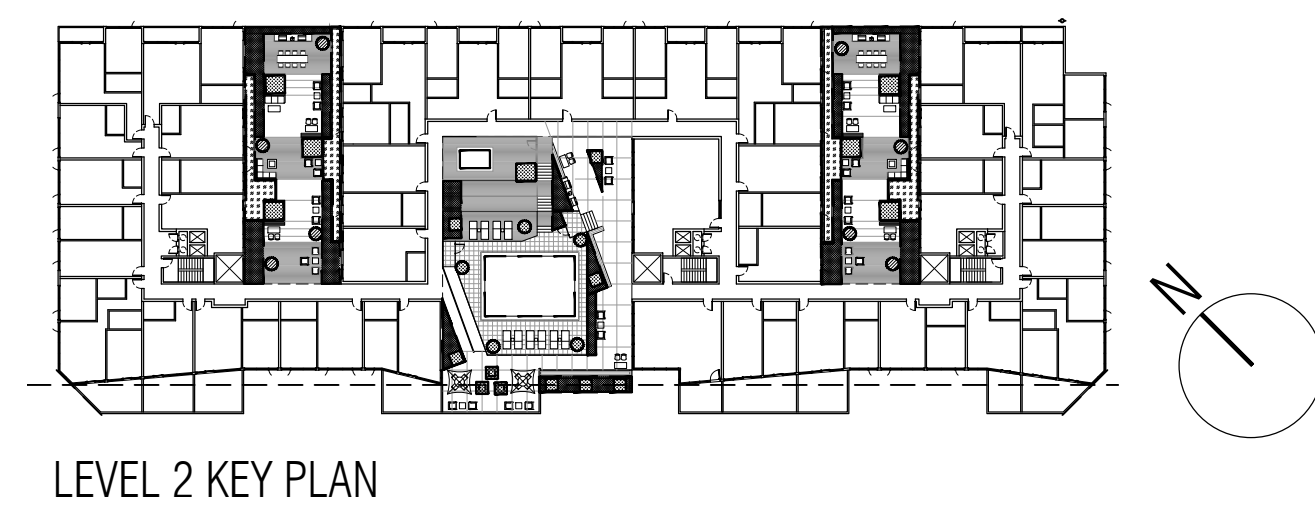
3 COURTYARD 'B' : SECOND FLOOR IRRIGATION PLAN  
1/8" = 1'-0"



2 COURTYARD 'A' : SECOND FLOOR POOL IRRIGATION PLAN  
1/8" = 1'-0"



1 COURTYARD 'C' : SECOND FLOOR IRRIGATION PLAN  
1/8" = 1'-0"



LEVEL 2 KEY PLAN



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Drawn By	Checked By

Revised	Date	Description

HOLLYWOOD BLVD. APARTMENTS  
4571 - 4627 HOLLYWOOD BLVD  
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29 JULY 2024

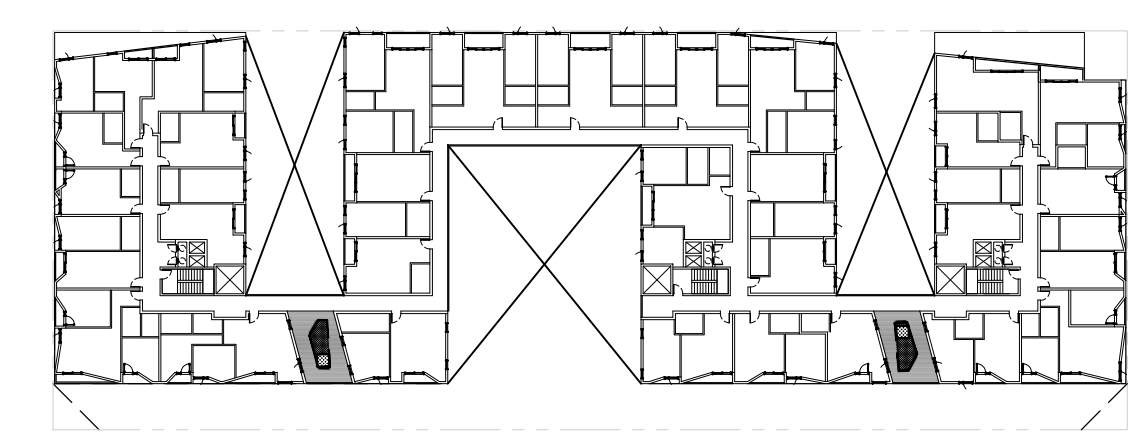
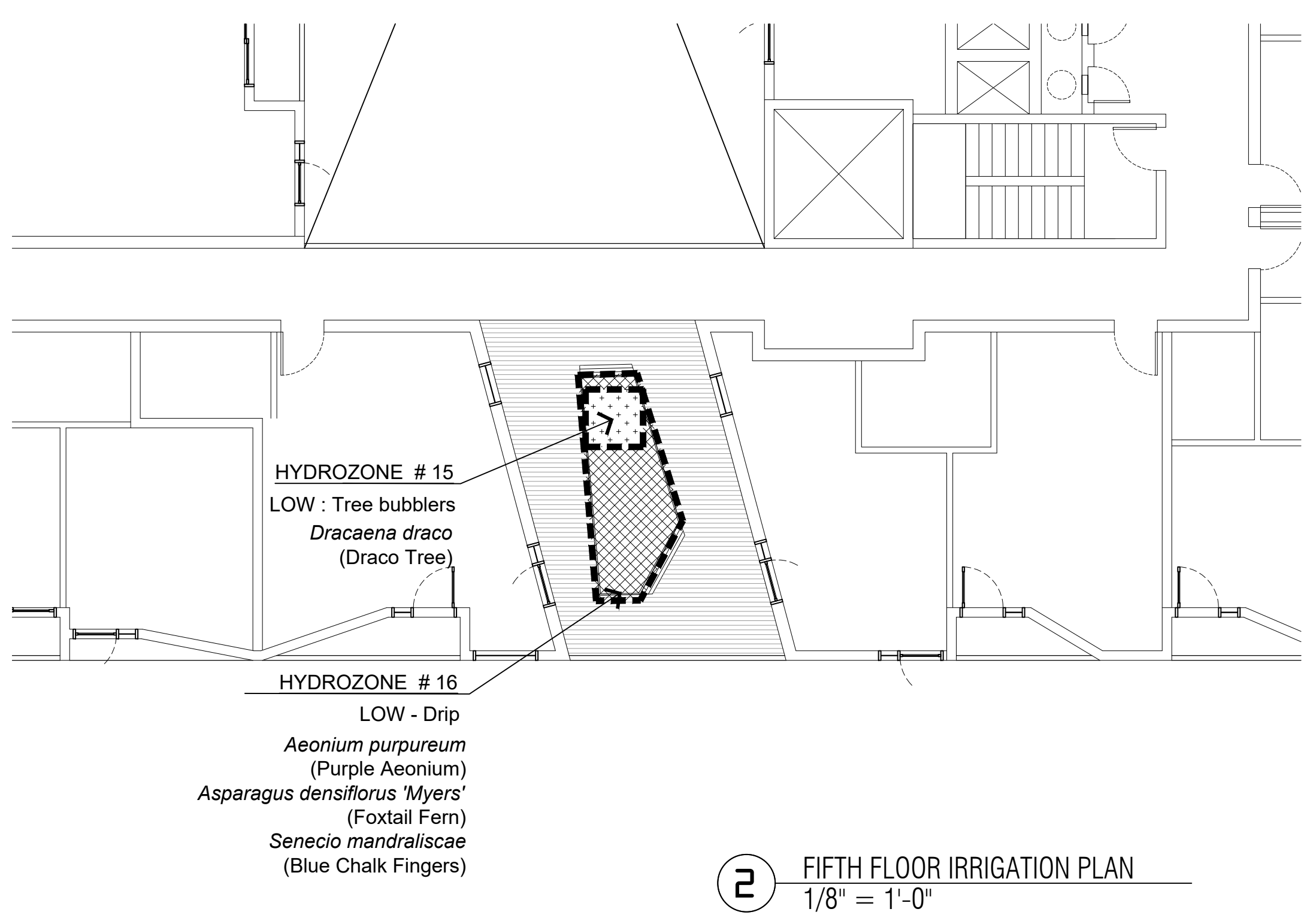
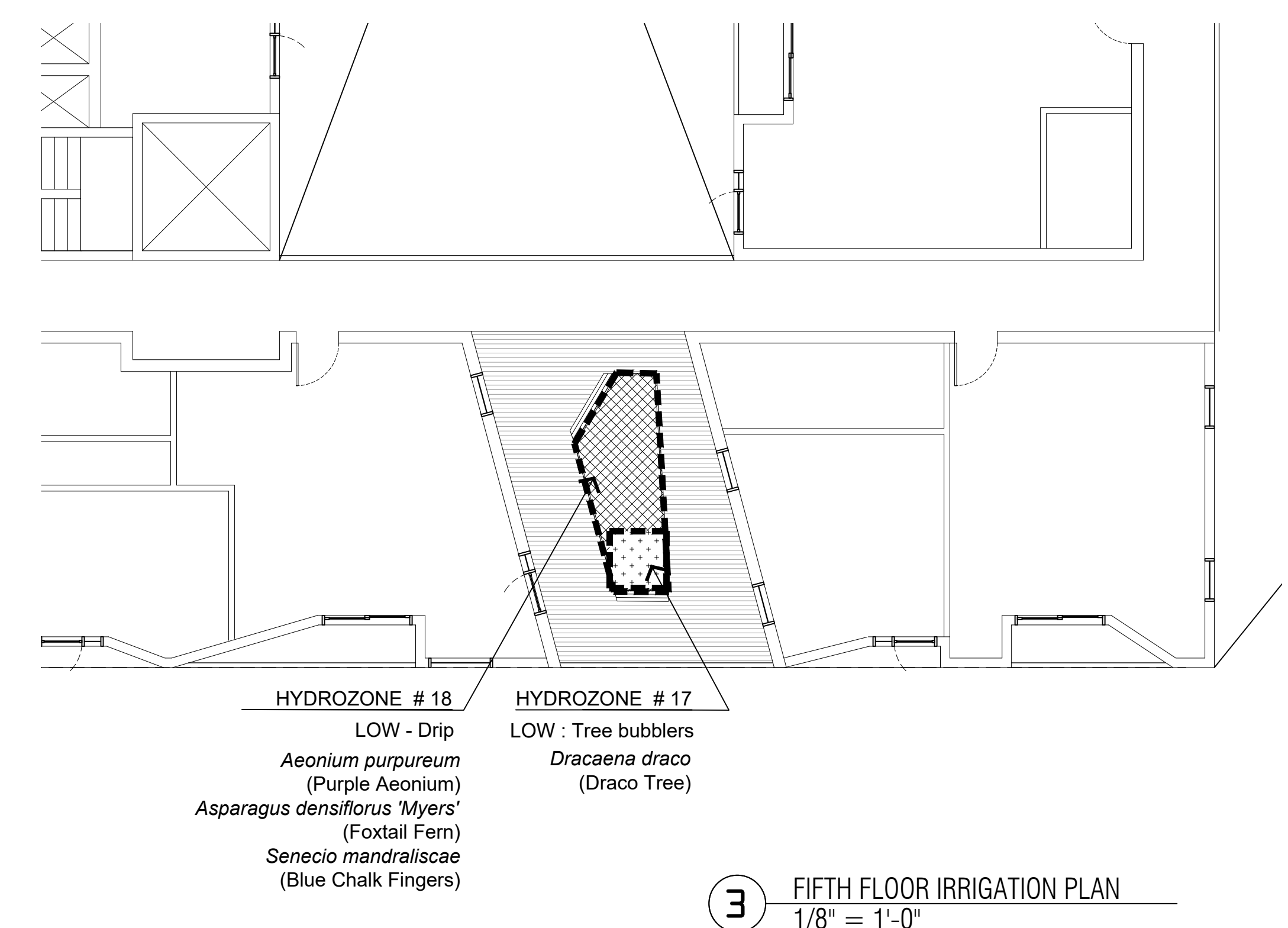
IRRIGATION PLAN  
LEVEL 2

L-2.1

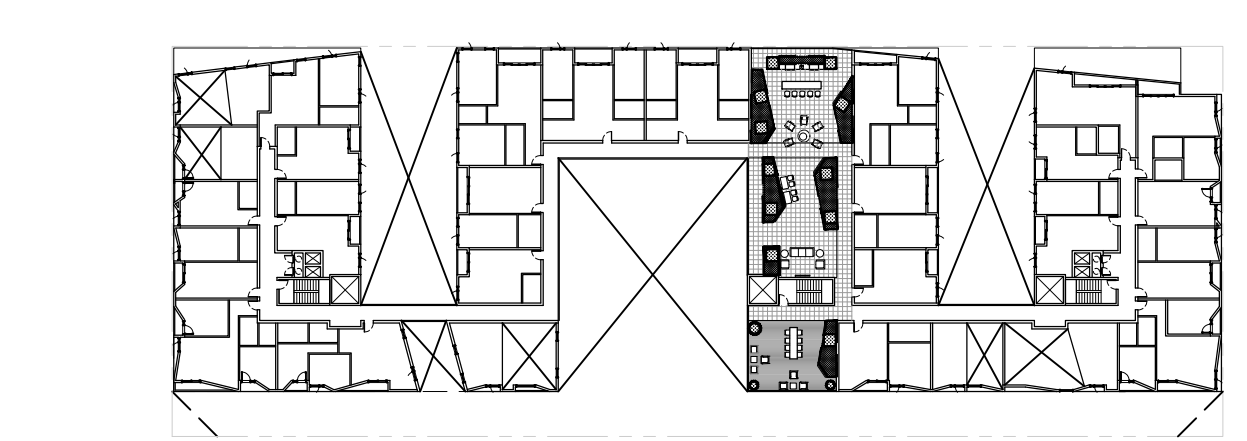
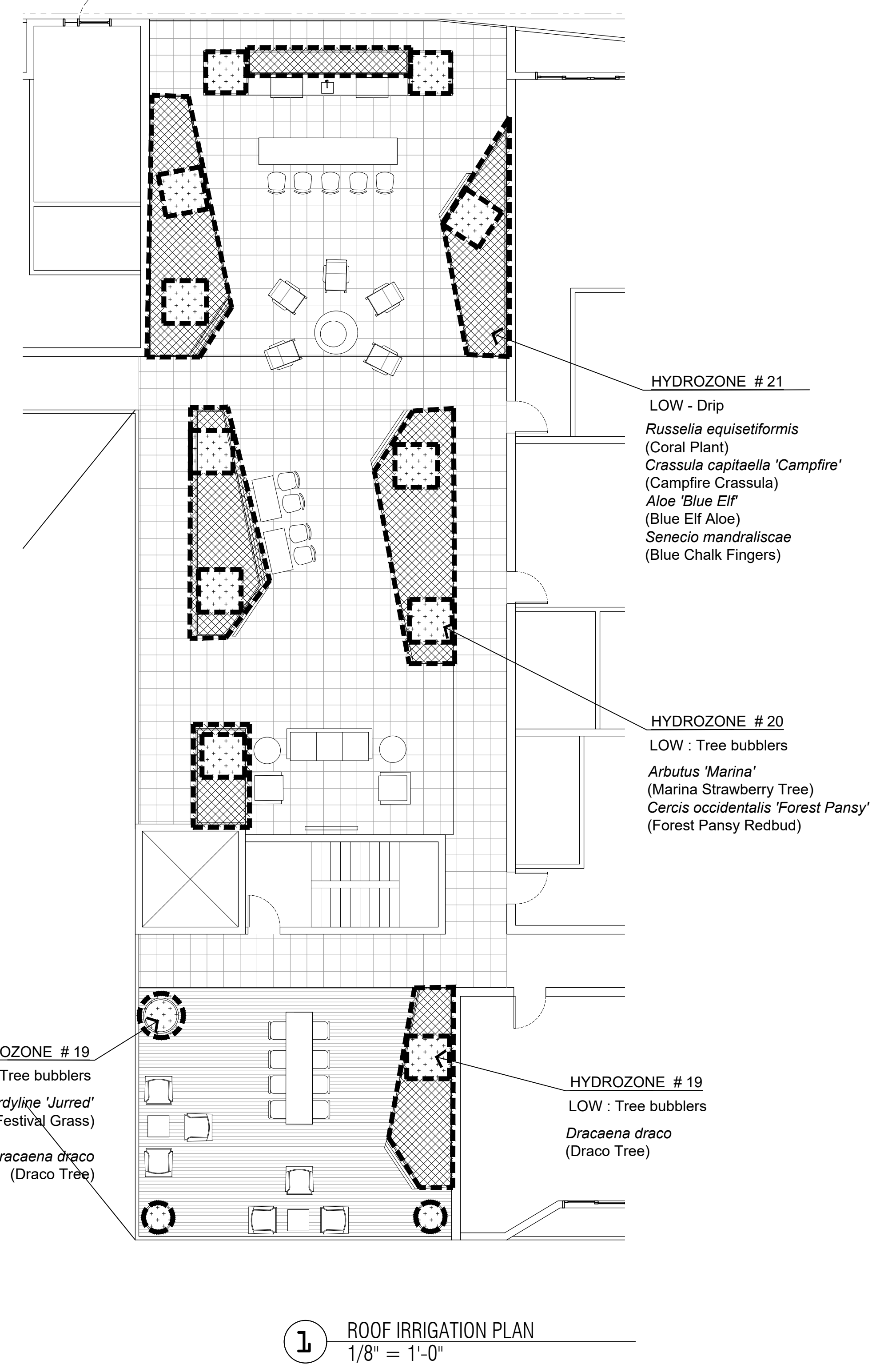


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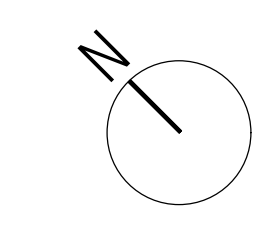
**EXHIBIT "A"**  
Page No. 27 of 28  
Case No. DIR-2023-2838-TOC-SPP-SPR-HCA



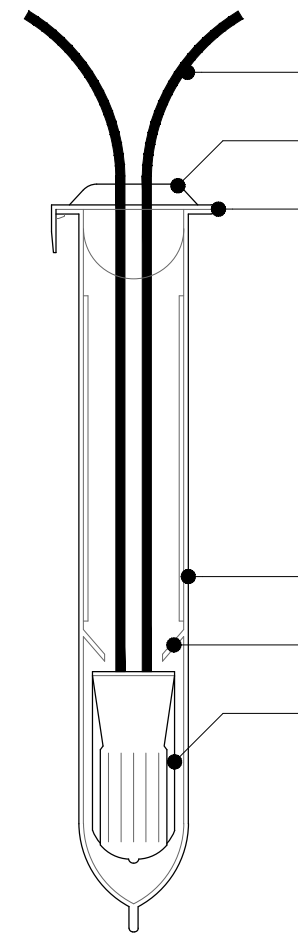
LEVEL 5 KEY PLAN



ROOF KEY PLAN







1. LOW VOLTAGE WIRES - 3 MAXIMUM
2. WIRES PASS THROUGH GROOVES IN TUBE LID TO ALLOW LID TO CLOSE
3. CLOSE TUBE LID AFTER WIRE IS INSERTED INTO TUBE
4. POLY TUBE PRE-FILLED WITH WATERPROOF GEL
5. LOCK TABS PREVENT WIRE REMOVAL ONCE CONNECTOR IS INSERTED
6. SCOTCHLOK ELECTRICAL SPRING CONNECTOR - WIRES SHALL BE PRE-STRIPPED OF 1/2" OF THE INSULATION PRIOR TO INSERTION INTO THE CONNECTOR - TWIST CONNECTOR ONTO WIRES TO SEAT FIRMLY

INSERT SCOTCHLOK CONNECTOR AND WIRES INTO TUBE UNTIL THE CONNECTOR PASSES THE LOCK TABS.

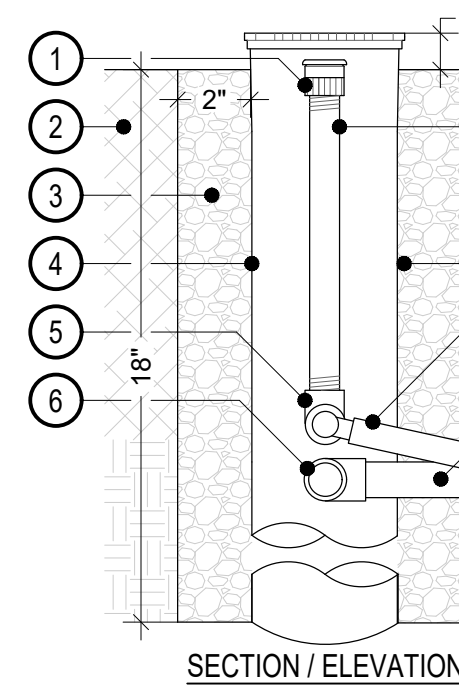
NOTES:  
WIRE CONNECTOR SHALL BE A 3M DBY DIRECT BURY SPLICE KIT.

KIT SHALL INCLUDE A SCOTCHLOK SPRING CONNECTOR, A POLYPROPYLENE TUBE AND A WATERPROOF SEALING GEL. TUBE SHALL BE SUPPLIED PRE-FILLED WITH GEL.

DIRECT BURY SPLICE KIT SHALL BE USED TO ELECTRICALLY CONNECT 2-3 #14 OR 2 #12 PRE-STRIPPED COPPER WIRES. LARGER OR GREATER QUANTITIES OF WIRES SHALL REQUIRE A LARGER APPROVED WIRE CONNECTOR.

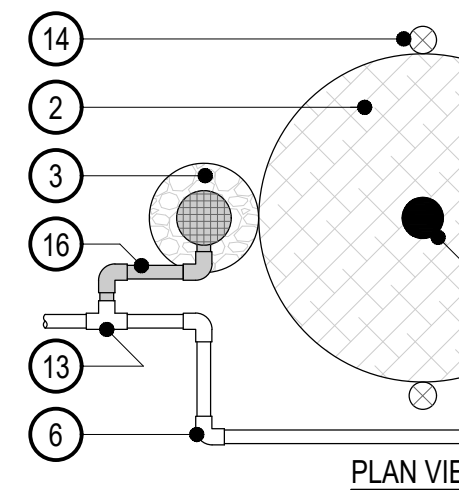
SECTION / ELEVATION

**J WATERPROOF WIRE CONNECTOR**

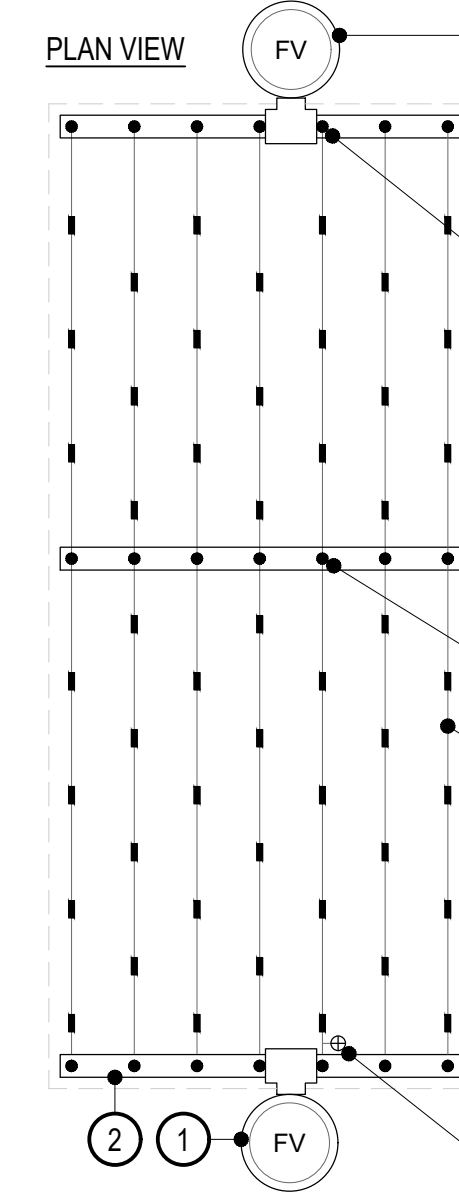


1. \*\* RAIN BIRD 1400 BUBBLER
2. ROOTBALL OF TREE
3. 2" OF PEA GRAVEL AROUND RWS
4. \*\* 4" BASKET WEAVE CANISTER
5. \*\* 1/2" ELL
6. SCH 40 PVC ELL (LATERAL LINE SIZE)
7. FINISH GRADE
8. \*\* SCH 80 PVC NIPPLE
9. NATIVE SOIL
10. USE RWS-SOCK AROUND RWS IN SANDY SOILS
11. \*\* 1/2" SWING ASSEMBLY
12. LATERAL LINE PIPING PER IRRIGATION LEGEND (PLAN SIZE)
13. SCH 40 PVC LATERAL LINE FITTING WITH 1/2" THREADED OUTLET
14. TREE STAKE PER PLANTING PLAN
15. TRUNK OF TREE
16. RAIN BIRD RWS (ROOT WATERING SYSTEM) PER IRRIGATION LEGEND (SHADED)

NOTES:  
LOCATE TREE BUBBLERS ON OPPOSITE SIDES OF THE PLANT ADJACENT TO THE ROOTBALL. LOCATE BUBBLERS AND ROUTE PIPING TO AVOID TREE STAKES AND DAMAGE TO ROOTBALL.



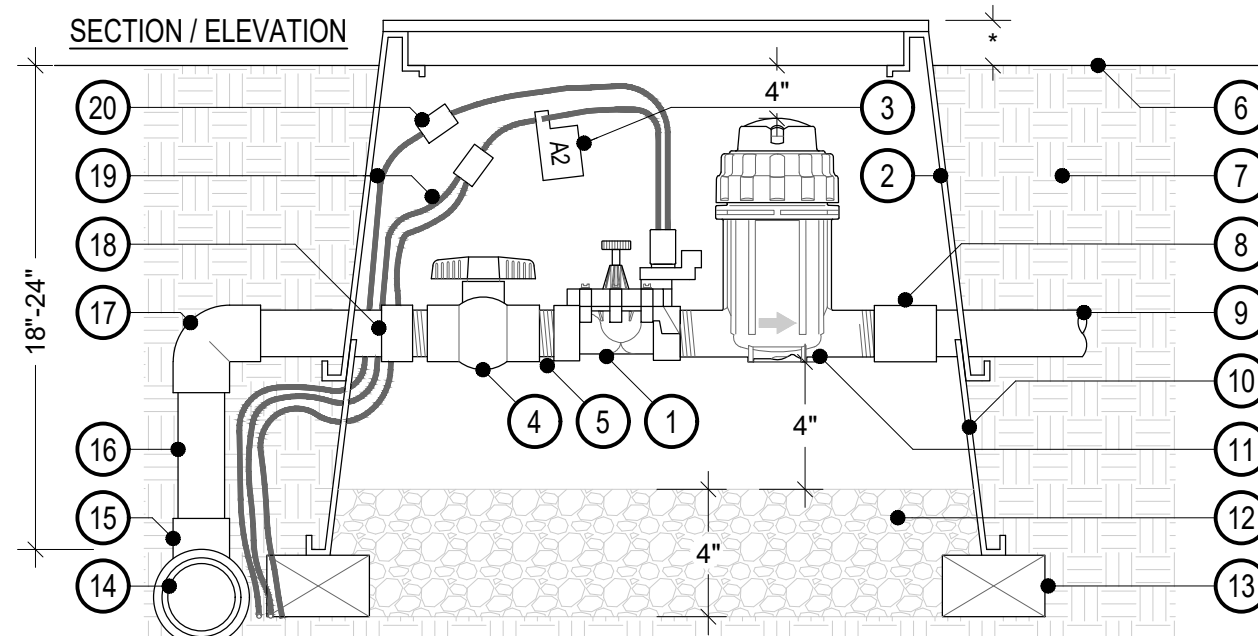
**K TREE BUBBLERS**



1. MANUAL FLUSH VALVE / OPERATION INDICATOR PLUMBED TO FLUSH MANIFOLD AT LOW POINT AND ALL END POINTS
2. PVC EXHAUST HEADER PER IRRIGATION LEGEND
3. PVC FLUSH MANIFOLD TO TUBING CONNECTION - INSERT MALE ADAPTER
4. PVC LATERAL LINE FROM DRIP ZONE VALVE PER IRRIGATION LEGEND
5. PVC SUPPLY HEADER PER IRRIGATION LEGEND
6. PVC SUPPLY HEADER TO TUBING CONNECTION - TYPICAL
7. DRIP LINE TUBING PER IRRIGATION LEGEND
8. PERIMETER LATERALS APPROXIMATELY 6" FROM PLANTER EDGE
9. AREA PERIMETER
10. AIR RELEASE VALVE AT SYSTEM HIGH POINT

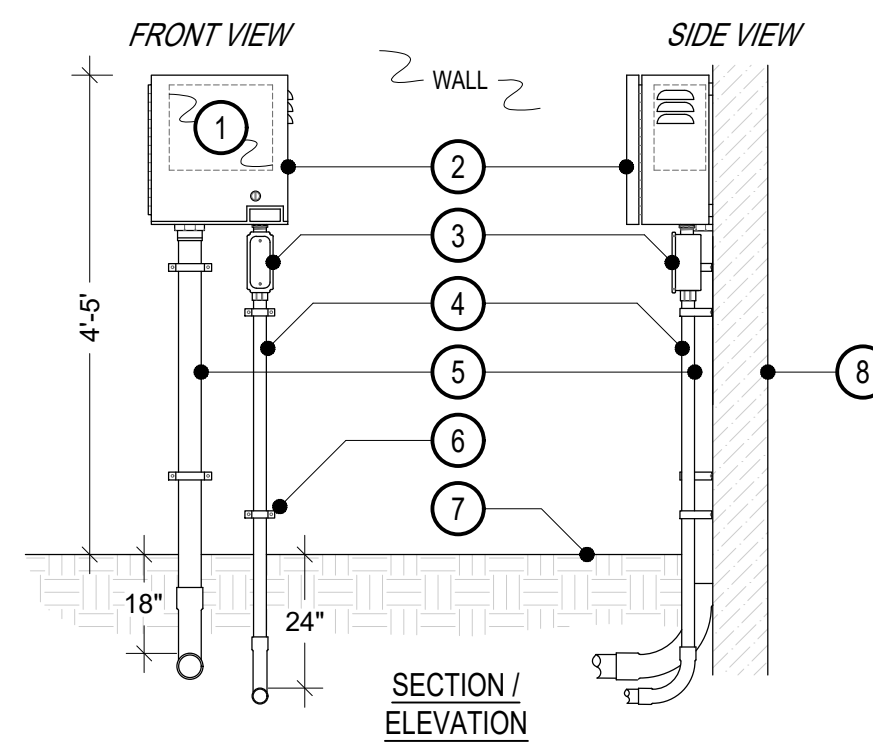
NOTES:  
LAYOUT OUT EMITTERS IN TRIANGULAR PATTERN  
THE TOTAL LENGTH OF ALL INTERCONNECTED DRIP LINE SHALL NOT EXCEED THE MAXIMUM RUN LENGTH RECOMMENDED BY THE MANUFACTURER. REFER TO THE MANUFACTURER'S GUIDELINES AND INSTALLATION DETAILS FOR THE INSTALLATION OF ALL DRIP LINE SYSTEMS. QUANTITY AND LOCATION OF ALL FLUSH VALVES AND AIR RELEASE VALVES SHALL MEET THE MANUFACTURER'S GUIDELINES.

**L DRIP LINE SYSTEM - TYPICAL LAYOUT**



1. REMOTE CONTROL VALVE PER LEGEND
2. RECTANGULAR JUMBO PLASTIC VALVE BOX WITH LOCKING LID (NDS PRO-SPEC SERIES) HEAT BRAND STATION NUMBER AND "DZ" ON LID IN 2" HIGH BLOCK LETTERS
3. I.D. TAG WITH STATION NUMBER PRINTED ON IT (CHRISTY'S #ID-STD-Y1)
4. SCH 80 PVC BALL VALVE
5. SCH 80 PVC CLOSE NIPPLE
6. FINISH GRADE
7. NATIVE SOIL
8. SCH 40 PVC FEMALE ADAPTER
9. PVC PIPING TO SYSTEM (CONNECT AND ADAPT AS NECESSARY)
10. RECTANGULAR PLASTIC VALVE BOX USED AS EXTENSION (NDS #318B)
11. REGULATING BASKET STRAINER PER LEGEND
12. FILL BASE OF BOX WITH PEA GRAVEL
13. COMMON BRICK SUPPORTS (4 REQUIRED)
14. MAINLINE PIPING PER IRRIGATION LEGEND (PLAN SIZE)
15. SCH 40 PVC MAINLINE FITTING WITH 1" OUTLET
16. 1" SCH 40 PVC MAINLINE PIPING (LENGTH AS REQUIRED)
17. 1" SCH 40 PVC ELL
18. SCH 40 PVC MALE ADAPTER
19. #14 UF WIRES TO CONTROLLER (COLOR CODED)
20. WATERPROOF WIRE CONNECTOR (2 REQUIRED)

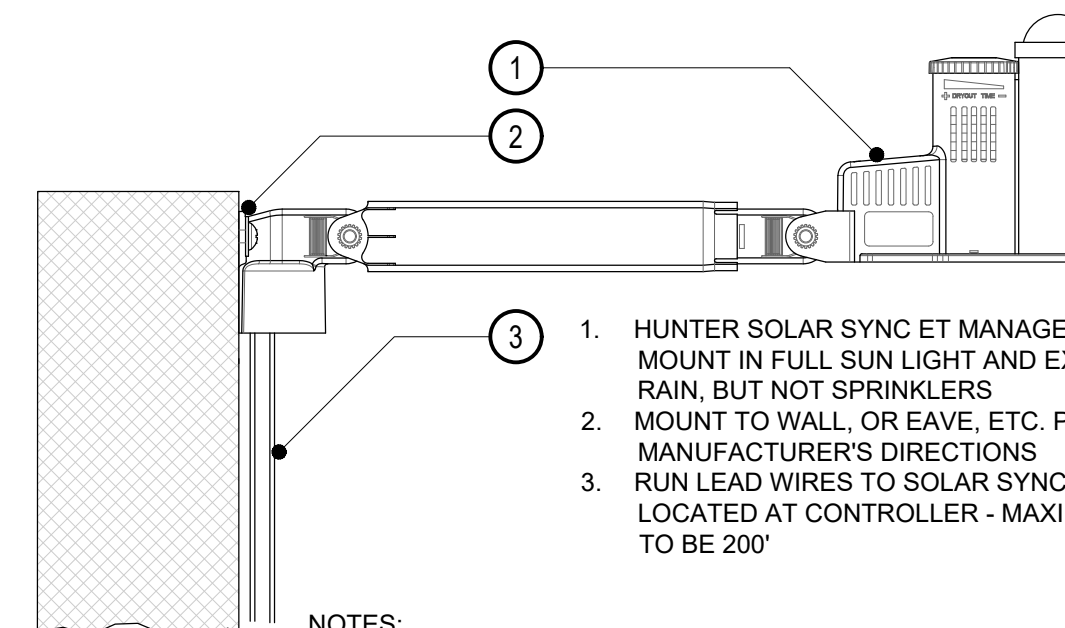
**G DRIP ZONE VALVE ASSEMBLY**



1. AUTOMATIC WALL MOUNT CONTROLLER PER LEGEND
2. V.I.T. CONTROLLER ENCLOSURE PER LEGEND AND/OR NOTES
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.

**EXHIBIT "A"**  
Page No. 28 of 28  
Case No. DIR-2023-2838-TOC-SPP-SPR-HCA

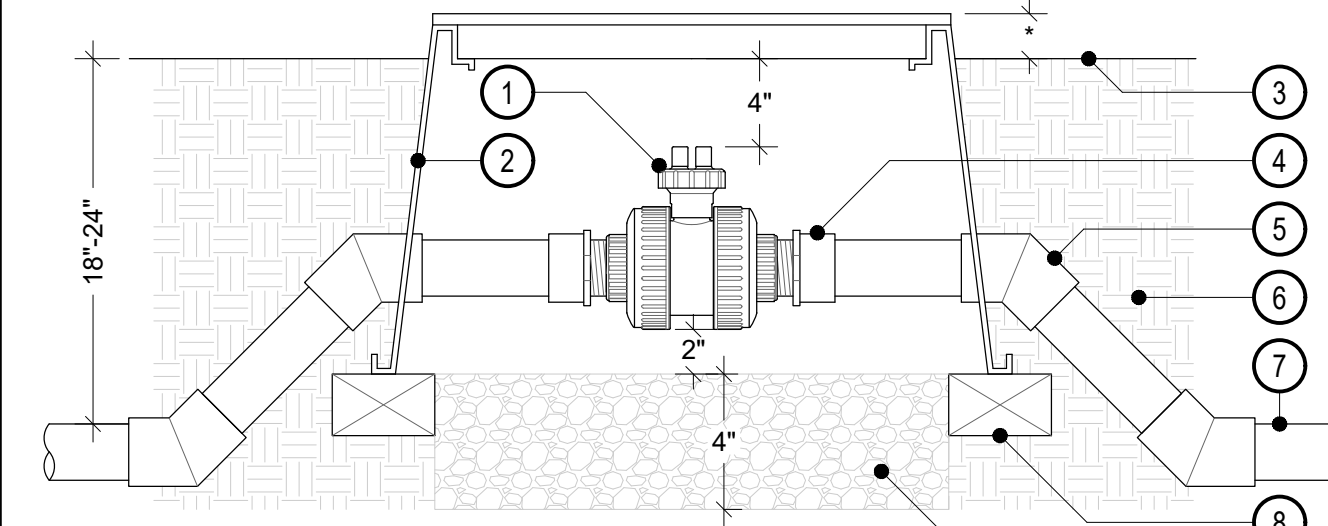
**H SMAR**



1. HUNTER SOLAR SYNC ET MANAGEMENT SYSTEM - MOUNT IN FULL SUN LIGHT AND EXPOSURE TO RAIN, BUT NOT SPRINKLERS
2. MOUNT TO WALL, OR EAVE, ETC. PER THE MANUFACTURER'S DIRECTIONS
3. RUN LEAD WIRES TO SOLAR SYNC MODULE LOCATED AT CONTROLLER - MAXIMUM WIRE RUN TO BE 200'

NOTES:  
A. INSTALL, MOUNT, AND WIRE THE SOLAR SYNC PER THE MANUFACTURER'S DIRECTIONS.  
B. FINAL SOLAR SYNC LOCATION TO BE DETERMINED IN THE FIELD AND APPROVED BY THE OWNER.  
C. FINAL SOLAR SYNC LOCATION SHALL BE IN A LOW VISIBILITY AREA WITH MAXIMUM VANDAL RESISTANCE.  
D. FOR MOST ACCURATE TEMPERATURE SENSING, LOCATE THE SOLAR SYNC SO THAT IT IS EXPOSED TO SUN AS MUCH AS POSSIBLE.  
E. THE SOLAR SYNC HAS AN INTEGRATED BRACKET FOR MOUNTING. USE ANY COMBINATION OF ADAPTERS / FITTINGS AS MAY BE REQUIRED TO MOUNT IN THE SPECIFIC LOCATION FOR THIS SITE.  
F. ALL WIRING FROM THE STATION TO THE CONTROLLER SHALL BE IN CONDUIT.

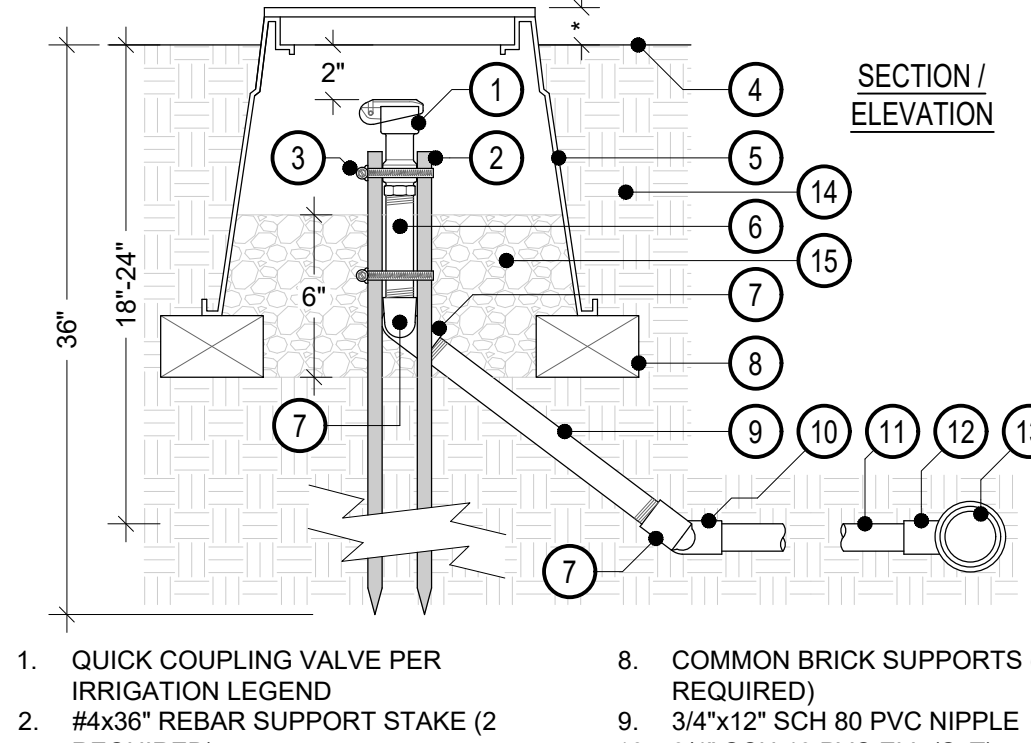
**I WIRELESS ET / RAIN SENSOR**



1. BALL VALVE PER IRRIGATION LEGEND (MAINLINE SIZE)
2. RECTANGULAR PLASTIC VALVE BOX WITH LOCKING LID (NDS PRO-SPEC SERIES) HEAT BRAND "BV" ON LID IN 2" HIGH BLOCK LETTERS
3. FINISH GRADE
4. SCH 40 PVC MALE ADAPTER (2 REQUIRED)
5. SCH 40 PVC 45 DEGREE ELL (4 REQUIRED)
6. NATIVE SOIL
7. MAINLINE PIPING PER IRRIGATION LEGEND
8. COMMON BRICK SUPPORTS (4 REQUIRED)
9. FILL BASE OF BOX WITH PEA GRAVEL \* 1/2" IN TURF AREAS, 2" IN SHRUB AREAS

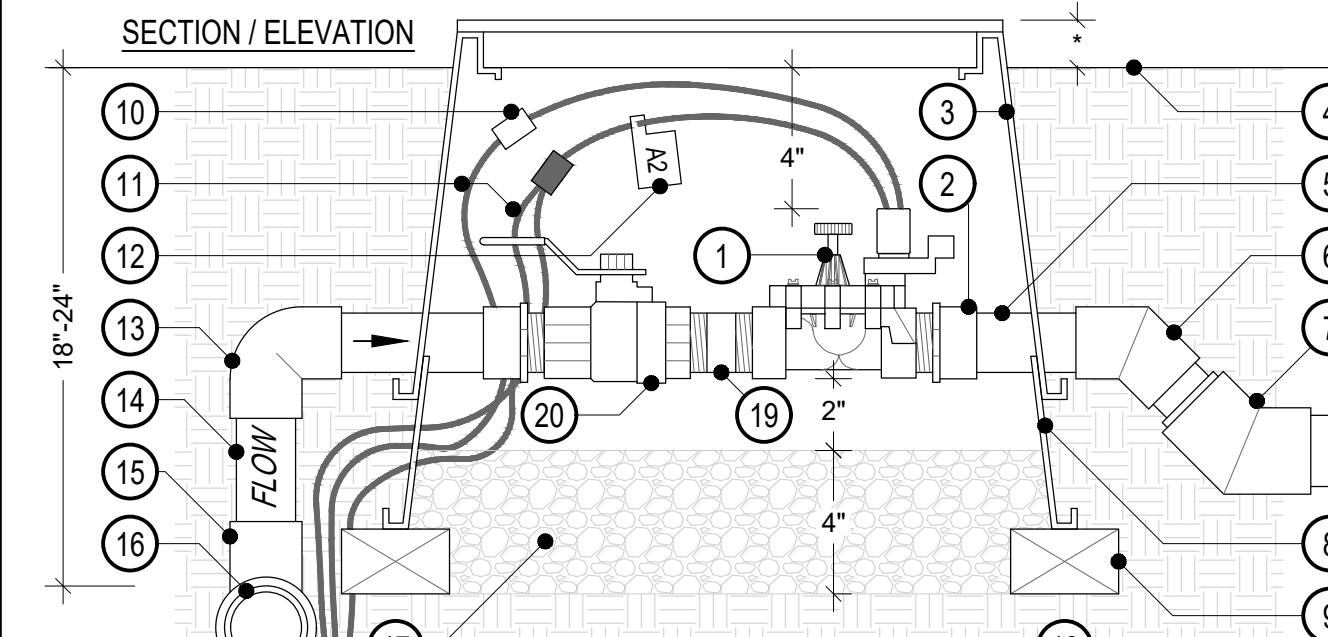
NOTES:  
PROVIDE TWO (2) STANDARD SPRINKLER TEES AS PART OF TURN-OVER ITEMS FOR BALL VALVE OPERATION.

**D BALL VALVE**



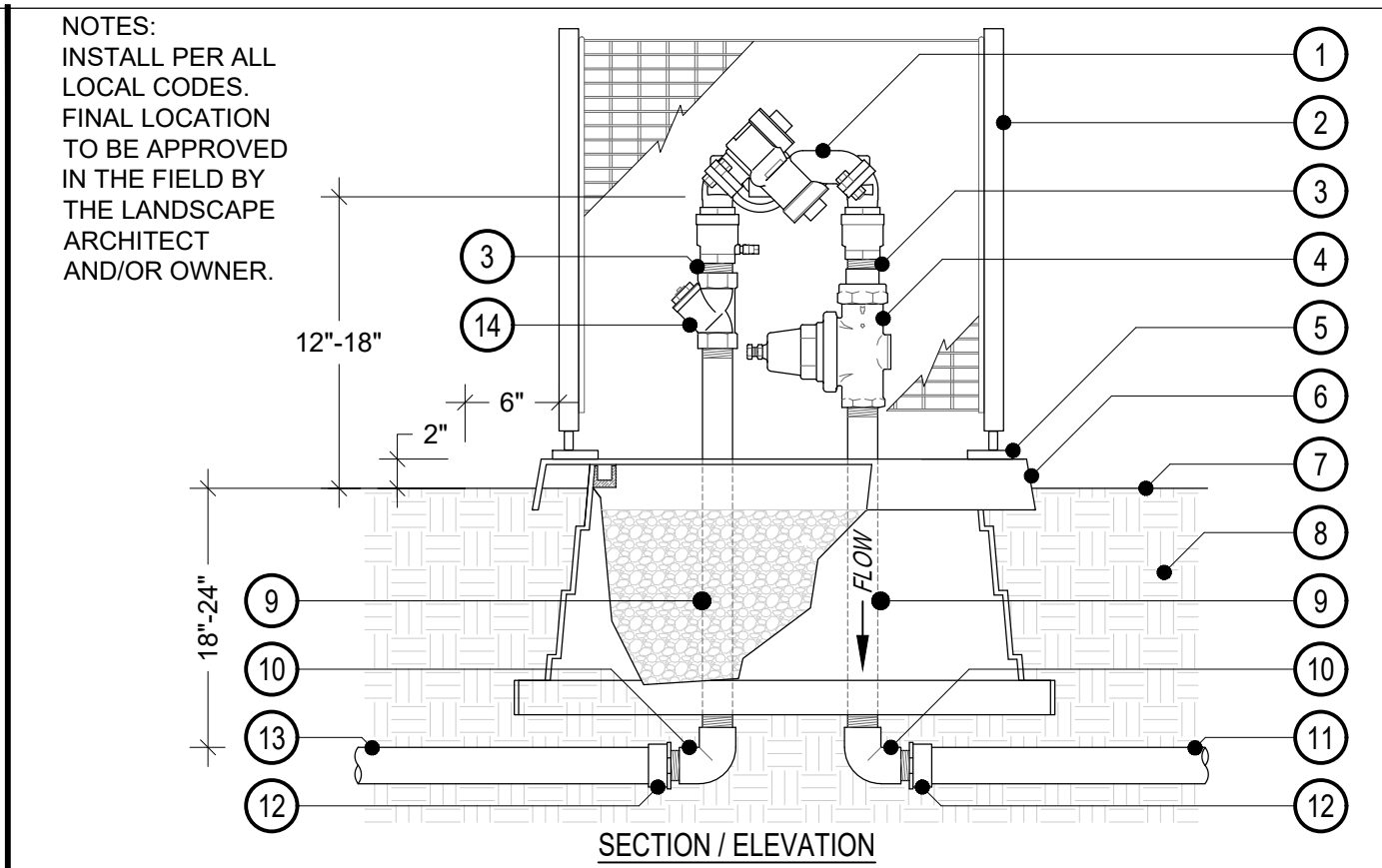
1. QUICK COUPLING VALVE PER IRRIGATION LEGEND
2. #4x36" REBAR SUPPORT STAKE (2 REQUIRED)
3. STAINLESS STEEL CLAMP (2 REQUIRED)
4. FINISH GRADE
5. 10" ROUND PLASTIC VALVE BOX WITH LOCKING LID (NDS PRO-SPEC SERIES) HEAT BRAND "QCV" ON LID IN 2" HIGH BLOCK LETTERS
6. 3/4"x36" SCH 80 PVC NIPPLE
7. 3/4" SCH 40 PVC STREET ELL (3 REQUIRED)
8. COMMON BRICK SUPPORTS (3 REQUIRED)
9. 3/4"x12" SCH 80 PVC NIPPLE
10. 3/4" SCH 40 PVC ELL (SXT)
11. 3/4" SCH 40 PVC MAINLINE (12" MINIMUM LENGTH)
12. SCH 40 PVC MAINLINE FITTING (TEE OR ELL) WITH 3/4" SLIP OUTLET
13. MAINLINE PIPING PER IRRIGATION LEGEND (PLAN SIZE)
14. NATIVE SOIL
15. FILL BASE OF BOX WITH PEA GRAVEL \* 1/2" IN TURF AREAS, 2" IN SHRUB AREAS

**E QUICK COUPLING VALVE**



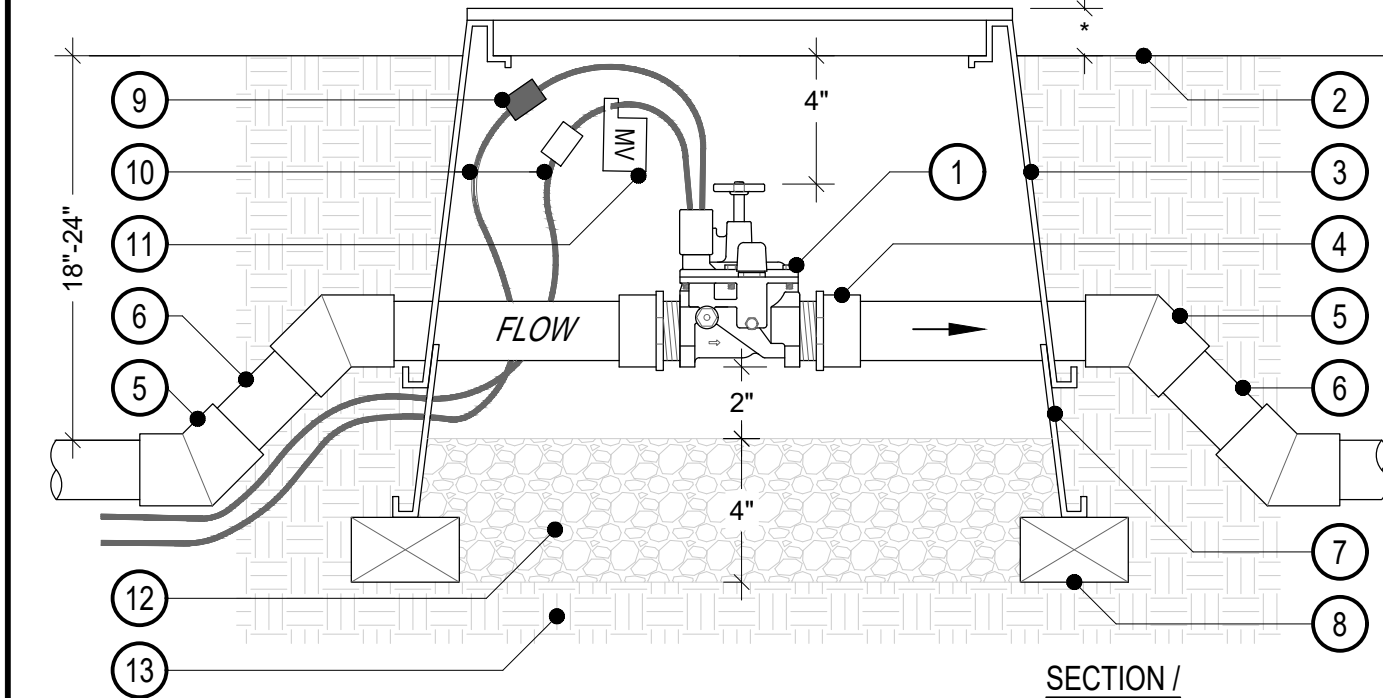
1. REMOTE CONTROL VALVE PER IRRIGATION LEGEND
2. SCH 40 PVC MALE ADAPTER (2 REQUIRED) VALVE SIZE
3. RECTANGULAR PLASTIC VALVE BOX WITH LOCKING LID (NDS PRO-SPEC SERIES) HEAT BRAND STATION NUMBER ON LID IN 2" HIGH BLOCK LETTERS
4. FINISH GRADE
5. PVC LATERAL LINE PER IRRIGATION LEGEND (VALVE SIZE)
6. SCH 40 PVC 45 DEGREE ELL
7. SCH 40 PVC 45 DEGREE ELL (BUSH UP TO LATERAL LINE PLAN SIZE)
8. RECTANGULAR PLASTIC VALVE BOX EXTENSION AS REQUIRED
9. COMMON BRICK SUPPORTS (4 REQUIRED)
10. WATER PROOF WIRE CONNECTORS (2 REQUIRED)
11. #14 UF WIRES TO CONTROLLER (COLOR CODED)
12. I.D. TAG WITH STATION NUMBER PRINTED ON IT (CHRISTY'S #ID-STD-Y1)
13. SCH 40 PVC ELL (VALVE SIZE)
14. MAINLINE PIPING PER IRRIGATION LEGEND (VALVE SIZE)
15. SCH 40 PVC TEE (OUTLET TO BE VALVE SIZE)
16. MAINLINE PIPING PER IRRIGATION LEGEND (PLAN SIZE)
17. FILL BASE OF BOX WITH PEA GRAVEL
18. NATIVE SOIL
19. SCH 80 PVC THREADED NIPPLE (3")
20. BALL VALVE PER IRRIGATION LEGEND (SAME SIZE AS RCV) \* 1/2" IN TURF AREAS, 2" IN SHRUB AREAS

**F**



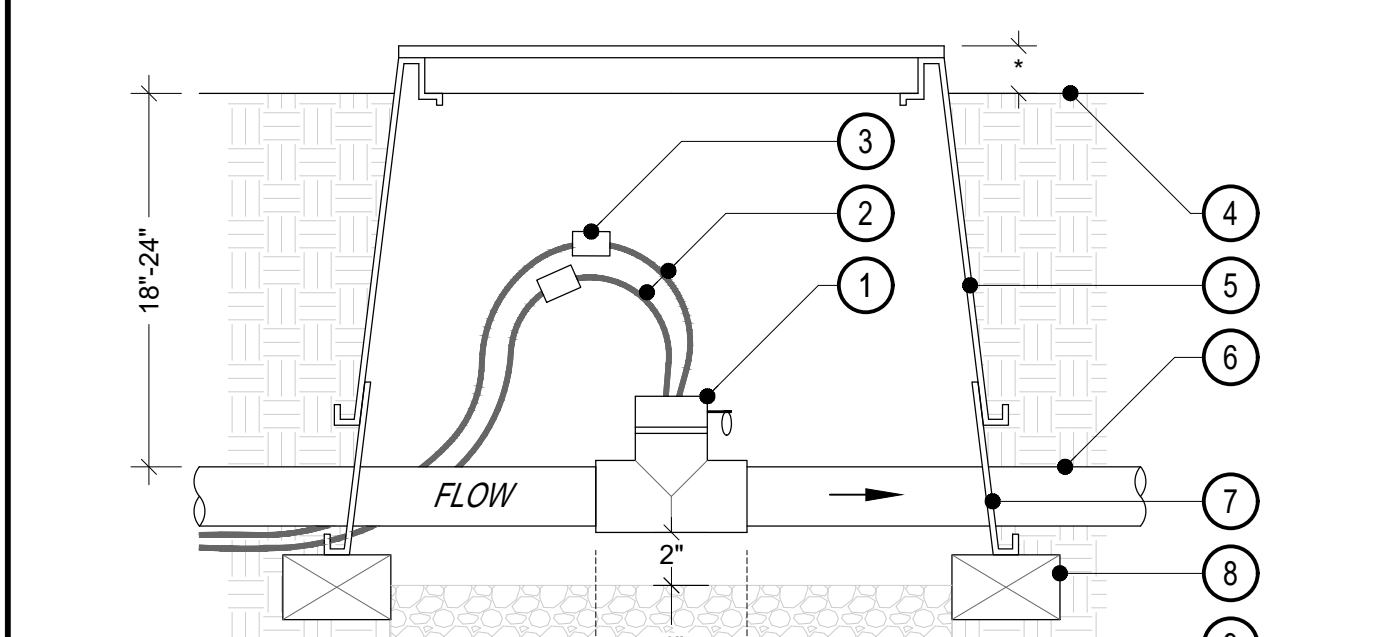
1. REDUCED PRESSURE BACKFLOW PREVENTER PER IRRIGATION LEGEND
2. V.I.T. BACKFLOW PREVENTER ENCLOSURE (RBBCC-3055)
3. BRASS CLOSE NIPPLE (R/P SIZE)
4. WILKINS 500XL SERIES PRESSURE REGULATOR (R/P SIZE) IF SPECIFIED
5. MOUNT ENCLOSURE TO QUICK PAD PER MANUFACTURER
6. V.I.T. STRONG BOX QP-30BF QUICK PAD (+/- 32"x19" FOOTPRINT)
7. FINISH GRADE
8. NATIVE SOIL
9. BRASS NIPPLE (R/P SIZE) LENGTH AS REQUIRED
10. BRASS ELL (R/P SIZE)
11. MAINLINE PIPING PER IRRIGATION LEGEND (TO SYSTEM)
12. SCH 80 PVC MALE ADAPTER (BUSH UP TO MAINLINE PLAN SIZE WHERE R/P DEVICE IS SMALLER THAN MAINLINE SIZE)
13. MAINLINE PIPING PER IRRIGATION LEGEND (FROM P.O.C.)
14. WILKINS YBP-80 STRAINER (R/P SIZE)

**A REDUCED PRESSURE BACKFLOW PREVENTER**



1. MASTER VALVE PER IRRIGATION LEGEND
2. FINISH GRADE
3. RECTANGULAR PLASTIC VALVE BOX WITH LOCKING LID (NDS PRO-SPEC SERIES) HEAT BRAND "MV" ON LID IN 2" HIGH BLOCK LETTERS
4. SCH 40 PVC MALE ADAPTER (2 REQUIRED) USE REDUCING ADAPTERS WHERE MAINLINE IS LARGER THAN VALVE
5. SCH 40 PVC 45 DEGREE ELL (4 REQUIRED)
6. MAINLINE PIPING PER IRRIGATION LEGEND (PLAN SIZE)
7. RECTANGULAR PLASTIC VALVE BOX EXTENSION AS REQUIRED
8. COMMON BRICK SUPPORTS (4 REQUIRED)
9. WATERPROOF WIRE CONNECTORS (2 REQUIRED)
10. #14 UF WIRES TO CONTROLLER (COLOR CODE DIFFERENTLY THAN COMMON WIRE, CONTROL WIRES, AND FLOW SENSOR WIRES)
11. I.D. TAG WITH "MV" PRINTED ON IT (CHRISTY'S #ID-STD-Y1)
12. FILL BASE OF BOX WITH PEA GRAVEL
13. NATIVE SOIL
14. \* 1/2" IN TURF AREAS, 2" IN SHRUB AREAS

**B MASTER VALVE**



1. FLOW SENSOR PER IRRIGATION LEGEND
2. #14 UF WIRES TO CONTROLLER (COLOR CODE DIFFERENTLY THAN COMMON WIRE, CONTROL WIRES, AND MASTER VALVE WIRES)
3. WATERPROOF WIRE CONNECTORS (2 REQUIRED)
4. FINISH GRADE
5. RECTANGULAR PLASTIC VALVE BOX WITH LOCKING LID (NDS PRO-SPEC SERIES) HEAT BRAND "FS" ON LID IN 2" HIGH BLOCK LETTERS
6. MAINLINE PIPING PER IRRIGATION LEGEND (SENSOR SIZE)
7. RECTANGULAR PLASTIC VALVE BOX EXTENSION AS REQUIRED
8. COMMON BRICK SUPPORTS (4 REQUIRED)
9. FILL BASE OF BOX WITH PEA GRAVEL
10. NATIVE SOIL
11. \* 1/2" IN TURF AREAS, 2" IN SHRUB AREAS

**C FLOW SENSOR**



**EXHIBIT E – CATEGORICAL EXEMPTION**

E.1 – NOTICE OF EXEMPTION (ENV-2023-2839-CE)

E.2 – CLASS 32 JUSTIFICATIONS (ENV-2023-2839-CE)

E.3 – NOISE AND VIBRATION STUDY

E.4 – AIR QUALITY STUDY

E.5 – TRANSPORTATION ASSESSMENT

E.6 – DEPARTMENT OF TRANSPORTATION (LADOT) CORRESPONDENCE

COUNTY CLERK'S USE

**CITY OF LOS ANGELES**

OFFICE OF THE CITY CLERK  
200 NORTH SPRING STREET, ROOM 395  
LOS ANGELES, CALIFORNIA 90012

**CALIFORNIA ENVIRONMENTAL QUALITY ACT**

**NOTICE OF EXEMPTION**

(PRC Section 21152; CEQA Guidelines Section 15062)

Pursuant to Public Resources Code § 21152(b) and CEQA Guidelines § 15062, the notice should be posted with the County Clerk by mailing the form and posting fee payment to the following address: Los Angeles County Clerk/Recorder, Environmental Notices, P.O. Box 1208, Norwalk, CA 90650. Pursuant to Public Resources Code § 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS  
DIR-2023-2838-TOC-SPP-SPR-HCA

LEAD CITY AGENCY <b>City of Los Angeles (Department of City Planning)</b>	CASE NUMBER ENV-2023-2839-CE
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PROJECT TITLE DIR-2023-2838-TOC-SPP-SPR-HCA	COUNCIL DISTRICT 4 – Raman
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PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) <b>4579 West Hollywood Boulevard (4601- 4627 W. Hollywood Boulevard; 4571- 4579 W. Hollywood Boulevard; 1561 N. Lyman Place)</b>	<input type="checkbox"/> Map attached.
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PROJECT DESCRIPTION: The demolition of a commercial building and surface parking lot and the construction, use and maintenance of a seven-story, 174,021 square-foot, 181-unit mixed-use building. The proposed project includes the removal of 4 existing street trees and no protected trees or shrubs. The proposed project will include the grading and export of approximately 41,093 cubic yards of earth.	<input checked="" type="checkbox"/> Additional page(s) attached.
---	--

NAME OF APPLICANT / OWNER:  
**Kristin Harrison (Owner)**

CONTACT PERSON (If different from Applicant/Owner above) <b>Warren Techentin (Representative)</b>	(AREA CODE) TELEPHONE NUMBER (323) 664-4500	EXT.
--	--	------

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

STATE CEQA STATUTE & GUIDELINES

STATUTORY EXEMPTION(S)  
Public Resources Code Section(s) \_\_\_\_\_

CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)  
CEQA Guideline Section(s) / Class(es) Section 15332 / Class 32

OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b) )  
\_\_\_\_\_

JUSTIFICATION FOR PROJECT EXEMPTION:  Additional page(s) attached

In-fill development meeting the conditions described in CEQA Guidelines 15332: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered, rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services

None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.

The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.  
If different from the applicant, the identity of the person undertaking the project.

**CITY STAFF USE ONLY:**

CITY STAFF NAME AND SIGNATURE Danalynn Dominguez 	STAFF TITLE City Planner
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ENTITLEMENTS APPROVED  
TOC-SPP-SPR- HCA (See Case No. DIR-2023-2838-TOC-SPP-SPR-HCA)



## JUSTIFICATION FOR CATEGORICAL EXEMPTION CASE NO. ENV-2023-2839-CE

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The Department of City Planning determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject Project as Categorically Exempt under Section 15332 (Class 32), Case No. ENV-2023-2839-CE, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

### **Project Description**

The proposed project is for the demolition of a commercial building and surface parking lot and the construction, use and maintenance of a seven-story, 174,021 square-foot, 181-unit mixed-use building, measuring 88 feet in height. The applicant is setting aside 11 percent of the total 181 units and a minimum of 11 percent of the base 122 units, respectively, for Extremely Low-Income Households. The building will contain 174,021 square feet of floor area with a 3.85:1 FAR. The unit mix will be comprised of 49 studios, 79 one-bedroom units, and 53 two-bedroom units. The project also includes 15,398 square feet of commercial floor area, which comprises a 0.35:1 FAR. There will be 238 automobile parking spaces, 31 of which would be commercial and residential guest parking spaces. The project also includes 92 bicycle parking spaces, and 16,821 square feet of usable open space. The number of units and size is not unusual for the vicinity of the subject site and is similar in scope to other existing multi-family dwellings in the area. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

Additionally, the applicant proposes the following haul route:

Location of Staging Area: 4579-4627 West Hollywood Boulevard and 1561 Lyman Place

Location of Disposal Site for Exported Soil: Scholl Canyon Landfill

Loaded Trucks: Head Northwest toward Hollywood Boulevard, Left onto Hillhurst Avenue, North on Hillhurst Avenue toward Franklin Avenue, Right onto Los Feliz Boulevard, Right to merge onto I-5 N Fwy, Exit 144A for California Route-134 E toward Pasadena, Merge onto CA-134 E, Exit 11 toward Figueroa Street, Right onto Figueroa Street, Continue onto Figueroa Street to Scholl Canyon Landfill.

Emptied Trucks: Scholl Canyon Landfill, Continue Northeast on N. Figueroa Street, Right onto CA-134 W toward Ventura, Merge onto CA-134 W, Exit 5 and Merge onto 1-5 South towards LA, Exit 141 toward Los Feliz Boulevard, Merge onto Los Feliz Boulevard, Continue on Los Feliz Boulevard, Left onto Hillhurst Avenue, Right onto Hollywood Boulevard to Project Site.

**CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions**

The City has considered whether the Proposed Project is subject any of the five (5) exceptions that would prohibit the use of a categorical exemption as set forth in State CEQA Guidelines Section 15300.2. There are five (5) Exceptions which must be considered in order to find a project exempt under CEQA: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

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

The project is located at 4579 West Hollywood Boulevard (4601- 4627 W. Hollywood Boulevard; 4571- 4579 W. Hollywood Boulevard; 1561 N. Lyman Place) within the Hollywood Community Plan. There are currently 10 projects, dating back to March 31, 2016, which are either currently filed with the Department of City Planning or have received a Letter of Determination from the Department of City Planning but have yet to receive a Certificate of Occupancy from the Los Angeles Department of Building and Safety (LADBS). As such, there are projects within 1,320 feet of the same type and in the same place as the subject project.

<b>PROJECTS WITHIN A QUARTER-MILE FROM THE SUBJECT SITE</b>			
Address	Case Number	Date Filed	Scope of Work
1820 N. Berendo Street	DIR-2023-5133-TOC-SPP-HCA	08/20/2023	New 7-unit residential building
1839 N. Kenmore Avenue	DIR-2022-8813-SPP-HCA	12/05/2022	Six (6) new small lot dwelling units
4477 W. Hollywood Boulevard	DIR-2022-4692-TOC-SPP-VHCA	06/30/2022	New 29-unit mixed use building
1718 N. Vermont Avenue	DIR-2022-587-SPP	01/27/2022	New commercial building
1419 N. New Hampshire Avenue	DIR-2021-4977-TOC-SPP-HCA	06/15/2021	New 62-unit apartment building
1318 N. Lyman Place	APCC-2020-1764-SPE-SPP-SPR	3/13/2020	New medical office building
1666 N. Vermont Avenue	DIR-2019-6738-SPPA-SPP-TOC-SPR	11/12/2019	New 139-unit mixed use building



4649 W. Maubert Avenue	DIR-2019-3760-TOC-SPP-SPR	06/25/2019	New 153-unit mixed use building
1225 N. Vermont Avenue	DIR-2019-909-TOC-SPP	02/13/2019	New 58-unit mixed use building
4718 W. Franklin Avenue	APCC-2016-3327-SPE-SPP	09/01/2016	New 6-unit residential building
4311 W. Sunset Boulevard	CPC-2016-1104-DB-SPR	03/31/2016	New 108-unit mixed use building

According to SCAQMD, individual construction projects that do not exceed the SCAQMD's recommended daily thresholds for project-specific impacts would not cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. Construction-related daily emissions at the project site would not exceed SCAQMD's regional or localized significance thresholds. Furthermore, an Air Quality Study prepared by Rincon Consultants on August 1, 2024, concluded that any cumulative impacts would be less than significant. Therefore, the project's contribution to cumulative construction-related regional emissions would not be cumulatively considerable and therefore would be less than significant. Construction of the project also would have a less-than-significant impact with regard to localized emissions.

As noise is a localized phenomenon and decreases in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the proposed project to result in cumulatively considerable noise impacts. These above noted projects will begin construction and end construction at different timelines, with minor overlap between projects. Furthermore, a Noise Study prepared by Rincon Consultants on July 15, 2024, concluded that any cumulative impacts would be less than significant.

Moreover, the proposed project includes a haul route approval for the export of up to 41,093 cubic yards earth. According to Navigate LA, within 500 feet of the subject site, there is one (1) other haul route approved and no other haul route applications being processed. The approved haul route is for the following property and during the following timeframe:

Approved Haul Route:

<u>Address</u>	<u>Start Date</u>	<u>End Date</u>
1. 4503-4561 W. Hollywood Blvd, 1513-1559 W. Hillhurst Ave, 4510-4514 W. Clayton Ave, 1562-1566 N. Lyman Place	June 11, 2019	December 11, 2021

The haul route approval for the proposed project will include RCMs and recommended conditions prepared by LADOT to be considered by the Board of Building and Safety

Commissioners to reduce the impacts of construction related hauling activity, monitor the traffic effects of hauling, and reduce haul trips in response to congestion. The applicant team submitted a Soils Report prepared by AGI Geotechnical, Inc. on August 17, 2023, which was approved by LADBS Grading Division on October 3, 2023, Log No. 127810. Therefore, no foreseeable cumulative impacts are expected.

Thus, the construction of these known projects will be staggered and therefore do not have the potential to cumulatively contribute to air quality, construction traffic, and noise levels.

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

As mentioned, the applicant proposes a 181-unit mixed-use building in an area zoned and designated for such development, through the use of an 80% density increase through the TOC Affordable Housing Incentive Program in exchange for affordable housing. All surrounding lots are developed with commercial and multi-family dwelling units. The project proposes a FAR of 4.33:1 which is within the maximum 3.85:1 FAR otherwise permitted by Subarea C of the SNAP in conjunction with a 45 percent increase permitted per the TOC Affordable Housing Incentive Program in exchange for affordable housing. The proposed building will be seven-stories, with at-grade parking and two subterranean parking levels in an area that is currently developed with buildings that range in height from one- to six-stories. In conjunction with the TOC Affordable Housing Incentive Program, the proposed building will not be unusual for the vicinity of the subject site and will be similar in scope to future residential buildings in the area that use the TOC Affordable Housing Incentive Program in exchange for affordable housing. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

- (c) Scenic Highways.** *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.*

As it relates to development along a Scenic Highway, the only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. State Route 27 is located approximately 17 miles to the west of the subject property. Therefore, the subject site will not create any impacts within a designated state scenic highway.

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

In regards to Hazardous Waste sites, according to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. As such, the project would not be developed on a site identified as a hazardous site pursuant to Section 65962.5 of the Government Code.

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

The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register; and was not found to be a potential historic

resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

### **CEQA Determination – Class 32 Categorical Exemption Applies**

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the conditions as follows: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services

**(a) The project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations.**

The subject site is located within the Hollywood Community Plan area. Lots FR 10, 11-15, and FR 16 are zoned C2-1D and have a General Plan Land Use Designation of Highway Oriented Commercial. As shown in the case file, the project is consistent with the applicable Hollywood Community Plan designation and policies and all applicable zoning designations and regulations in conjunction with the TOC Affordable Housing Incentive Program.

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

The subject site is wholly within the City of Los Angeles, on a site that is approximately 1.039 acres. The surrounding area is characterized by level topography, improved streets and residential and commercial development. The property to the north, across the alleyway, is zoned R2-1, developed with multifamily residential uses and within Subarea B (Mixed Use Boulevards) of the Vermont/Western SNAP Specific Plan. The property to the west, across Rodney Drive, is zoned C2-1D, developed with a one-story commercial building and located within Subarea C (Community Center) of the Vermont/Western SNAP Specific Plan. The property to the east, across Lyman Place, is zoned C2-1D, developed with a six-story mixed use building, and is located within Subarea B (Mixed Use Boulevards) and Subarea C (Community Center) of the Vermont/Western SNAP Specific Plan. Lastly, the properties to the south, across Hollywood Boulevard, are zoned C2-1, developed with commercial buildings and are located within Subarea C (Community Center) of the Vermont/Western SNAP Specific Plan.

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

The site previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. The applicant submitted a Tree Disclosure Statement, signed by Lisa Smith, Certified Arborist # WE3782B, confirming that there are no protected trees on-site and existing street trees. Lisa Smith also prepared a Tree Report prepared on February 14, 2022 concluding that 14 street trees surround the project site, with four (4) street trees proposed for removal subject to the approval of the Urban Forestry Division.

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

The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations, and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water.

An Air Quality Study that was prepared by Rincon Consultants on August 1, 2024, concluded that any impacts would be less than significant. The following Project Design Feature has been incorporated as part of the approval of this project:

**Project Design Feature (PDF) Air Quality-1.** All mobile off-road equipment (wheeled or tracked) greater than 50 horsepower used during construction activities shall meet the United States Environmental Protection Agency (USEPA) Tier 4 final standards. Tier 4 certification can be for the original equipment or equipment that is retrofitted to meet the Tier 4 Final standards. In the event of specialized equipment where Tier 4 Final equipment is not commercially available at the time of construction, the equipment shall meet Tier 3 standards at a minimum. Alternative Fuel (natural gas, propane, electric, etc.) construction equipment shall be incorporated where available and feasible. Where electric vehicles are feasible, electrical vehicles shall be incorporated into the construction fleet. These requirements shall be incorporated into the contract agreement with the construction contractor. A copy of the equipment's certification or model year specifications shall be available upon requirements for all equipment onsite. All equipment less than 50 horsepower shall be alternatively fueled. Electricity shall be supplied to the site from the existing power grid to support the electric construction equipment. If connection to the grid is determined to be infeasible for portions of the project, a non-diesel fueled generator shall be used.

Furthermore, the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator resulted in the proposed project having a net increase of 512 daily vehicle trips and a net increase of 3,362 daily VMT. Based on the VMT Calculator, the project is required to perform VMT analysis under the VMT standards. The applicant provided a Transportation Evaluation prepared by KOA, A Lochner Company, dated January 5, 2024, concluding that the proposed project includes TDM strategies required by LAMC Section 12.26 G, which will result in no significant VMT impact.

Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. Therefore, the project would not result in any significant effects related to traffic, noise, air quality, or water quality.

**(e) The proposed project has been reviewed by City staff and can be adequately served by all required utilities and public services.**

The project site will be adequately served by all public utilities and services given that the construction of a residential building will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32. As the project has been found to be categorically exempt from CEQA, the project is not anticipated to have a negative effect on the environment and no mitigation measures are required.





**Rincon Consultants, Inc.**  
250 East 1st Street, Suite 1400  
Los Angeles, California 90012  
213-788-4842

July 15, 2024  
Project No: 23-14957

Kristin Harrison  
Z Wayne Griffin Trust B  
625 Magnolia Avenue, Pasadena, CA 91106  
Via email: [Danny@wtarch.com](mailto:Danny@wtarch.com)

**Subject: Noise and Vibration Study for the 4579-4627 Hollywood Boulevard Residential Project, Los Angeles, California 90027**

Dear Kristin:

Rincon Consultants, Inc. (Rincon) has prepared this technical memorandum in support of a Class 32 Categorical Exemption (CE). This noise and vibration memorandum evaluates the potential noise and vibration impacts resulting from construction and operation of the proposed 4579-4627 Hollywood Boulevard Residential Project (herein referred to as “proposed project” or “project”) located in the City of Los Angeles, California. Noise and vibration fundamentals and common definitions used in this memorandum are included in Attachment 1.

This analysis demonstrates that, with implementation of regulatory compliance measures (RCMs), the project would not result in significant noise impacts due to unusual circumstances; therefore, noise impacts would not create an exception to the Class 32 CE.

## Regulatory Compliance Measures

RCMs are existing requirements and reasonably anticipated standard conditions based on local, state, or federal regulations and laws that are frequently required independently of CEQA review and serve to offset or prevent specific impacts. RCMs are not included as mitigation measures in the environmental clearance document because the project is required to comply with RCMs through state and local regulations.

### *RCM-1 Adherence to Existing Noise Standards*

The proposed project shall comply with the City of Los Angeles General Plan Noise Element, the City of Los Angeles Noise Ordinance, and any subsequent ordinances that prohibit the emission or creation of noise beyond certain levels at adjacent uses.

### *RCM-2 Construction Hours*

The proposed project shall comply with LAMC Section 41.40, which restricts construction activities to the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday and national holidays with no construction permitted on Sunday.



RCM-3 Construction Site Noticing

The proposed project shall comply with the City’s Building Regulations Ordinance No. 178.048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor or owner or owner’s agent, hours of construction allowed by code or any discretionary approval for the site, and the City’s telephone number where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City’s Department of Building and Safety.

**Description and Location of Project**

The project site consists of 2 Assessor Parcel Numbers (APN 5542-002-009 and APN 5542-002-010) with the following addresses: 4579, 4601, 4609, 4613, 4619, 4627 Hollywood Boulevard and 1561 Lyman Place in Los Angeles, California. The site is approximately 44,500-square feet (sf), or 1.02-acres total and is zoned C2 Commercial Zone. The project site is an existing Goodwill Store and Donation Center and a paved parking lot with vehicular access through Hollywood Boulevard. The existing Goodwill building and parking lot would be demolished to construct a new seven-story mixed-use building consisting of 15,398 sf of restaurant/retail space and 181 apartment units over 2 levels of subterranean parking. The 181 residential units comprise 49 studio units, 79 one-bedroom units, and 53 two-bedroom units. The proposed project would also reserve a total of 16,959 sf for open space and amenities which would include three outdoor courtyards (A, B and C), a recreation room, and private open space on the second level and a pergola deck on the seventh level. Courtyard A would house a pool, pool deck, spa, and seating area. A total of 263 parking spaces would be constructed to accommodate both commercial and residential uses. Figure 1 shows the proposed project site plan.

**Existing Noise Setting**

The primary noise source in the project site vicinity is vehicular traffic from Hollywood Boulevard. To characterize ambient sound levels at and near the project site, traffic noise contours were modeled using a version of the Federal Highway Traffic Noise Prediction Model (FHWA-RD-77-108). The model uses inputs such as average daily traffic volumes, roadway speeds, truck mix, and day and night traffic percentage splits to estimate traffic noise levels at distance of 50 feet and distance to the 60, 65, and 70 dBA CNEL noise contours. Table 1 shows the traffic noise model summary results. Detailed modeling spreadsheets are included in Attachment 1.

**Table 1 Existing Traffic Noise Levels**

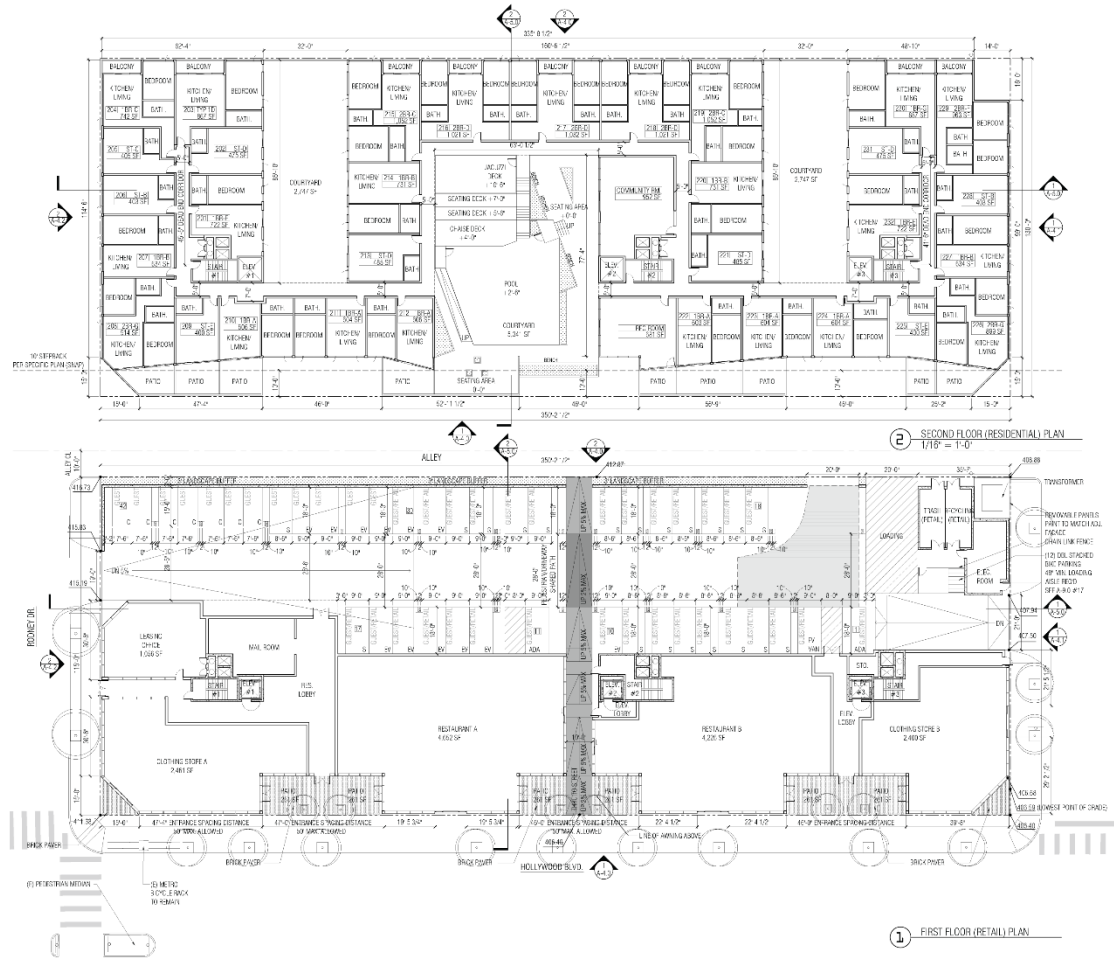
Roadway Segment	Existing ADT	dBA CNEL at 50 feet	Distance to CNEL Contour		
			70 dBA	65 dBA	60 dBA
Hollywood Boulevard between Rodney Drive and Lyman Place	17,466	71.3	68 feet	215 feet	678 feet

Source: KOA 2024  
CNEL = Community Noise Equivalent Level; dBA = A-weighted decibel; ft = feet



Z Wayne Griffin Trust B  
4579-4627 Hollywood Boulevard Residential Project

Figure 1 Site Plan



Source: Warren Teichert Architecture, Inc. 9/23/2022



## Regulatory Setting

### *City of Los Angeles Municipal Code*

The City implements and enforces construction and operational noise regulations through the Los Angeles Municipal Code (LAMC). LAMC Section 91.1206 establishes noise insulation performance standards to protect persons within new hotels, motels, dormitories, residential care facilities, apartment houses, dwellings, private schools, and places of worship from the effects of excessive noise, including but not limited to, hearing loss or impairment and interference with speech and sleep. According to Subsection 91.1206.14.1, these structures shall be designed to prevent the intrusion of exterior noise beyond prescribed levels when located in noise critical areas, such as proximity to highways, country roads, city streets, railroads, airports, and commercial or industrial areas. Proper design shall include, but shall not be limited to, orientation of the structure, setbacks, shielding, and sound insulation of the building itself. Specifically, Subsection 91.1206.14.2 limits interior noise levels attributable to exterior sources to 45 dBA  $L_{dn}$  or CNEL in any habitable room. Worst-case noise levels, either existing or future, are to be used as the basis for determining compliance with this requirement. Furthermore, according to Subsection 91.1206.14.3, structures identified under Subsection 91.1206.1 that are exposed to airport noise greater than 60 dBA  $L_{dn}$  or CNEL, shall require an acoustical analysis showing that the proposed design will achieve the allowable interior noise level.

LAMC Section 111.02 provides procedures and criteria for the measurement of the sound level of “offending” noise sources. In accordance with the LAMC, a noise source that causes a noise level increase of 5 dBA over the existing average ambient noise level as measured at an adjacent property line creates a noise violation. This standard applies to radios, television sets, air conditioning, refrigeration, heating, pumping and filtering equipment, powered equipment intended for repetitive use in residential areas, and motor vehicles driven on-site. To account for people’s increased tolerance for short-duration noise events, the LAMC provides a 5 dBA allowance for a noise source that causes noise lasting more than five but less than 15 minutes in any one-hour period, and an additional 5 dBA allowance (for a total of 10 dBA) for a noise source that causes noise lasting five minutes or less in any one-hour period.

LAMC Section 111.03 indicates that, in cases where the actual ambient noise conditions are not known, the City’s presumed daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) minimum ambient noise levels should be used, as shown in Table 2.

For example, for residential-zoned areas, the presumed ambient noise level is 50 dBA during the daytime and 40 dBA during the nighttime. According to LAMC Section 111.03, where the ambient noise level is less than the presumed ambient noise level shown in Table 2, the presumed ambient noise level is to be considered the minimum ambient noise level.





**Table 2 Presumed Ambient Noise Levels by Zone**

Zone	Noise Level (dBA L <sub>eq</sub> )	
	Day 7 a.m. to 10 p.m.	Night 10 p.m. to 7 a.m.
Residential (A1, A2, RA, RE, RS, RD, RW1, RW1, RW2, R1, R2, R3, R4, and R5)	50	40
Commercial (P, PB, CR, C1, C1.5, C2, C4, C5, and CM)	60	55
Manufacturing (M1, MR1, and MR2)	60	55
Heavy Manufacturing (M2 and M3)	65	65

Note: At the boundary between two zones, the presumed ambient noise level of the quieter zone is to be applied.

Source: LAMC Section 111.03

LAMC Section 112.01 prohibits noise from radios, musical instruments, television sets, and other sound-amplifying devices from being audible at a distance in excess of 150 feet from the property line of the noise source within 500 feet of any residential zone or from exceeding the ambient noise level on the premises of any other occupied property.

LAMC Section 112.02 limits increases in noise levels from air conditioning, refrigeration, heating, pumping, and filtering equipment. Such equipment may not be operated in such manner as to create any noise that would cause the noise level on the premises of any other occupied property, or, if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than 5 dBA.

LAMC Section 112.04 prohibits the operation of any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of a residence between 10:00 p.m. and 7:00 a.m. LAMC Section 114.03 prohibits the loading or unloading of any vehicle, operation of any dollies, carts, forklifts, or other wheeled equipment, which causes any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between 10:00 p.m. and 7:00 a.m.

LAMC Section 112.05 limits noise from construction equipment located within 500 feet of a residential zone to 75 dBA between 7:00 a.m. and 10:00 p.m., as measured at a distance of 50 feet from the source, i.e. construction site, unless compliance is technically infeasible. Technical infeasibility means that noise limitations cannot be met despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques during the operation of construction equipment. LAMC Section 41.40 also restricts construction activity to the hours below:

- Monday through Friday between 7:00 a.m. and 9:00 p.m.
- Saturdays and National Holidays between 8:00 a.m. and 6:00 p.m. except for individual homeowners engaged in the repair or construction of a single-family residence.
- No construction on Sundays except for individual homeowners engaged in the repair or construction of a single-family residence.

LAMC Section 113.01 prohibits collecting or disposing of rubbish or garbage, operating any refuse disposal truck, or collecting, loading, picking up, transferring, unloading, dumping, discarding, or disposing of any rubbish or garbage, as such terms are defined in LAMC Section 66.00, within 200 feet of any residential



building between the hours of 9:00 p.m. and 6:00 a.m. of the following day, unless a permit has been duly obtained beforehand from the Board of Police Commissioners.

## Impact Analysis

**Issue 1:** Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

### Project Construction Noise

Construction activity would result in temporary increases in ambient noise in the project site vicinity on an intermittent basis and, as such, would expose surrounding noise sensitive receivers to increased noise. Temporary increase in noise levels caused by construction activity would be a function of the noise generated by construction equipment, the location and sensitivity of nearby land uses, and the timing and duration of noise-generating activities. The demolition, site preparation, and grading phases of construction tend to create the highest noise levels because of the operation of heavy equipment. Typical heavy construction equipment would include tractors, bulldozers, excavators, front-end loaders, graders, and stationary equipment, such as compressors and generators. It is assumed that diesel engines would power all construction equipment. Construction equipment would not all operate at the same time or location. In addition, construction equipment would not be in constant use during the eight-hour operating day.

These pieces of equipment were modeled using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) Version 1.1. RCNM was used to calculate hourly noise levels from the average center of on-site construction activity to the nearest sensitive receivers to the project site. Therefore, construction noise was modeled at 50 feet from the source for reference to LAMC Section 112.05, at 125 feet from the source for single-family and multi-family residences to the north and east of the project site. Table 3 shows the list of construction equipment associated with demolition, site preparation, and grading phases. Pile driving is not proposed as part of construction. RCNM calculations are included in Attachment 1.

As shown in Table 3, hourly noise levels during project construction are estimated to be between 66 dBA  $L_{eq}$  and 72 dBA  $L_{eq}$  at the nearest noise-sensitive receivers, consisting of the single-family and multi-family residences to the north and northeast. As such, noise levels during project construction at the nearest noise-sensitive receivers would be below 75 dBA  $L_{eq}$ . Per LAMC standards, construction noise should not exceed a maximum hourly noise level of 75  $L_{eq}$  dBA between 7:00 a.m. and 10:00 p.m. when measured at 50 feet from the source within 500 feet of a residential zone, unless compliance with these limitations is technically infeasible.

Based on the RCNM results shown in Table 3, noise levels from construction equipment would be up to 81 dBA  $L_{eq}$  at 50 feet and would exceed 75 dBA; however, construction noise levels would remain below 75 dBA at the nearest residences without specific noise-reducing practices.



**Table 3 Construction Equipment Noise Levels at Nearby Receivers**

Construction Equipment	dBa Leq	dBa Leq
	Reference Distance of 50 feet	Residence to the East 125 feet
Tractor	80	72
Dozer	78	70
Excavator	77	69
Front end loader	75	67
Grader	81	73
Generator	78	70
Air compressor	74	66

RCNM data sheets and assumptions are included in Attachment 1.

Additionally, compliance with RCM-1 would require adherence to existing noise standards and reduction of construction noise to the extent feasible per LAMC Section 112.05. This would include sound mufflers. A study conducted for the US Department of Transportation reported that applying a good muffler to equipment without one or with a poor muffler can reduce overall noise by 6 to 12 dBA (Toth 1979). Implementation of sound mufflers would be technically feasible and would reduce noise levels by a minimum of 6 dBA. Thus, noise levels would be reduced to 75 dBA or less at 50 feet.

Furthermore, in accordance with RCM-2 and LAMC Section 41.40, project construction would be required to occur Monday through Friday between the daytime hours of 7:00 a.m. and 9:00 p.m., and Saturdays and National Holidays between the daytime hours of 8:00 a.m. and 6:00 p.m., and therefore would not create sleep disturbance at nearby sensitive receivers. According to RCM-3, the applicant would also be required to comply City’s Building Regulations Ordinance No. 178.048, which entails a construction notice to be visibly posted and maintained at the site that includes the following information: job site address, permit number, name and phone number of the contractor or owner or owner’s agent, hours of construction allowed by code or any discretionary approval for the site, and the City’s telephone number where violations can be reported. Therefore, noise related to project construction would not conflict with the LAMC or constitute an unusual circumstance atypical to residential construction that would create an exception to the Class 32 CE. Temporary construction noise impacts would be less than significant.

### Cumulative Construction Noise

Because construction noise attenuates at a minimum rate of 6 dBA per doubling of the distance from the noise source, planned and approved projects within 500 feet of the project site boundary are considered for assessing cumulative construction noise impacts. Construction noise from projects located beyond 500 feet from the project site would not significantly contribute to cumulative construction noise impacts.

Table 4 shows the cumulative project list. There are two planned and approved projects within 500 feet of the project site boundary, City Lights Mixed-Use Project, located at 1515 Hillhurst Avenue, and a residential apartment development project located at 4649 Maubert Avenue. The City Lights Mixed-Use



**Table 4 Cumulative Project List**

Number	Location	Project Description
1	1515 N. Hillhurst Avenue	<u>City Lights Mixed-Use</u> 202 Residential - Apartments 1.30 ksf Commercial - Office 5.35 ksf Commercial - Retail 5.05 5sf Restaurant 3.03 ksf Coffee/Donut Shop
2	4900 W. Hollywood Boulevard	<u>Residential Condominium Development</u> 200 Residential – Apartments 25 ksf commercial - retail
3	1300 N. Vermont Avenue	<u>Hollywood Presbyterian Hospital Seismic Retrofit</u> 30,999 ksf Commercial – Office <i>(existing use to be replaced; Hospital and ancillary uses)</i>
4	4850 W. Hollywood Boulevard	<u>La terra Select Los Feliz I Mixed-Use</u> 101 residential- apartments 8 ksf Restaurant 2 ksf Commercial - Retail
5	4760 W. Sunset Boulevard	<u>Kaiser Medical Center</u> 179,688 ksf Medical Office 2.3 ksf Commercial – Retail
6	317 N. New Hampshire Avenue	<u>New Hampshire Residential Project</u> 81 Residential – Apartments 11 Affordable Housing Units (Family)
7	4649 W. Maubert Avenue	153 Residential – apartments <i>(Total includes credit for transit and existing use)</i>
8	1666 N. Vermont Avenue	<u>Vermont Mixed-Use</u> 130 Residential -Apartments 13.4 ksf Grocery Store
9	1318 N. Lyman Place	<u>Virgil Medical Office Building (Hollywood Presbyterian MC)</u> 102,780 ksf Medical Office
10	1225 N. Vermont Avenue	<u>1224 N. Vermont avenue Mixed- Use</u> 52 Residential – Apartments 6 affordable Housing Units 3,245 ksf Medical Office
11	4311 W. Sunset Boulevard	<u>4311 Sunset Boulevard Mixed-Use</u> 98 Residential – apartments 10 Affordable Housing Units 5,499 ksf Commercial – Retail
12	1401 N. Vermont Avenue	<u>Vermont &amp; Sunset Mixed-Use</u> 157 Residential -Multi- Family Housing (Mid-Rise) 7 Affordable Housing Units
13	1419 N. New Hampshire Avenue	<u>1419 – 1423 New Hampshire</u> 55 Residential – Multi-Family Housing (Mid Rise) 7 Affordable Housing Units





Number	Location	Project Description
14	4477 W. Hollywood Boulevard	<u>El Parador</u> 26 Residential – Multi-Family Housing (Mid Rise) 3 Affordable Housing Units 3,211 Ksf Commercial -Restaurants
15	1718 N. Vermont Avenue	<u>1718 N. Vermont Avenue Commercial Building</u> 4,243 ksf Commercial – Restaurants
16	1839 N. Kenmore Avenue	6 Residential – Single Family
17	4718 W. Franklin Avenue	6 Residential – Multi-Family (low rise)
18	1820 N. Berendo Street	<u>1820 N. Berendo Street</u> 7 Residential – Multi-Family (low-rise, apartments) 1 Affordable Housing Unit (1) Existing Use (to be removed): Residential – Single Family

Ksf = thousand square feet

Project has already undergone construction and is currently operational. Therefore, this planned and approved project would not contribute to cumulative construction noise.

Aerial photography does not indicate that construction has taken place at the residential apartment development site. However, it does show that the previously existing buildings on the site have been demolished, and the area has been cleared of demolition debris. Typical construction noise associated with building construction can range between 75-80 dBA  $L_{eq}$  at a distance of 50 feet. 4649 Maubert Avenue is approximately 280 feet from the project site and its nearest residential receptors. Noise levels from the construction at 4649 Maubert would attenuate to 65 dBA or less, without accounting for acoustical shielding provided by the existing surrounding buildings.

As discussed in *Project Construction Noise* above, construction noise levels from the proposed project would be up to 75 dBA at 50 feet. To result in a cumulative noise increase, two noise sources need to be within 10 decibels of each other in loudness. Table 5 shows the combined increase of two noise sources. Given that noise levels from 4649 Maubert Avenue are expected to attenuate to 65 dBA or lower at the proposed project site and surrounding residential receptors, the composite noise level for cumulative construction noise at the immediate surrounding receptors to the project site and 4649 Maubert Avenue would be minimal. The summation of 65 dBA and 75 dBA would result in a less than 1 dBA increase. Therefore, cumulative construction noise impacts would be less than significant.



**Table 5 Composite Noise Levels of Two Noise Sources**

Noise Level Difference	Total Composite Noise Level Increase	Example of Composite Noise Levels
0 dB	3 dB	80 dB + 80 dB = 83.0 dB
1 dB	2.5 dB	79 dB + 80 dB = 82.5 dB
2 dB	2.1 dB	78 dB + 80 dB = 82.1 dB
3 dB	1.8 dB	77 dB + 80 dB = 81.8 dB
4 dB	1.5 dB	76 dB + 80 dB = 81.5 dB
5 dB	1.2 dB	75 dB + 80 dB = 81.2 dB
6 dB	1.0 dB	74 dB + 80 dB = 81.0 dB
7-10 dB	< 1 dB	73 dB + 80 dB = <81 d dB

## Operational Noise

### Heating, Ventilation, and Air Conditioning (HVAC) Units

The primary on-site operational noise source from the project would be from rooftop mechanical equipment such as HVAC units. Specific planning data for project HVAC systems are not available at this stage of project design; however, medium to larger-sized HVAC units generate noise levels of 65-72 dBA at 3 feet. Based on available site plans, rooftop HVAC units would be located approximately 50 feet from the nearest residential receptors to the north. HVAC noise levels would attenuate to 48 dBA at 50 feet.

Noise levels would be further reduced because the rooftop equipment would not have a direct line-of-sight to the surrounding receptors. Breaking the line of sight between a sound source and a receiver typically reduces noise levels by at least 5 dBA. Furthermore, the project would be required to comply with RCM-1 and LAMC Section 112.02, which limits equipment such as HVAC units to exceed the ambient noise level by more than 5 dBA on the premise of a sensitive receptor. The project would adhere to these requirements. Therefore, the impacts would be considered less than significant.

### Off-site Traffic Noise

The project site would be accessed via North Hollywood Boulevard and the project would result in an incremental traffic noise increase from trip generation. To estimate the incremental noise increase, the *existing plus project* average daily traffic (ADT) is compared to the *existing no project* ADT along Hollywood Boulevard. Similarly, the cumulative traffic noise increase is estimated by comparing the *cumulative plus project* traffic volumes to *cumulative no project*. For reference, a doubling of traffic would result in a 3 dBA CNEL increase which is considered a barely perceptible noise increase to humans in an exterior environment.

ADT volumes along Hollywood Boulevard between Rodney Drive and Lyman Place for existing and future conditions were provided by KOA (KOA 2024). The *existing no project* ADT along this roadway segment is 17,466 and the *existing plus project* ADT is 17,499. When compared logarithmically, the incremental traffic noise increase would be less than 0.1 dBA CNEL. The *cumulative plus project* ADT along this same segment is 19,245. When compared to the existing no project ADT of 17,466, the cumulative increase is approximately 0.4 dBA CNEL. Project and cumulative traffic noise increases would be less than 1 dBA CNEL.



and would not be perceptible in an exterior environment. Therefore, project and cumulative traffic noise impacts would be less than significant.

**Issue 2:** Would the project result in generation of excessive groundborne vibration or ground-borne noise levels?

## Groundborne Vibration

Operation of the project would not include stationary sources of significant vibration, such as heavy equipment operations. The project does not include any substantial vibration sources associated with operation. Rather, construction activities have the greatest potential to generate groundborne vibration affecting nearby structures, especially during grading, paving, and excavation of the project site. According to the project applicant, impact pile driving is not proposed. Foundation piles would be drilled and set.

The City has not adopted specific standards for vibration impacts during construction. Therefore, the Caltrans Federal Transit Administration’s (FTA) *Transit Noise and Vibration Impact Assessment manual* is used to evaluate construction vibration impacts related to potential building damage. Based on the FTA criteria, construction vibration impacts would be significant if vibration levels exceed a peak particle velocity (PPV) of 0.2 inches per second (in/sec) at residential structures. The distance from the construction equipment was conservatively estimated from the edge of the project site to the nearest off-site structure. The nearest off-site structure to the project site boundary is approximately 28 feet to the north (multi-family residential). Table 6 shows the vibration levels at a reference distance of 25 feet and estimated vibration levels at 28 feet.

As indicated in Table 6, construction related vibration would not exceed FTA vibration criterion of 0.2 in/sec PPV at the nearest receptor (residences) 28 feet from the project site boundary. All other surrounding structures are further than 28 feet, and thus would also be exposed to less than significant vibration levels. Therefore, vibration impacts would be less than significant. Vibration calculations are included in Attachment 1.

**Table 6 Construction Vibration Levels at the Nearest Receptor**

Equipment	in/sec PPV	
	FTA Reference Vibration Levels 25 feet	Multi-family Residential Building to the North 28 Feet
Vibratory Roller	0.21	0.177
Large Bulldozer	0.089	0.075
Caisson Drilling <sup>1</sup>	0.089	0.075
Loaded Trucks	0.076	0.064
Jackhammer	0.035	0.030
Small Bulldozer	0.003	0.003
FTA Vibration Threshold	0.20	0.5

Source: FTA 2018

PPV = peak particle velocity; in/sec = inches per second

<sup>1</sup> Vibration levels measured for caisson drilling were used to approximate vibration levels from shoring installation using a drill rig.



## Conclusion

The project would generate both temporary construction-related noise and long-term operational noise. Construction would be reduced to 75 dBA or less at 50 feet with the proper use of mufflers. Nonetheless, the project applicant would be required to comply with construction practices and standards referenced by RCM-1 through RCM-3.

Project construction would also result in vibration; however, based on the analysis of potential construction-related vibration, vibration levels would be below the identified thresholds for building damage. Therefore, the project would not expose local vibration sensitive receivers to excessive vibration levels and vibration impacts would be less than significant.

Off-site traffic noise impacts and stationary operational noise impacts would be less than significant. Therefore, the project would result in a less than significant permanent increase in ambient noise levels due to project operation.

Sincerely,

**Rincon Consultants, Inc.**

A handwritten signature in black ink, appearing to read "Josh Carman", with a long, sweeping horizontal stroke extending to the right.

Josh Carman, INCE  
Director

[jcarman@rinconconsultants.com](mailto:jcarman@rinconconsultants.com)

(510) 356-2811





## References

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**Attachment 1**

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## **Noise Fundamentals and Common Definitions**



## Descriptors

The following are brief definitions of terminology used in this chapter:

1. **Sound.** A disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.
2. **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
3. **Decibel (dB).** A unitless measure of sound, expressed on a logarithmic scale and with respect to a defined reference sound pressure. The standard reference pressure is 20 micropascals (20  $\mu$ Pa).
4. **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
5. **Equivalent Continuous Noise Level ( $L_{eq}$ ); also called the Energy-Equivalent Noise Level.** The value of an equivalent, steady sound level which, in a stated time period (often over an hour) and at a stated location, has the same A-weighted sound energy as the time-varying sound. Thus, the  $L_{eq}$  metric is a single numerical value that represents the equivalent amount of variable sound energy received by a receiver over the specified duration.
6. **Statistical Sound Level ( $L_n$ ).** The sound level that is exceeded “n” percent of time during a given sample period. For example, the  $L_{50}$  level is the statistical indicator of the time-varying noise signal that is exceeded 50 percent of the time (during each sampling period); that is, half of the sampling time, the changing noise levels are above this value and half of the time they are below it. This is called the “median sound level.” The  $L_{10}$  level, likewise, is the value that is exceeded 10 percent of the time (i.e., near the maximum) and this is often known as the “intrusive sound level.” The  $L_{90}$  is the sound level exceeded 90 percent of the time and is often considered the “effective background level” or “residual noise level.”
7. **Maximum Sound Level ( $L_{max}$ ).** The highest RMS sound level measured during the measurement period.
8. **Root Mean Square Sound Level (RMS).** The square root of the average of the square of the sound pressure over the measurement period.
9. **Day-Night Sound Level ( $L_{dn}$  or DNL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the sound levels occurring during the period from 10:00 PM to 7:00 AM.
10. **Community Noise Equivalent Level (CNEL).** The energy average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added from 7:00 PM to 10:00 PM and 10 dB from 10:00 PM to 7:00 AM. NOTE: For general community/environmental noise, CNEL and  $L_{dn}$  values rarely differ by more than 1 dB (with the CNEL being only slightly more restrictive – that is, higher than the  $L_{dn}$  value). As a matter of practice,  $L_{dn}$  and CNEL values are interchangeable and are treated as equivalent in this assessment.
11. **Peak Particle Velocity (PPV).** The peak rate of speed at which soil particles move (e.g., inches per second) due to ground vibration.
12. **Sensitive Receiver.** Noise- and vibration-sensitive receivers include land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples. Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of





noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (California Department of Transportation [Caltrans] 2013).<sup>1</sup>

## Noise Fundamentals

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz and less sensitive to frequencies around and below 100 Hertz (Kinsler, et. al. 1999).<sup>2</sup> Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; dividing the energy in half would result in a 3 dB decrease (Crocker 2007).<sup>3</sup>

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); that a change of 5 dBA is readily perceptible (8 times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (half) as loud as what is readily perceptible (Crocker 2007).

Sound changes occur in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in level as the distance from the source increases. The manner by which noise reduces with distance depends on factors such as the type of sources (e.g., point or line, the path the sound will travel, site conditions, and obstructions). Noise levels from a point source typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance (e.g., construction, industrial machinery, ventilation units). Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013). The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation and the changes in noise levels with distance (drop-off rate) result from simply the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site (e.g., soft dirt, grass, or scattered bushes and trees) (Caltrans 2013). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features such as hills and dense woods, and man-made features such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011).<sup>4</sup> Structures can substantially reduce

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<sup>1</sup> California Department of Transportation (Caltrans). 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol. (CT-HWANP-RT-13-069.25.2). [https://www.dtsc-ssfl.com/files/lib\\_ceqa/ref\\_draft\\_peir/Chap4\\_10-Noise/Caltrans\\_2013a\\_Tech\\_Noise\\_Supplement.pdf](https://www.dtsc-ssfl.com/files/lib_ceqa/ref_draft_peir/Chap4_10-Noise/Caltrans_2013a_Tech_Noise_Supplement.pdf) (accessed June 2023).

<sup>2</sup> Kinsler, Lawrence E. and R. Frey, Austin and B. Coppens, Alan and V. Sanders, James. 1999. *Fundamentals of Acoustics*, 4th Edition. ISBN 0-471-84789-5. Wiley-VCH, December 1999.

<sup>3</sup> Crocker, Malcolm J. Crocker (Editor). 2007. *Handbook of Noise and Vibration Control Book*, ISBN: 978-0-471-39599-7, Wiley-VCH, October 2007.

<sup>4</sup> Federal Highway Administration (FHWA). 2011. *Highway Traffic Noise: Analysis and Abatement Guidance* (FHWA-HEP-10-025). [https://www.fhwa.dot.gov/environment/noise/regulations\\_and\\_guidance/analysis\\_and\\_abatement\\_guidance/revguidance.pdf](https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf) (accessed June 2023).



exposure to interior noise as well. The FHWA's guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA, with closed windows.

The impact of noise is not a function of loudness alone. The time of day when noise occurs, and the duration of the noise are also important factors of project noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed by academics and industry professionals. One of the most frequently used noise metrics is the equivalent noise level ( $L_{eq}$ ); it considers both duration and sound power level.  $L_{eq}$  is defined as the single steady A-weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over time.

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using Day-Night Average Level ( $L_{dn}$ ), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. There is also the Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013). Noise levels described by  $L_{dn}$  and CNEL usually differ by about 1 dBA. The relationship between the peak-hour  $L_{eq}$  value and the  $L_{dn}$ /CNEL depends on the distribution of traffic during the day, evening, and night).

## Vibration Fundamentals

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of Hertz (Hz). The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body starts from a low frequency of less than 1 Hz and goes to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (Federal Transit Administration [FTA] 2018).<sup>5</sup> Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. However, the primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean squared (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often

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<sup>5</sup> Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123\\_0.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf) (accessed June 2023).



used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (Caltrans 2020).<sup>6</sup>

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<sup>6</sup> California Department of Transportation (Caltrans). 2020. Traffic Noise Analysis Protocol For New Highway Construction, Reconstruction, and Retrofit Barrier Projects. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/traffic-noise-protocol-april2020-a11y.pdf#:~:text=The%20purpose%20of%20this%20Traffic%20Noise%20Analysis%20Protocol,Projects%20authorized%20under%20title%2023%2C%20United%20States%20Code> (accessed June 2023).

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 01/19/2024  
 Case Description: 4627 Hollywood Blvd

\*\*\*\* Receptor #1 \*\*\*\*

Description	Baselines (dBA)			
	Land Use	Daytime	Evening	Night
Construction Equipment	Residential	65.0	60.0	55.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Receptor		Estimated	
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Tractor	No	40	84.0	50.0	50.0	0.0
Dozer	No	40	81.7	50.0	50.0	0.0
Excavator	No	40	80.7	50.0	50.0	0.0
Front End Loader	No	40	79.1	50.0	50.0	0.0
Grader	No	40	85.0	50.0	50.0	0.0
Generator	No	50	80.6	50.0	50.0	0.0
Compressor (air)	No	40	77.7	50.0	50.0	0.0

Results

Equipment	Noise Limits (dBA)						Noise Limit Exceedance (dBA)							
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Tractor	84.0	80.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Dozer	81.7	77.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Excavator	80.7	76.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Front End Loader	79.1	75.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Grader	85.0	81.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Generator	80.6	77.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Compressor (air)	77.7	73.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Total	85.0	86.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														



Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 01/21/2024  
 Case Description: 4627 Hollywood Blvd

\*\*\*\* Receptor #1 \*\*\*\*

Description	Baselines (dBA)		
	Land Use	Daytime	Evening Night
Construction Equipment	Residential	65.0	60.0 55.0

Equipment

Description	Impact Device	Usage (%)	Actual Receptor		Estimated Distance (feet)	Shielding (dBA)
			Lmax (dBA)	Lmax (dBA)		
Tractor	No	40	84.0	125.0	0.0	
Dozer	No	40	81.7	125.0	0.0	
Excavator	No	40	80.7	125.0	0.0	
Front End Loader	No	40	79.1	125.0	0.0	
Grader	No	40	85.0	125.0	0.0	
Generator	No	50	80.6	125.0	0.0	
Compressor (air)	No	40	77.7	125.0	0.0	

Results

Equipment	Noise Limits (dBA)						Noise Limit Exceedance (dBA)							
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Tractor	76.0	72.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Dozer	73.7	69.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Excavator	72.8	68.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Front End Loader	71.2	67.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Grader	77.0	73.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Generator	72.7	69.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Compressor (air)	69.7	65.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Total	77.0	78.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														

## Vibration Damage Attenuation Calculations

Vibration Levels, PPV (in/sec)

<i>Distance in feet</i>	<b>FTA Vibration Reference Level at 25 feet</b>	<b>Residential Receptor to North 28</b>
Vibratory Roller	0.21	0.177
Large Bulldozer	0.089	0.075
Caisson Drilling	0.089	0.075
Loaded Trucks	0.076	0.064
Jackhammer	0.035	0.030
Small Bulldozer	0.003	0.003

Traffic Noise Calculator: FHWA 77-108

4579-4627 Hollywood Boulevard Residential Project - Existing

		Inputs											Outputs						
													dBA at 50 feet			distance to CNEL Contour			
Roadway	Segment	ADT	Posted Speed Limit	Grade	% Autos	% Med Trucks	% Heavy Trucks	% Daytime	% Evening	% Night	Number of Lanes	Site Condition	Distance to Reciever	L <sub>eq-24hr</sub>	L <sub>dn</sub>	CNEL	70 dBA	65 dBA	60 dBA
Hollywood Blvd	between Rodney Drive and Lyman Place	17,466	45	0.0%	96.0%	2.0%	2.0%	75.0%	15.0%	10.0%	4	Hard	50	67.9	70.6	71.3	68	215	678



**Rincon Consultants, Inc.**

180 North Ashwood Avenue  
Ventura, California 93003  
805-644-4455

August 1, 2024  
Project No: 23-14957

Kristin Harrison  
Z Wayne Griffin Trust B  
625 Magnolia Avenue  
Pasadena, California 91106  
Via email: [Danny@wtarch.com](mailto:Danny@wtarch.com)

**Subject: Air Quality Study for the 4579-4627 Hollywood Boulevard Residential Project, Los Angeles, California 90027**

Dear Kristin:

Rincon Consultants, Inc. (Rincon) has prepared this technical memorandum in support of a Class 32 Categorical Exemption (CE). This air quality memorandum evaluates the potential air quality impacts resulting from construction and operation of the proposed 4579-4627 Hollywood Boulevard Residential Project (herein referred to as “proposed project” or “project”) located in the City of Los Angeles, California. Assumptions, calculations, and modeling outputs are included in Attachment 1, 2, and 3 respectively.

This analysis demonstrates that, with implementation of regulatory compliance measures (RCMs) and mitigation measure AQ-1, the project would not result in significant air quality impacts due to unusual circumstances; therefore, air quality impacts would not create an exception to the Class 32 CE.

## Regulatory Compliance Measures

RCMs are existing requirements and reasonably anticipated standard conditions that are based on local, State, or federal regulations and laws that are frequently required independently of CEQA review and serve to offset or prevent specific impacts. RCMs are not included as mitigation measures in the environmental clearance document because the project is required to comply with RCMs through State and local regulations.

### RCM-1 Demolition, Grading, and Construction Activities: Compliance with Provisions of SCAQMD Rule 403

The project shall comply with all applicable standards of Southern California Air Quality Management District (SCAQMD) Rule 403, including the following provisions:

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- Vehicle speeds shall be restricted to 15 miles per hour (mph) on unpaved roads.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 25 mph), in order to prevent excessive amounts of dust.





- All dirt/soil shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

## **RCM-2 Odors: Compliance with Provisions of SCAQMD Rule 402**

The project shall comply with the following provision of SCAQMD Rule 402:

- A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

## **RCM-3 Engine Idling**

In accordance with Section 2485 of Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

## **RCM-4 Emission Standards**

In accordance with Section 93115 of Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

## **RCM-5 Architectural Coatings: Compliance with SCAQMD Rule 1113**

The project shall comply with SCAQMD Rule 1113 limiting the volatile organic compound (VOC) content of architectural coatings.

## **Project Design Features**

Project Design Features (PDFs) are construction or operational related measures that the project is committed to implementing beyond what is required by State, regional, or local requirements. The following PDF is being implemented by the project.

### **PDF-1 Clean Construction Equipment**

All mobile off-road equipment (wheeled or tracked) greater than 50 horsepower used during construction activities shall meet the United States Environmental Protection Agency (USEPA) Tier 4 final standards. Tier 4 certification can be for the original equipment or equipment that is retrofitted to meet the Tier 4 Final standards. In the event of specialized equipment where Tier 4 Final equipment is not commercially available at the time of construction, the equipment shall meet Tier 3 standards at a minimum. Alternative Fuel (natural gas, propane, electric, etc.) construction equipment shall be incorporated where available and feasible. Where electric vehicles are feasible, electrical vehicles



shall be incorporated into the construction fleet. These requirements shall be incorporated into the contract agreement with the construction contractor. A copy of the equipment's certification or model year specifications shall be available upon requirements for all equipment onsite. All equipment less than 50 horsepower shall be alternatively fueled. Electricity shall be supplied to the site from the existing power grid to support the electric construction equipment. If connection to the grid is determined to be infeasible for portions of the project, a non-diesel fueled generator shall be used.

## Description and Location of Project

The project site consists of 2 Assessor Parcel Numbers (APN 5542-002-009 and APN 5542-002-010) with the following addresses: 4579, 4601, 4609, 4613, 4619, 4627 Hollywood Boulevard and 1561 Lyman Place in Los Angeles, California. The site is approximately 44,500-square feet (sf), or 1.02-acres total and is zoned C2 Commercial Zone. The project site is an existing Goodwill Store and Donation Center and a paved parking lot with vehicular access through Hollywood Boulevard. The existing Goodwill building and parking lot would be demolished to construct a new seven-story mixed-use building consisting of 15,398 sf of restaurant/retail space and 181 apartment units over 2 levels of subterranean parking. The 181 residential units comprise 49 studio units, 79 one-bedroom units, and 53 two-bedroom units. The proposed project would also reserve a total of 16,959 sf for open space and amenities which would include three outdoor courtyards (A, B and C), a recreation room, and private open space on the second level and a pergola deck on the seventh level. Courtyard A would house a pool, pool deck, spa, and seating area. Two levels of subterranean parking garage and ground level parking consisting of 233 residential spaces and 30 commercial spaces would be constructed. Figure 1 shows the proposed project site plan.

## Existing Air Quality Setting

The SCAQMD operates a network of air quality monitoring stations throughout the SCAB. The purpose of the monitoring stations is to measure ambient concentrations of pollutants and to determine whether ambient air quality meets the NAAQS and CAAQS. The monitoring station closest to the project site is the Los Angeles – North Main Street station located at 1630 North Main Street, approximately 4.2 miles southeast of the project site, which provides ozone, carbon dioxide (CO), coarse particulate matter (PM10), fine particulate matter (PM2.5), Sulphur dioxide (SO2) and nitrogen dioxide (NO2) data. Table 1 indicates the AAQS as well as concentration and number of days that the NAAQS and CAAQS have been exceeded at this station between 2020 and 2022. The data indicates that the federal and State eight-hour and state 1-hour ozone standards, state PM10 standards, and Federal PM2.5 standards were exceeded each year from 2020 to 2022. No other NAAQS or CAAQS were exceeded at the nearest monitoring station.

**Table 1 Ambient Air Quality**

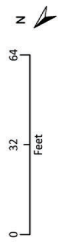
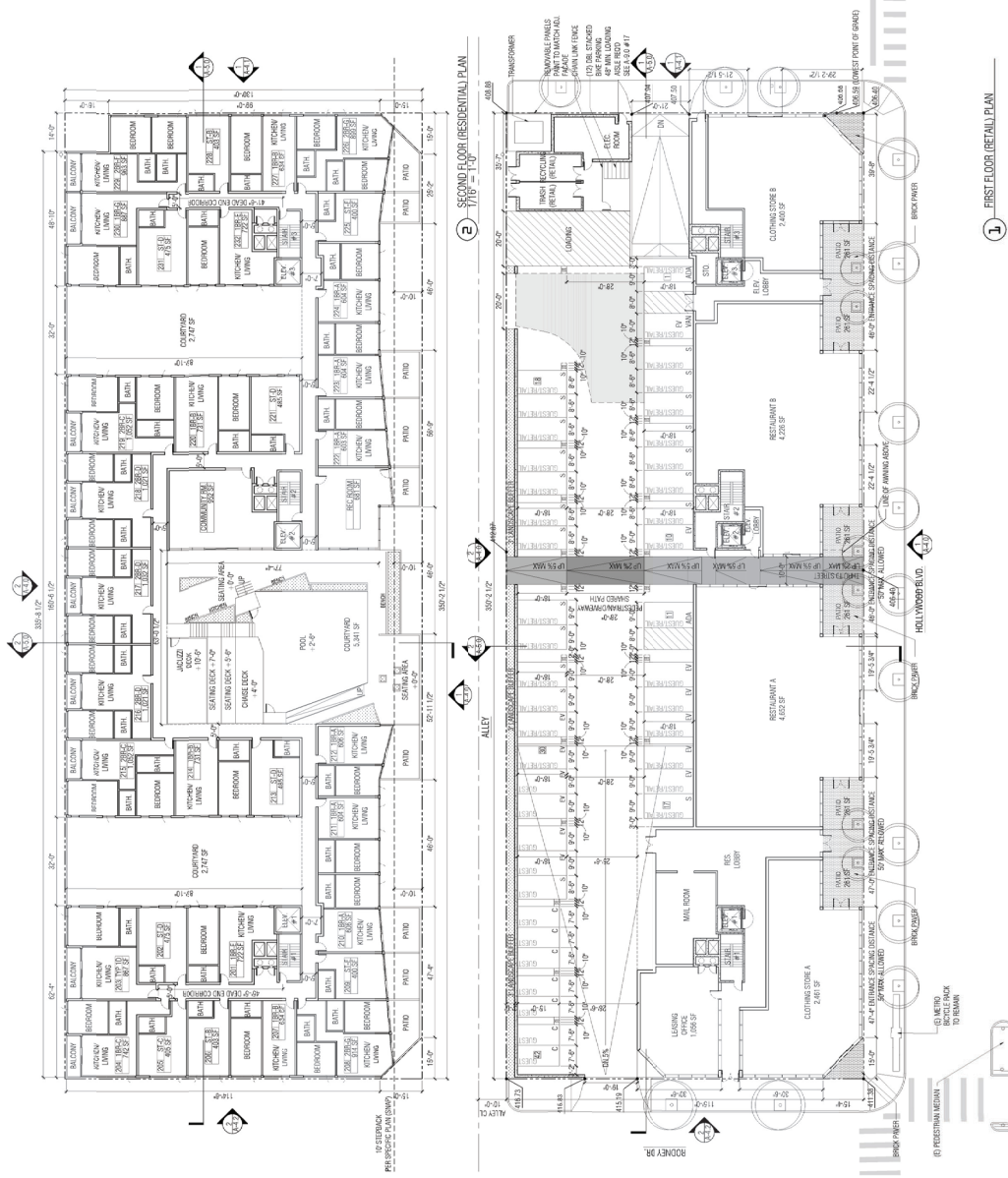
Pollutant	2020	2021	2022
Ozone (ppm), Eight-Hour Average	0.118	0.085	0.090
Number of days of State exceedances (>0.070 ppm)	22	2	6
Number of days of federal exceedances (>0.070 ppm)	22	2	6
Ozone (ppm), Worst Hour	0.185	0.099	0.138
Number of days of State exceedances (>0.09 ppm)	14	1	1
Carbon Monoxide (ppm); 8-hour	1.5	1.6	1.5



<b>Pollutant</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Number of days of State and Federal exceedances (>0.9 ppm)	0	0	0
Carbon Monoxide (ppm); 1-hour	1.9	2.0	1.7
Number of days of State exceedances (>20.0 ppm)	0	0	0
Number of days of federal exceedances (>35.0 ppm)	0	0	0
Nitrogen Dioxide (ppm), Worst Hour	0.061	0.077	0.075
Number of days of State exceedances (>0.18 ppm)	0	0	0
Sulphur dioxide (ppm); 1-hr average	0.004	0.002	0.007
Number of days of State exceedances (>0.25 ppm)	0	0	0
Number of days of federal exceedances (>0.075 ppm)	0	0	0
Particulate Matter <10 microns ( $\mu\text{g}/\text{m}^3$ ), Worst 24 Hours <sup>2</sup>	83.7	64.0	60
Number of days of State exceedances (>50 $\mu\text{g}/\text{m}^3$ )	34	14	4
Number of days of federal exceedances (>150 $\mu\text{g}/\text{m}^3$ )	0	0	0
Particulate Matter <2.5 microns ( $\mu\text{g}/\text{m}^3$ ), Worst 24 Hours	175.0	61.0	33.7
Number of days of federal exceedances (>35 $\mu\text{g}/\text{m}^3$ )	12	13	0

Source: SCAQMD 2024

Figure 1. Site Plan







## Regulatory Setting

### SCAQMD Air Quality Management Plan

Under State law, the SCAQMD is required to prepare a plan for air quality improvement for pollutants for which its jurisdiction is in non-compliance. The SCAQMD updates the plan every three years. Each iteration of the SCAQMD's Air Quality Management Plan (AQMP) is an update of the previous plan and has a 20-year horizon. The latest AQMP, the 2022 AQMP, was adopted on December 2, 2022. The 2022 AQMP builds on the measures already in place from the previous AQMPs and includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technology, best management practices, co-benefits from existing programs, incentives, and other CAA measures to meet the 8-hour ozone standard. Since  $\text{NO}_x$  emissions also lead to the formation of  $\text{PM}_{2.5}$ , the  $\text{NO}_x$  reductions needed to meet the ozone standards will likewise lead to improvement of  $\text{PM}_{2.5}$  levels and attainment of annual  $\text{PM}_{2.5}$  standards (SCAQMD 2017).<sup>1</sup>

The SCAQMD's strategy to meet the NAAQS and CAAQS distributes the responsibility for emission reductions across federal, State, and local levels and industries. Most of these emissions are from heavy-duty trucks, ships, and other State and federally regulated mobile source emissions, the majority of which are beyond SCAQMD's control. The SCAQMD has limited control over truck emissions with rules such as Rule 1196. The 2022 AQMP is composed of stationary and mobile source emission reductions including traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies, and reductions from federal sources (e.g., aircraft, locomotives, and ocean-going vessels). These strategies are to be implemented in partnership with CARB and USEPA. The district will not meet the standard without significant federal action. In addition to federal action, the 2022 AQMP relies on substantial future development of advanced technologies to meet the standards, including the transition to zero- and low-emission technologies. Of the needed  $\text{NO}_x$  emissions reductions, 46 percent will come from federal actions, 34 percent from CARB actions, and 20 percent will come directly from SCAQMD actions (SCAQMD 2022).

The AQMP also incorporates the transportation strategy and transportation control measures from the Southern California Association of Government's (SCAG) 2020-2045 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) (Connect SoCal) (SCAG 2020). SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial counties, and addresses regional issues relating to transportation, the economy, community development, and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and State air quality requirements. Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to the regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and State air quality plans to attain the NAAQS. SCAG's Connect SoCal includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained in the AQMP. The SCAQMD combines its portion of the AQMP with measures prepared by SCAG (SCAQMD 2022). Transportation Control Measures, included as Appendix IV-C of the 2022 AQMP, are based on Connect SoCal.

The 2022 AQMP forecasts the 2037 emissions inventories "with growth" based on SCAG's Connect SoCal. The region is projected to see a 12 percent growth in population, 17 percent growth in housing

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<sup>1</sup> Estimates are based on the inventory and modeling results and are relative to the baseline emission levels for each attainment year. See the Final 2022 AQMP (SCAQMD 2022) for a detailed discussion.



units, 11 percent growth in employment, and five percent growth in VMT between 2018 and 2037. Despite regional growth in the past, air quality has improved substantially over the years, primarily due to air quality control programs at the local, State, and federal levels (SCAQMD 2022). Project-level significance thresholds established by local air quality management district's set the level at which a project would cause or have a cumulatively considerable contribution to an exceedance of the NAAQS and/or CAAQS. Therefore, if a project's air pollutant emissions exceed the NAAQS and/or CAAQS, the proposed project could cause or contribute to human health impacts.

## Sensitive Receptors

Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with a margin of safety, to protect public health and welfare. They are designed to protect that segment of the public most susceptible to respiratory distress, such as children under 14; the elderly over 65; people engaged in strenuous work or exercise; and people with cardiovascular and chronic respiratory diseases. Therefore, the most sensitive receptor locations are schools, hospitals, and residences. The nearest sensitive receptors to the project site consist of multi-family residences directly across the alley to the north and directly across Lyman Place to the east.

## Methodology

The project's construction and operational emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2022.1. CalEEMod uses project-specific information, including the project's land use, square footage, and location, to estimate a project's construction and operational emissions.

Construction emissions modeled include emissions generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker and vendor trips. Emissions were modeled assuming construction of a seven-story, 174,021 gross square foot building with 181 residential units, approximately 15,000 square feet of retail, and an enclosed parking structure for 263 parking spaces. Project construction would begin in January 2025 for a duration of approximately 24 months, provided by the applicant. Construction schedule and construction equipment are primarily CalEEMod defaults along with worker trips. Vendor and Haul trips are based on applicant provided information on paving area and soil export. It is assumed that project construction would comply with all applicable regulatory standards, including SCAQMD Rule 403 (RCM-1 Fugitive Dust), SCAQMD Rule 402 (RCM-2 Odor Compliance), Section 2485 of Title 13 of the California Code of Regulations (RCM-3 Engine Idling), Section 93115 of Title 17 of the California Code of Regulations (RCM-4 Emission Standards), and Rule 1113 (RCM-5 Architectural Coatings).

Operational emissions modeled include mobile source emissions (i.e., vehicle emissions), energy emissions, and area source emissions. CalEEMod default values were used to estimate emissions from operational sources, including trip length. Emissions attributed to energy use include emissions from natural gas consumption for space and water heating and cooling. Area source emissions are generated by consumer products and architectural coatings. Project specific trip generation was provided for the project and includes 965 new trips and 457 existing trips resulting in 508 net new trips.

Detailed construction and operational assumptions are provided in Attachment 1.

## Significance Thresholds

To determine whether a project would result in a significant impact to air quality, Appendix G of the CEQA Guidelines requires consideration of whether a project would:



1. Conflict with or obstruct implementation of the applicable air quality plan,
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard ,
3. Expose sensitive receptors to substantial pollutant concentrations, or
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

### Regional Significance Thresholds

The SCAQMD recommends quantitative regional significance thresholds for temporary construction activities and long-term project operation in the region of the SCAB overseen by SCAQMD, shown in Table 2.

**Table 2 SCAQMD Regional Significance Thresholds**

Pollutant	Mass Daily Emissions Thresholds (pounds per day)	
	Construction	Operation
VOC	75	55
NO <sub>x</sub>	100	55
CO	550	550
SO <sub>x</sub>	150	150
PM <sub>10</sub>	150	150
PM <sub>2.5</sub>	55	55

lbs/day = pounds per day; NO<sub>x</sub> = nitrogen oxide; NO<sub>2</sub> = nitrogen dioxide; CO = carbon monoxide; PM<sub>10</sub> = particulate matter with a diameter no more than 10 microns; PM<sub>2.5</sub> = particulate matter with a diameter no more than 2.5 microns  
Source: SCAQMD 2019

### Localized Significance Thresholds

The SCAQMD has also developed Localized Significance Thresholds (LST) as a tool to assist lead agencies to analyze localized air quality impacts to sensitive receptors in the vicinity of a project. The SCAQMD’s LST Methodology outlines how to analyze localized impacts from common pollutants of concern including NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> (SCAQMD 2008). Localized air quality impacts would occur if pollutant concentrations at sensitive receptors exceeded applicable NAAQS or CAAQS.

To minimize efforts, the SCAQMD developed mass rate lookup tables as a simple screening procedure. If a project’s on-site emissions do not exceed the screening levels for any pollutant, it can be concluded that the project would not cause or contribute to an adverse localized air quality impact. Screening levels are provided for various distances between the project boundary and the nearest sensitive receptor and various project site acreages. Screening levels increase as the project distance between the boundary and the nearest receiver increases. This is because air pollutant dispersion increases with distance. Screening levels also increase as the project site acreage increases. This is because the distance between construction sources and sensitive receptors increases with project acreage.

The LST mass rate lookup tables account for ambient pollutant concentrations based on the project’s source receptor area (SRA). The LST methodology includes screening levels for one-, two-, and five-acre sites at distances of 82 feet (25 meters), 164 feet (50 meters), 328 feet (100 meters), 656 feet (200 meters), and 1,640 feet (500 meters). Screening levels are more stringent for smaller sites which represent a more concentrated release.



LSTs have been developed for emissions generated by construction sites up to five acres in size. The project site is in SRA 1 (Central Los Angeles County) and is approximately 1.04 acres in size. Pursuant to SCAQMD guidance, the one-acre LSTs were conservatively utilized for this analysis (SCAQMD 2008). The nearest sensitive receptors to the project site consist of multi-family residences approximately 25 feet north and 45 feet east of the site. Therefore, LSTs for construction on a one-acre site in SRA 1 for a receptor at 25 feet (80 meters) are shown in Table 3.

**Table 3 SCAQMD LSTs for Construction**

Pollutant	Allowable Emissions from a one-acre site in SRA 1 for a Receptor at 80 Meters (pounds/day)	
	Construction	Operation
Gradual conversion of NO <sub>x</sub> to NO <sub>2</sub>	41 <sup>1</sup>	41 <sup>1</sup>
CO	680	680
PM <sub>10</sub>	5	2
PM <sub>2.5</sub>	3 <sup>2</sup>	0.8

lbs/day = pounds per day; NO<sub>x</sub> = nitrogen oxide; NO<sub>2</sub> = nitrogen dioxide; CO = carbon monoxide; PM<sub>10</sub> = particulate matter with a diameter no more than 10 microns; PM<sub>2.5</sub> = particulate matter with a diameter no more than 2.5 microns

<sup>1</sup>The screening criteria for NO<sub>x</sub> were developed based on the 1-hour NO<sub>2</sub> CAAQS of 0.18 ppm. Subsequently to publication of the SCAQMD's guidance the USEPA has promulgated a 1-hour NO<sub>2</sub> NAAQS of 0.100 ppm. This is based on a 98th percentile value, which is more stringent than the CAAQS. Because SCAQMD's LSTs have not been updated to address this new standard, to determine if project emissions would result in an exceedance of the 1-hour NO<sub>2</sub> NAAQS, an approximated LST was estimated to evaluate the federal 1-hour NO<sub>2</sub> standard. The revised LST threshold is calculated by scaling the NO<sub>2</sub> LST for by the ratio of 1-hour NO<sub>2</sub> standards (federal/State) (i.e., 75 lbs/day \* (0.10/0.18) = 41 lbs/day).

<sup>2</sup>The screening criteria for PM<sub>2.5</sub> were developed based on an Annual CAAQS of 15 mg/m<sup>3</sup>. Subsequently to publication of the SCAQMD's guidance the annual standard was reduced to 12 mg/m<sup>3</sup>. Because SCAQMD's LSTs have not been updated to address this new standard, to determine if project emissions would result in an exceedance of the annual PM<sub>2.5</sub> CAAQS, an approximated LST was estimated. The revised LST threshold is calculated by scaling the PM<sub>2.5</sub> LST for by the ratio of 24-hour PM<sub>2.5</sub> standards (federal/State) (i.e., 3 lbs/day \* (12/15) = 2 lbs/day).

Source: SCAQMD 2009

## Impact Analysis

### **Issue 1:** Would the project conflict with or obstruct implementation of the applicable air quality plan?

A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding the forecasts used in the development of the AQMP. The 2022 AQMP relies on local general plans and the demographic forecasts contained in the SCAG 2020 RTP/SCS in its own projections for managing air quality in the SCAB. As such, projects that propose development that is consistent with the growth anticipated by SCAG's growth projections and/or the General Plan would not conflict with the SCAQMD AQMP. In the event that a project would propose development that is less dense than anticipated by the growth projections, the project would likewise be consistent with the AQMP.

The growth forecasts in SCAG's 2020 RTP/SCS estimate that the population of Los Angeles will be 4,771,300 in 2045, an increase of 837,500 people from a population of 3,933,800 in 2016 (SCAG 2020).<sup>2</sup> Housing in Los Angeles will be 1,793,000 dwelling units in 2045, an increase in 426,000 dwelling units over the 1,367,000 dwelling units in 2016 (SCAG 2020). Employment will be 2,135,900 labor force in 2045, an increase in 287,600 employees over the 1,848,300 employees in 2016 (SCAG

<sup>2</sup>On September 3, 2020, SCAG's Regional Council formally adopted the 2020-2045 RTP/SCS (2020 RTP/SCS), or Connect SoCal, which builds upon the progress made through implementation of the 2016 RTP/SCS and was developed through a four-year planning process to update population, housing and employment data as well as transportation strategies for the region through the horizon year of 2045. The SCAQMD has incorporated these same data and projections into the 2022 Air Quality Management Plan.





2020). The proposed project is the development of a mixed-use building that would result in 181 dwelling units and 536 residents. This would respectively result in 0.06 percent of the population growth and 0.04 percent of the dwelling unit growth. Employment for the project is unknown, however as the commercial square footage would decrease from the existing use, it is anticipated that employment at the site would remain similar or decrease from the existing conditions, therefore employment would not exceed the anticipated growth for Los Angeles.

Furthermore, as shown in Table 4 and Table 5 under Impact AQ-2, the project would not generate criteria pollutant emissions in excess of SCAQMD thresholds for ozone precursors (VOC and NO<sub>x</sub>), PM<sub>10</sub> or PM<sub>2.5</sub>.

Therefore, the project would be consistent with the AQMP and would not conflict with or obstruct the applicable air quality plan. Impacts are less than significant.

**Issue 2:** Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?

The City of Los Angeles is in the SCAB, which is a non-attainment area for the NAAQS for ozone, PM<sub>2.5</sub>, and lead. The SCAB is also in non-attainment for the CAAQS for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>. The project does not include any stationary sources of lead emissions. Therefore, implementation of the project would not result in substantial emissions of lead and this pollutant is not discussed further in this analysis. The below discussion assesses potential air quality impacts related to construction and operational emissions of criteria air pollutants for which the SCAB is in non-attainment, including ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>.

### **Construction Impacts**

Project construction would generate temporary air pollutant emissions associated with fugitive dust (PM<sub>10</sub> and PM<sub>2.5</sub>) and exhaust emissions from heavy construction equipment and construction vehicles. In addition, construction equipment would release VOC emissions during the drying of architectural coating and paving phases. Table 4 summarizes the estimated maximum daily emissions of pollutants during project construction. As shown therein, construction-related emissions would not exceed SCAQMD thresholds. Therefore, project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard. Impacts would be less than significant.



**Table 4 Project Construction Emissions**

Year	Maximum Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Demolition (2025)	2	16	16	<1	2	1
Site Prep (2025)	2	12	13	<1	3	2
Grading (2025)	3	30	21	<1	7	3
Building Construction (2025)	2	11	23	<1	3	1
Building Construction (2026)	2	11	22	<1	3	1
Paving (2025)	1	5	7	<1	<1	<1
Architectural Coating	10	1	4	<1	1	<1
Building Construction + Paving (2025)	3	16	30	<1	3	1
Building Construction + Architectural Coating (2026)	12	12	26	<1	4	1
<b>Maximum Daily Construction Emissions</b>	<b>12</b>	<b>30</b>	<b>30</b>	<b>&lt;1</b>	<b>7</b>	<b>3</b>
SCAQMD Regional Thresholds	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

lbs/day = pounds per day; VOC = Volatile organic compounds; NO<sub>x</sub> = nitrogen oxides; CO = carbon monoxide; SO<sub>2</sub> = sulfur dioxide; PM<sub>10</sub> = particulate matter 10 microns in diameter or less; PM<sub>2.5</sub> = particulate matter 2.5 microns or less in diameter

Notes: All emissions modeling was completed using CalEEMod. See Attachment 3 for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from “unmitigated” results that include compliance with RCMs. Emissions presented are the highest of the winter and summer modeled emissions.

### Operational Impacts

Operation of the project would generate criteria air pollutant emissions associated with area sources (e.g., architectural coatings, consumer products), energy sources (i.e., use of natural gas for space and water heating), and mobile sources (i.e., vehicle trips to and from the project site). Table 5 on the following page summarizes the project’s maximum daily operational emissions by emission source. As shown therein, operational emissions would not exceed SCAQMD regional thresholds for criteria pollutants. Therefore, project operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment, and impacts would be less than significant.



**Table 5 Project Operational Emissions**

Year	Maximum Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Existing Emissions</b>						
Area	1	<1	1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	2	1	11	<1	2	<1
Total Existing	2	1	12	<1	2	<1
<b>Project Emissions</b>						
Area	6	<1	16	<1	<1	<1
Energy	<1	1	<1	<1	<1	<1
Mobile	4	3	28	<1	6	2
Total Project	9	4	44	<1	6	2
<b>Maximum Net Daily Emissions (Project - Existing)</b>	<b>7</b>	<b>2</b>	<b>32</b>	<b>&lt;1</b>	<b>4</b>	<b>1</b>
SCAQMD Regional Thresholds	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

lbs/day = pounds per day; VOC = Volatile organic compounds; NO<sub>x</sub> = nitrogen oxides; CO = carbon monoxide; SO<sub>2</sub> = sulfur dioxide; PM<sub>10</sub> = particulate matter 10 microns in diameter or less; PM<sub>2.5</sub> = particulate matter 2.5 microns or less in diameter  
Notes: All emissions modeling was completed using CalEEMod. See Attachment 3 for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from “unmitigated” results. Emissions presented are the highest of the winter and summer modeled emissions.

**Issue 3:** Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?

**Localized Carbon Monoxide Impact**

A carbon monoxide hotspot is a localized concentration of carbon monoxide that is above a CO ambient air quality standard. Localized carbon monoxide hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local carbon monoxide concentration exceeds the federal one-hour standard of 35.0 ppm or the federal and State eight-hour standard of 9.0 ppm (CARB 2016).

A detailed carbon monoxide analysis was conducted during the preparation of SCAQMD’s 2003 AQMP. The locations selected for microscale modeling in the 2003 AQMP included high average daily traffic (ADT) intersections in the SCAB, those which would be expected to experience the highest CO concentrations. The highest CO concentration observed was at the intersection of Wilshire Boulevard and Veteran Avenue on the west side of Los Angeles near I-405. The concentration of CO at this intersection was 4.6 ppm, which is well below the State and federal standards. The Wilshire Boulevard/Veteran Avenue intersection has an ADT of approximately 100,000 vehicles per day (SCAQMD 2003a).



The total existing ADT for Hollywood boulevard at the site is estimated at 18,349 vehicles (Los Angeles Department of Transportation [LADOT] 2017;). Based on trip generation from CalEEMod, the project would generate approximately 508 net new daily trips. Operation of the project would cause the ADT along Hollywood Boulevard to increase by up to 508 trips for a total 18,857 daily. Both the existing and future ADT are below the 100,000-vehicle count on the Wilshire Boulevard/Veteran Avenue intersection, which was already below the CO standards. Project-generated local mobile-source CO emissions would not result in or substantially contribute to concentrations that exceed the one-hour or eight-hour CO standard. Therefore, impacts would be less than significant.

**Localized Significance Thresholds**

The *Final LST Methodology* was developed to be used as a tool to analyze localized impacts at the project-specific level. If the calculated emissions for the proposed construction or operational activities are below the LST emission levels found on the LST mass rate look-up tables (Appendix C of *Final LST Methodology*; SCAQMD 2009) and no potentially significant impacts are found to be associated with other environmental issues, then the proposed construction or operation activity is not significant for air quality.

*Construction Impacts*

The allowable emissions for the project are synonymous with the LSTs associated with the 80-foot receptor distance and SRA 1. Table 6 summarizes the maximum localized daily construction emissions from the proposed project. As shown therein, localized construction emissions would not exceed SCAQMD LST thresholds. Therefore, project construction would result in a less than significant impact from localized criteria pollutant emissions.

**Table 6 Project Localized Construction Emissions**

Year	Maximum Daily Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum On-site Emissions	N/A	14	17	N/A	3	2
SCAQMD LST	N/A	41	680	N/A	5	3
<b>Threshold Exceeded?</b>	<b>N/A</b>	<b>No</b>	<b>No</b>	<b>N/A</b>	<b>No</b>	<b>No</b>

lbs/day = pounds per day; VOC = volatile organic compounds; NO<sub>x</sub> = nitrogen oxide; CO = carbon monoxide; PM<sub>10</sub> = particulate matter with a diameter no more than 10 microns; PM<sub>2.5</sub> = particulate matter with a diameter no more than 2.5 microns; SO<sub>x</sub> = sulfur oxide

Notes: Some numbers may not add up precisely due to rounding considerations. Maximum on-site emissions are the highest emissions that would occur on the project site from on-site sources, such as heavy construction equipment and architectural coatings, and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips.

Source: CalEEMod worksheets in Attachment 3.

**Operational Impacts**

The allowable emissions for the project are synonymous with the LSTs associated with the 80-foot receptor distance and SRA 1. Table 7 summarizes the maximum localized daily operational emissions from the proposed project. As shown therein, localized operational emissions would not exceed SCAQMD LST thresholds. Therefore, project operation would result in a less than significant impact from localized criteria pollutant emissions.





**Table 7 Project Localized Operational Emissions**

Year	Maximum Daily Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum On-site Emissions	N/A	1	15	N/A	<1	<0.1
SCAQMD LST	N/A	41	680	N/A	2	0.8
<b>Threshold Exceeded?</b>	<b>N/A</b>	<b>No</b>	<b>No</b>	<b>N/A</b>	<b>No</b>	<b>No</b>

lbs/day = pounds per day; VOC = volatile organic compounds; NO<sub>x</sub> = nitrogen oxide; CO = carbon monoxide; PM<sub>10</sub> = particulate matter with a diameter no more than 10 microns; PM<sub>2.5</sub> = particulate matter with a diameter no more than 2.5 microns; SO<sub>x</sub> = sulfur oxide

Notes: Some numbers may not add up precisely due to rounding considerations. Maximum on-site emissions are the highest emissions that would occur on the project site from on-site sources, such as heavy construction equipment and architectural coatings, and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips.

Source: CalEEMod worksheets in Attachment 3.

### Toxic Air Contaminants

TACs are defined by California law as air pollutants that may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health. The following subsections discuss the project’s potential to result in impacts related to TAC emissions during construction and operation.

#### Construction

Construction-related activities would result in temporary project-generated emissions of DPM exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as a TAC by CARB in 1998 (CARB 2023).

The greatest potential for TAC emissions during construction and decommissioning would be from heavy equipment operations that generate DPM emissions. Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the proposed Project would occur over approximately 24 months.

Generation of DPM from construction/decommissioning typically occurs in a single area for a short period. The project's construction would occur in phases over approximately 24 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has to the substance. Dose is positively correlated with time, and a more extended exposure period would result in a higher exposure level for the maximally exposed individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a more extended period. According to the California Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period. However, such assessments should be limited to the period/duration of activities associated with the project.

The project would be consistent with the applicable YSAQMD requirements and control strategies intended to reduce emissions from construction equipment and activities. The project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. However, sensitive receptors are located directly west and south of the project site across the bordering roadways and therefore have the potential to be exposed to TAC emissions from construction and decommissioning. The incorporation of PDF-1, which requires the use of USEPA Tier 4 off-road emissions standards or



alternatively fueled equipment, would reduce DPM emissions by approximately 81 to 96 percent as compared to equipment that meet the Tier 2 off-road emissions standards, depending on the specific horsepower rating of each piece of equipment. Thus, construction activities would not be anticipated to expose sensitive receptors to substantial toxic air contaminant concentrations that would result in an exceedance of cancer and non-cancer risk thresholds. Construction-related cancer and non-cancer risks would be less than significant. Impacts would be less than significant.

### Operation

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) provides recommended buffer distances between sensitive land uses and potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). CARB recommends that local agencies avoid siting new, sensitive land uses within 500 feet of a freeway. However, as a warehouse use, the project is not a sensitive land use. Furthermore, the project site is not located within 500 feet of a freeway.

Mixed-use land uses are not considered land uses that generate substantial TAC emissions based on review of the air toxic sources listed in SCAQMD's and CARB's guidelines. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, etc.) for the types of proposed land uses would be below thresholds warranting further study under the California Accidental Release Program. Because the project would not include substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the project would not result in the exposure of off-site sensitive receptors to significant amounts of carcinogenic or TACs. Impacts would be less than significant.

<p><b>Issue 4:</b> Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?</p>
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The project would generate oil or diesel fuel odors during construction from equipment operations. These odors would be limited to the temporary construction period and would dissipate rapidly with distance. Impacts from construction activities would be less than significant.

With respect to odors generated by project operation, the SCAQMD's CEQA Air Quality Handbook (1993) identifies land uses associated with odor complaints to be agricultural uses, wastewater treatment plants, chemical and food processing plants, composting, refineries, landfills, dairies, and fiberglass molding. Mixed Use land uses are not identified on this list. Furthermore, no odor-producing uses are in the project vicinity. In addition, the project would be required to comply with SCAQMD Rule 402, which prohibits the discharge of air contaminants that would cause injury, detriment, nuisance, or annoyance to the public. Therefore, the proposed project would not generate objectionable odors affecting a substantial number of people. Impacts would be less than significant.

### Cumulative Impacts

The eighteen related projects that the City of Los Angeles has identified as located in the project area that have not yet been built or are currently under construction. These projects are identified in Table 8. Both the timing and sequencing of construction for the related projects is unknown, a quantitative analysis to estimate daily construction emissions from multiple concurrent construction projects would be speculative. Therefore, the SCAQMD recommends using two different criteria for determining cumulative impacts. These criteria include:



- Using the project-specific air quality impacts to determine the project’s potential cumulative impacts to regional air quality; and
- Use a project’s consistency with the current AQMP to determine its potential cumulative impacts.

**Table 8 Cumulative Project List**

<b>Number</b>	<b>Location</b>	<b>Project Description</b>
1	1515 N. Hillhurst Avenue	<b>City Lights Mixed-Use</b> 202 Residential - Apartments 1.30 ksf Commercial - Office 5.35 ksf Commercial - Retail 5.05 5sf Restaurant 3.03 ksf Coffee/Donut Shop
2	4900 W. Hollywood Boulevard	<b>Residential Condominium Development</b> 200 Residential – Apartments 25 ksf commercial - retail
3	1300 N. Vermont Avenue	<b>Hollywood Presbyterian Hospital Seismic Retrofit</b> 30,999 ksf Commercial – Office (existing use to be replaced; Hospital and ancillary uses)
4	4850 W. Hollywood Boulevard	<b>La Terra Select Los Feliz I Mixed-Use</b> 101 residential- apartments 8 ksf Restaurant 2 ksf Commercial - Retail
5	4760 W. Sunset Boulevard	<b>Kaiser Medical Center</b> 179,688 ksf Medical Office 2.3 ksf Commercial – Retail
6	317 N. New Hampshire Avenue	<b>New Hampshire Residential Project</b> 81 Residential – Apartments 11 Affordable Housing Units (Family)
7	4649 W. Maubert Avenue	153 Residential – apartments (Total includes credit for transit and existing use)
8	1666 N. Vermont Avenue	<b>Vermont Mixed-Use</b> 130 Residential -Apartments 13.4 ksf Grocery Store
9	1318 N. Lyman Place	<b>Virgil Medical Office Building (Hollywood Presbyterian MC)</b> 102,780 ksf Medical Office
10	1225 N. Vermont Avenue	<b>1224 N. Vermont avenue Mixed- Use</b> 52 Residential – Apartments 6 affordable Housing Units 3,245 ksf Medical Office
11	4311 W. Sunset Boulevard	<b>4311 Sunset Boulevard Mixed-Use</b> 98 Residential – apartments 10 Affordable Housing Units 5,499 ksf Commercial – Retail
12	1401 N. Vermont Avenue	<b>Vermont &amp; Sunset Mixed-Use</b> 157 Residential -Multi- Family Housing (Mid-Rise) 7 Affordable Housing Units
13	1419 N. New Hampshire Avenue	<b>1419 – 1423 New Hampshire</b> 55 Residential – Multi-Family Housing (Mid Rise) 7 Affordable Housing Units



Number	Location	Project Description
14	4477 W. Hollywood Boulevard	<b>El Parador</b> 26 Residential – Multi-Family Housing (Mid Rise) 3 Affordable Housing Units 3,211 Ksf Commercial -Restaurants
15	1718 N. Vermont Avenue	<b>1718 N. Vermont Avenue Commercial Building</b> 4,243 ksf Commercial – Restaurants
16	1839 N. Kenmore Avenue	6 Residential – Single Family
17	4718 W. Franklin Avenue	6 Residential – Multi-Family (low rise)
18	1820 N. Berendo Street	<b>1820 N. Berendo Street</b> 7 Residential – Multi-Family (low-rise, apartments) 1 Affordable Housing Unit (1) Existing Use (to be removed): Residential – Single Family

ksf= thousand square feet

“The City of Los Angeles has not adopted specific Citywide significance thresholds for air quality impacts. However, because of the SCAQMD’s regulatory role in the air basin, this Thresholds Guide references the screening criteria, significance thresholds and analysis methodologies in the CEQA Air Quality Handbook to assist in evaluating projects proposed within the City” (City of Los Angeles 2006). As stated in the Appendix D of the SCAQMD 3<sup>rd</sup> Final Cumulative Impacts White Paper: “AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts. Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant” (SCAQMD 2003b).

The City has determined to rely on SCAQMD established thresholds to assess the project’s cumulative impacts in accordance with State CEQA Guidelines Section 15064.7. It may be possible to sum emissions from the related projects, however it would not provide meaningful data for evaluating cumulative impacts under CEQA as neither the City of Los Angeles nor the SCAQMD have established numeric thresholds for the evaluation of combined impacts from multiple projects. In addition, regional emissions from these related projects have the potential to impact the SCAB as a whole and therefore the geographic region for cumulative impacts could be regional and therefore geographical limits are impossible to define for each individual project. Meteorological factors such as wind speed and direction can disperse pollutants tens of miles downwind from the project, while precipitation events can limit dispersion to within a couple miles of the project. Therefore, consistent with the SCAQMD’s methodologies, cumulative impacts from regional emissions are based on SCAQMD thresholds.

Specifically, this analysis assumes that individual projects that do not exceed SCAQMD’s recommended daily thresholds for project-specific impacts would also not result in a cumulatively considerable increase in emissions for those pollutants, and would not have a significant, adverse air quality impact. Individual project related emissions that exceed SCAQMD thresholds with the incorporation of mitigation, would be considered cumulatively considerable.





## Construction

Based on the project specific analysis discussed in the previous sections, construction would be less than significant for all impacts without mitigation. Project construction emissions would not result in a cumulative increase in emissions and therefore would be considered less than significant on both a project-specific and cumulative basis.

## Operation

Based on the project specific analysis discussed in the previous sections, operational impacts were determined to be less than significant without mitigation. Additionally, the project would be consistent with the AQMP and would not conflict with or obstruct the applicable air quality plan. Project operational emissions would not result in a cumulative increase in emissions and therefore would be considered less than significant on both a project-specific and cumulative basis.

## Conclusion

The project would generate both temporary construction and long-term operational air quality emissions. All impacts were determined to be less than significant without mitigation. Nonetheless, the project applicant would be required to comply with the practices and standards referenced by RCM-1 through RCM-5, and PDF-1.

Sincerely,

**Rincon Consultants, Inc.**

A handwritten signature in blue ink, appearing to read "Heather Dubois", with a long horizontal flourish extending to the right.

Heather Dubois  
Senior Environmental Planner

## Attachments

- Attachment 1 Project Assumptions
- Attachment 2 Emissions Summaries and Calculations Outside of CalEEMod
- Attachment 3 CalEEMod Outputs



## References

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# **Attachment 1**

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Project Assumptions

## 4627 Hollywood Blvd Assumptions

**CalEEMod Inputs that are not modeling defaults:**

Project Name: 4627 Hollywood Boulevard  
 Project Location: County: Los Angeles - SCAQMD  
 Climate Zone: 16  
 Operational Year (Buildout): 2026  
 Construction Year: 2025  
 Existing Operational Year: 2023  
 Utility Company: LADWP

Run Date: 2/15/2024  
 SRA: 1

**Project Description**

Project Description	DU/sp	SF	kSF	Acres	CalEEMod Category
Retail		22,835	22.835	1.04	stand alone
		Proposed Project			
Multi-family residential	181	158,623	4,861	0.98	Apartment Low-rise Retail
Commercial Retail		4,861	9,030		High-turnover
Commercial Restaurant	263	112,007			Enclosed Garage w/elevator other asphalt
Parking				0.06	recreational swimming pool.
Paving	0	0	0	0.00	
Swimming Pool				1.04	
<b>Total</b>					
<b>Note:</b>	158,623	residential squre footage total			
	221	residential parking spaces			
	15,398	commercial square footage total			
	42	ground-level commercial and residential spaces (These spaces were modeled as part of the enclosed garage with elevator based on the site plans not showing a location for surface parking outside the building structure.)			
	174,021	total gross square footage			
	112,007	parking square footage			
	1.04	total lot acreage			
	0.924	percentage building footprint			
	0.96096	building acreage			
	0.057	percentage paving			
	0.05928	paving acreage			
	0.019	percentage landscaping			
	0.01976	landscaping acreage			



## 4627 Hollywood Blvd Assumptions

### Construction Assumptions

Construction Phasing: Default: CalEEMod Phasing was adjusted for reasonable demolition, site preparation, grading, and architectural coating time with provided start date of January 2025 and 24 months of construction  
Assumes 5 days per week construction schedule based on default settings

	Default		Days	Revised		Days
	Start	End		Start	End	
Demolition	1/1/2025	1/29/2025	20	1/1/25	2/25/25	40
Site Prep	1/30/2025	1/31/2025	2	2/26/25	3/11/25	10
Grading	2/2/2025	2/7/2025	4	2/6/25	4/29/25	35
Building Construction	2/8/2025	11/15/2025	200	4/30/25	12/31/26	437
Paving	11/16/2025	11/30/2025	10	4/30/25	5/13/25	10
Architectural Coating	12/1/2025	12/15/2025	10	7/31/26	12/31/26	110

Construction Equipment: Assumes default average construction fleet

Material import/export:	50,000 cy	export
	0 cy	import
	12 miles one-way to Sholl Canyon Landfill	
	24 miles per round trip	
Demolition:	22,835 square foot building	
	12 miles one way to Sholl Canyon Landfill	
	13 trucks	
	1756.538462 sqfoot per truck	
	20,533 square foot parking area	
	380 tons	
	5 trucks	
	8782.692308 sqft (hauling truck equivalent)	
	31,618 total bld sq footage to estimate total truck trips	
	18 truck trips	

Paving: sqft	2700	tons	
		50	
		17	tons per truck
		2.941176471	trucks
		6	truck trips per day
			source: <a href="https://www.cooperequip.com/siteart/pdf/tonnage-table-asphalt.pdf">https://www.cooperequip.com/siteart/pdf/tonnage-table-asphalt.pdf</a>

## 4627 Hollywood Blvd Assumptions

### Operational Assumptions

**Trip Rates**

Multifamily Housing (low-Rise)	965	Total Trips
	5.331491713	trips per du
	457	Existing trips
	20.01313773	trips per ksf
	508	Net New Trips
	2.806629834	Trips per DU

Source: Ganddini Group Inc. 811 South White Avenue Residential Project Traffic Impact analysis , June 10, 2021.

**Area**

No hearths based on provided information.

**Energy Use**

Electricity Provider

Default Values Used

SCE

**Water/Wastewater**

Default Values Used for water use for all but swimming pool  
17750 gal/year used for swimming pool  
Source:

Wastewater Revised in updated analysis to remove emissions from septic.

Septic	10.33	Aerobic	87.46	Lagoons	2.21
			0.98		
			10.1234		0.2066
			97.58		2.42

**Solid Waste**

Default Values Used

**Refrigerants**

Default values Used

**Off-road equipment**

None

**Stationary Sources**

None

# **Attachment 2**

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Emissions Summaries and Calculations Outside of CalEEMod

## 4627 Hollywood Blvd AQMP Compliance

### **Population**

536 (Taken from CalEEMod)  
4,771,300 2045 Population  
3,933,800 2016 Population  
837,500 2020 RTP/SCS Growth between 2016 and 2045<sup>1</sup>  
0.06% Percent of growth

<sup>1</sup> Southern California Association of Governments (SCAG). Connect SoCal: Current Context Demographics and Growth Forecast. Adopted September 3, 2020. [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_demographics-and-growth-forecast.pdf?1606001579#:~:text=SCAG's%202020%20RTP%2FSCS%20growth,we're%20planning%20for.%E2%80%9D](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579#:~:text=SCAG's%202020%20RTP%2FSCS%20growth,we're%20planning%20for.%E2%80%9D) (accessed January 2023).

### **Housing**

181 Dwelling Units  
1,793,000 SCAG 2045 Houses  
1,367,000 SCAG 2016 Estimates  
426,000 2020 RTP/SCS Growth between 2016 and 2045<sup>1</sup>  
0.04% Percent of growth

### **Employment**

0 Existing Employees  
0 Proposed Employees  
0 Net New Employees  
2,135,900 2045 Employment  
1,848,300 2016 Employment  
287,600 2020 RTP/SCS Growth between 2016 and 2045<sup>1</sup>  
0.00% Percent of growth

Note: Employment qualitative, employment per square foot, square foot of retail is decreasing will be similar or less employees than existing. LTS



## 4627 Hollywood Blvd Construction Summary

Daily Construction Emissions		Estimated Emissions (lbs/day)						
Construction Year		ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>	
Demolition		1.91	15.64	16.48	0.030	1.58	0.74	
	onsite	1.75	13.90	15.10	0.020	1.05	0.59	
	offsite	0.16	1.74	1.38	0.010	0.53	0.15	
Site Prep		1.62	12.49	12.67	0.025	3.18	1.73	
	onsite	1.56	12.10	12.10	0.020	3.00	1.69	
	offsite	0.06	0.39	0.57	0.005	0.18	0.04	
Grading		2.80	29.95	21.07	0.100	7.02	3.03	
	onsite	1.80	14.10	14.50	0.020	3.41	1.93	
	offsite	1.00	15.85	6.57	0.080	3.61	1.10	
Building Construction 2025		2.19	11.17	22.75	0.030	2.93	0.93	
	onsite	1.28	8.95	10.00	0.020	0.33	0.30	
	offsite	0.91	2.22	12.75	0.010	2.60	0.63	
Building Construction 2026		2.02	10.66	21.80	0.030	2.89	0.90	
	onsite	1.22	8.57	9.96	0.020	0.29	0.27	
	offsite	0.80	2.09	11.84	0.010	2.60	0.63	
Paving 2025		0.66	4.90	7.48	0.015	0.41	0.25	
	onsite	0.59	4.63	6.50	0.010	0.20	0.19	
	offsite	0.07	0.27	0.98	0.005	0.21	0.06	
Architectural Coating		10.47	1.02	3.49	0.005	0.50	0.13	
	onsite	10.32	0.86	1.13	0.005	0.02	0.02	
	offsite	0.15	0.16	2.36	0.000	0.48	0.11	
Building Construction + Paving 2025		2.85	16.07	30.23	0.045	3.34	1.18	
Building Construction + Architectural Coating 2026		12.49	11.68	25.29	0.04	3.39	1.03	
Max Daily		12.49	29.95	30.23	0.100	7.02	3.03	
SCAQMD Thresholds		55	55	550	150	150	55	
<b>Threshold Exceeded?</b>		<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	

See Appendix B for CalEEMod results. Note: Totals may not add up due to rounding.

## 4627 Hollywood Blvd Construction Summary

### Daily Construction Emissions (for Report)

Construction Year	Estimated Emissions (lbs/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Demolition	2	16	16	<1	2	1
Site Prep	2	12	13	<1	3	2
Grading	3	30	21	<1	7	3
Building Construction 2025	2	11	23	<1	3	1
Building Construction 2026	2	11	22	<1	3	1
Paving 2025	1	5	7	<1	<1	<1
Architectural Coating	10	1	3	<1	1	<1
Building Construction + Paving 2025	3	16	30	<1	3	1
Building Construction + Architectural Coating 2026	12	12	25	<1	3	1
Max Daily	12	30	30	<1	7	3
SCAQMD Thresholds	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	No	No	No	No	No	No

See Appendix B for CalEEMod results. Note: Totals may not add up due to rounding.

### Localized Emissions

Emissions Source	Estimated Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
2025	14	17	3	2
Project Total	14	17	3	1.9
SCAQMD Thresholds	41	680	5	3
<b>Threshold Exceeded?</b>	No	No	No	No

See Appendix B for CalEEMod results. Note: Totals may not add up due to rounding.

## 4627 Hollywood Blvd Operational Summary

**Document Table 5 - Summarized Project Daily Operational Emissions**

Emissions Source	Estimated Emissions (lbs/day)				
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>2.5</sub>
	<b>Existing</b>				
Area	0.71	0.01	0.99	0.01	0.01
Energy	0.01	0.03	0.03	0.01	0.01
Mobile	1.73	1.13	11.00	0.02	0.47
Existing Total	2.45	1.17	12.02	0.03	0.48
	<b>Proposed Project</b>				
Area	5.81	0.15	15.70	0.00	0.01
Energy	0.08	0.69	0.39	0.00	0.05
Mobile	3.52	2.65	28.00	0.07	1.60
Project Total	9.41	3.49	44.09	0.07	1.66
	<b>Net Total</b>				
Existing Total	2	1	12	<1	2
Project Total	9	3	44	<1	6
Net Total	7	2	32	<1	4
SCAQMD Thresholds	55	55	550	150	150
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

See Appendix B for CalEEMod results. Note: Totals may not add up due to rounding.

# 4627 Hollywood Blvd

## Operational Summary

Localized Emissions	Estimated Emissions (lbs/day)		
	NO <sub>x</sub>	CO	PM <sub>2.5</sub>
<b>Existing</b>			
Area	0.01	0.99	0.005
Energy	0.03	0.03	0.005
Existing total	0.04	1.02	0.01
<b>Proposed Project</b>			
Area	0.15	15.70	0.01
Energy	0.69	0.39	0.05
Project Total	0.84	16.09	0.06
<b>Net Emissions</b>			
Existing total	<1	1	<1
Project Total	1	16	<1
Net Emissions	1	15	<1
SCAQMD Thresholds	41	680	2
<b>Threshold Exceeded?</b>	No	No	No

See Appendix B for CalEEMod results. Note: Totals may not add up due to rounding.

1 acre site at 25 meters; SRA 1

	Default	Conversion	Revised
NOx Conversion:	103	0.55555556	57
PM2.5 Conversion (Operation):	1	0.8	0.80

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# **Attachment 3**

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CalEEMod Outputs

# 2675 Hollywood Blvd - Proposed Project Revised Detailed Report

## Table of Contents

- 1. Basic Project Information
  - 1.1. Basic Project Information
  - 1.2. Land Use Types
  - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
- 2. Emissions Summary
  - 2.1. Construction Emissions Compared Against Thresholds
  - 2.2. Construction Emissions by Year, Unmitigated
  - 2.4. Operations Emissions Compared Against Thresholds
  - 2.5. Operations Emissions by Sector, Unmitigated
- 3. Construction Emissions Details
  - 3.1. Demolition (2025) - Unmitigated
  - 3.3. Site Preparation (2025) - Unmitigated
  - 3.5. Grading (2025) - Unmitigated
  - 3.7. Building Construction (2025) - Unmitigated

3.9. Building Construction (2026) - Unmitigated

3.11. Paving (2025) - Unmitigated

3.13. Architectural Coating (2026) - Unmitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

- 4.7. Offroad Emissions By Equipment Type
  - 4.7.1. Unmitigated
- 4.8. Stationary Emissions By Equipment Type
  - 4.8.1. Unmitigated
- 4.9. User Defined Emissions By Equipment Type
  - 4.9.1. Unmitigated
- 4.10. Soil Carbon Accumulation By Vegetation Type
  - 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated
  - 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated
  - 4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated
- 5. Activity Data
  - 5.1. Construction Schedule
  - 5.2. Off-Road Equipment
    - 5.2.1. Unmitigated
  - 5.3. Construction Vehicles
    - 5.3.1. Unmitigated
  - 5.4. Vehicles

- 5.4.1. Construction Vehicle Control Strategies
- 5.5. Architectural Coatings
- 5.6. Dust Mitigation
  - 5.6.1. Construction Earthmoving Activities
  - 5.6.2. Construction Earthmoving Control Strategies
- 5.7. Construction Paving
- 5.8. Construction Electricity Consumption and Emissions Factors
- 5.9. Operational Mobile Sources
  - 5.9.1. Unmitigated
- 5.10. Operational Area Sources
  - 5.10.1. Hearths
    - 5.10.1.1. Unmitigated
  - 5.10.2. Architectural Coatings
  - 5.10.3. Landscape Equipment
- 5.11. Operational Energy Consumption
  - 5.11.1. Unmitigated
- 5.12. Operational Water and Wastewater Consumption



- 5.12.1. Unmitigated
- 5.13. Operational Waste Generation
- 5.13.1. Unmitigated
- 5.14. Operational Refrigeration and Air Conditioning Equipment
- 5.14.1. Unmitigated
- 5.15. Operational Off-Road Equipment
- 5.15.1. Unmitigated
- 5.16. Stationary Sources
- 5.16.1. Emergency Generators and Fire Pumps
- 5.16.2. Process Boilers
- 5.17. User Defined
- 5.18. Vegetation
- 5.18.1. Land Use Change
- 5.18.1.1. Unmitigated
- 5.18.1. Biomass Cover Type
- 5.18.1.1. Unmitigated
- 5.18.2. Sequestration

- 5.18.2.1. Unmitigated
- 6. Climate Risk Detailed Report
  - 6.1. Climate Risk Summary
  - 6.2. Initial Climate Risk Scores
  - 6.3. Adjusted Climate Risk Scores
  - 6.4. Climate Risk Reduction Measures
- 7. Health and Equity Details
  - 7.1. CalEnviroScreen 4.0 Scores
  - 7.2. Healthy Places Index Scores
  - 7.3. Overall Health & Equity Scores
  - 7.4. Health & Equity Measures
  - 7.5. Evaluation Scorecard
  - 7.6. Health & Equity Custom Measures
- 8. User Changes to Default Data

# 1. Basic Project Information

## 1.1. Basic Project Information

Data Field	Value
Project Name	2675 Hollywood Blvd - Proposed Project Revised
Construction Start Date	1/1/2025
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	16.8
Location	34.09995468008519, -118.28922282529581
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4006
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.21

## 1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
------------------	------	------	-------------	-----------------------	------------------------	--------------------------------	------------	-------------

Apartments Mid Rise	181	Dwelling Unit	0.98	158,623	0.02	0.00	536	—
Enclosed Parking with Elevator	263	Space	0.00	112,007	0.00	0.00	—	—
Strip Mall	4.86	1000sqft	0.00	4,861	0.00	0.00	—	—
High Turnover (Sit Down Restaurant)	9.03	1000sqft	0.00	9,030	0.00	0.00	—	—
Other Asphalt Surfaces	0.06	Acre	0.06	0.00	0.00	0.00	—	—
Recreational Swimming Pool	0.00	1000sqft	0.00	0.00	0.00	-1.00	—	—

### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

## 2. Emissions Summary

### 2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.86	12.1	29.3	30.2	0.11	0.80	6.22	7.02	0.75	2.28	3.02	—	14,993	14,993	0.78	1.97	29.3	15,629
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.79	12.1	29.9	23.3	0.11	0.80	6.22	7.02	0.75	2.28	3.02	—	14,991	14,991	0.78	1.97	0.76	15,599
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.59	4.35	10.5	15.7	0.03	0.33	2.01	2.34	0.30	0.57	0.87	—	4,520	4,520	0.21	0.34	3.91	4,632

Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.29	0.79	1.92	2.86	0.01	0.06	0.37	0.43	0.05	0.10	0.16	—	748	748	0.03	0.06	0.65	0.65	767	767

### 2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.86	2.41	29.3	30.2	0.11	0.80	6.22	7.02	0.75	2.28	3.02	—	14,993	14,993	0.78	1.97	29.3	15,629	
2026	2.32	12.1	11.5	25.3	0.03	0.33	3.06	3.39	0.30	0.73	1.03	—	5,934	5,934	0.24	0.28	12.7	6,036	
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.79	1.84	29.9	21.1	0.11	0.80	6.22	7.02	0.75	2.28	3.02	—	14,991	14,991	0.78	1.97	0.76	15,599	
2026	2.32	12.1	11.7	23.3	0.03	0.33	3.06	3.39	0.30	0.73	1.03	—	5,786	5,786	0.25	0.28	0.33	5,876	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.59	1.27	10.5	14.7	0.03	0.33	2.01	2.34	0.30	0.57	0.87	—	4,520	4,520	0.21	0.34	3.91	4,632	
2026	1.53	4.35	7.97	15.7	0.02	0.23	1.97	2.20	0.20	0.47	0.68	—	3,910	3,910	0.17	0.19	3.64	3,975	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.29	0.23	1.92	2.68	0.01	0.06	0.37	0.43	0.05	0.10	0.16	—	748	748	0.03	0.06	0.65	767	
2026	0.28	0.79	1.46	2.86	< 0.005	0.04	0.36	0.40	0.04	0.09	0.12	—	647	647	0.03	0.03	0.60	658	

### 2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
---------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------



Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.53	9.04	3.25	44.1	0.07	0.11	6.13	6.25	0.11	1.56	1.66	152	10,396	10,548	15.8	0.34	38.3	11,083	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.56	7.19	3.34	26.1	0.07	0.10	6.13	6.23	0.09	1.56	1.65	152	10,062	10,214	15.8	0.35	15.9	10,730	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.86	8.40	3.46	37.6	0.07	0.11	6.07	6.18	0.10	1.54	1.64	152	10,173	10,325	15.8	0.35	25.2	10,851	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.89	1.53	0.63	6.86	0.01	0.02	1.11	1.13	0.02	0.28	0.30	25.1	1,684	1,709	2.62	0.06	4.17	1,796	—	—	—

## 2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.52	3.19	2.42	28.0	0.07	0.04	6.13	6.18	0.04	1.56	1.60	—	6,808	6,808	0.32	0.27	23.0	6,918	
Area	1.93	5.81	0.15	15.7	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	50.0	50.0	< 0.005	< 0.005	—	50.1	
Energy	0.08	0.04	0.69	0.39	< 0.005	0.05	—	0.05	0.05	—	0.05	—	3,412	3,412	0.26	0.03	—	3,426	
Water	—	—	—	—	—	—	—	—	—	—	—	18.9	127	146	1.94	0.05	—	209	
Waste	—	—	—	—	—	—	—	—	—	—	—	133	0.00	133	13.3	0.00	—	465	
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15.3	15.3	
Total	5.53	9.04	3.25	44.1	0.07	0.11	6.13	6.25	0.11	1.56	1.66	152	10,396	10,548	15.8	0.34	38.3	11,083	

2675 Hollywood Blvd - Proposed Project Revised Detailed Report, 2/15/2024

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.48	3.15	2.65	25.7	0.06	0.04	6.13	6.18	0.04	1.56	1.60	—	6.523	6,523	0.34	0.28	0.60	6,615						
Area	0.00	4.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00						
Energy	0.08	0.04	0.69	0.39	< 0.005	0.05	—	0.05	0.05	—	0.05	—	3.412	3,412	0.26	0.03	—	3,426						
Water	—	—	—	—	—	—	—	—	—	—	—	18.9	127	146	1.94	0.05	—	209						
Waste	—	—	—	—	—	—	—	—	—	—	—	133	0.00	133	13.3	0.00	—	465						
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15.3	15.3						
Total	3.56	7.19	3.34	26.1	0.07	0.10	6.13	6.23	0.09	1.56	1.65	152	10,062	10,214	15.8	0.35	15.9	10,730						
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Mobile	3.46	3.12	2.67	26.4	0.06	0.04	6.07	6.11	0.04	1.54	1.58	—	6,600	6,600	0.33	0.28	9.92	6,702						
Area	1.33	5.24	0.10	10.8	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	34.2	34.2	< 0.005	< 0.005	—	34.3						
Energy	0.08	0.04	0.69	0.39	< 0.005	0.05	—	0.05	0.05	—	0.05	—	3,412	3,412	0.26	0.03	—	3,426						
Water	—	—	—	—	—	—	—	—	—	—	—	18.9	127	146	1.94	0.05	—	209						
Waste	—	—	—	—	—	—	—	—	—	—	—	133	0.00	133	13.3	0.00	—	465						
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15.3	15.3						
Total	4.86	8.40	3.46	37.6	0.07	0.11	6.07	6.18	0.10	1.54	1.64	152	10,173	10,325	15.8	0.35	25.2	10,851						
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Mobile	0.63	0.57	0.49	4.82	0.01	0.01	1.11	1.12	0.01	0.28	0.29	—	1,093	1,093	0.06	0.05	1.64	1,110						
Area	0.24	0.96	0.02	1.97	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	5.67	5.67	< 0.005	< 0.005	—	5.69						
Energy	0.01	0.01	0.13	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	565	565	0.04	< 0.005	—	567						
Water	—	—	—	—	—	—	—	—	—	—	—	3.12	21.0	24.1	0.32	0.01	—	34.5						
Waste	—	—	—	—	—	—	—	—	—	—	—	22.0	0.00	22.0	2.20	0.00	—	76.9						
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.53	2.53						
Total	0.89	1.53	0.63	6.86	0.01	0.02	1.11	1.13	0.02	0.28	0.30	25.1	1,684	1,709	2.62	0.06	4.17	1,796						

### 3. Construction Emissions Details

#### 3.1. Demolition (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.75	1.47	13.9	15.1	0.02	0.57	—	0.57	0.52	—	0.52	—	2,494	2,494	0.10	0.02	—	2,502
Demolition	—	—	—	—	—	—	0.48	0.48	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.16	1.53	1.65	< 0.005	0.06	—	0.06	0.06	—	0.06	—	273	273	0.01	< 0.005	—	274
Demolition	—	—	—	—	—	—	0.05	0.05	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.28	0.30	< 0.005	0.01	—	0.01	0.01	—	0.01	—	45.2	45.2	< 0.005	< 0.005	—	45.4
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.06	0.74	0.00	0.00	0.16	0.16	0.00	0.04	0.04	0.16	0.00	0.04	0.04	0.04	0.00	0.04	0.00	164	164	164	166
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.10	0.02	1.68	0.64	0.01	0.02	0.35	0.35	0.02	0.10	0.10	0.37	0.02	0.10	0.11	0.11	1,317	1,317	0.07	1,317	1,317	1,317	1,380
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	0.02	0.00	< 0.005	< 0.005	< 0.005	18.2	18.2	< 0.005	18.2	18.2	18.5	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.19	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	0.04	< 0.005	0.01	0.01	0.01	144	144	0.01	144	144	151	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	< 0.005	3.02	3.02	< 0.005	3.02	3.02	3.06	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	23.9	23.9	< 0.005	23.9	23.9	25.1	

### 3.3. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—







2675 Hollywood Blvd - Proposed Project Revised Detailed Report, 2/15/2024

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.80	1.51	14.1	14.5	0.02	0.64	—	0.64	0.59	—	—	—	—	—	—	—	2,455	2,455	0.10	0.02	—	—	—	—	—	2,463
Dust From Material Movement:	—	—	—	—	—	—	2.77	2.77	1.34	1.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.35	1.39	< 0.005	0.06	—	0.06	0.06	—	—	—	—	—	—	—	235	235	0.01	< 0.005	—	—	—	—	—	236
Dust From Material Movement:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.25	0.25	< 0.005	0.01	—	0.01	0.01	—	—	—	—	—	—	—	39.0	39.0	< 0.005	< 0.005	—	—	—	—	—	39.1
Dust From Material Movement:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.70	0.00	0.00	0.13	0.13	0.13	0.00	0.03	0.03	0.03	0.03	0.03	0.03	138	138	0.01	< 0.005	0.51	140	0.51	140	140	

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.96	0.19	15.2	5.92	0.08	0.16	0.00	0.16	0.91	1.07	12,401	0.67	1.95	28.8	13,026									
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.59	0.00	0.00	0.13	0.00	0.03	0.03	0.13	0.01	< 0.005	0.01	133									
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00									
Hauling	0.95	0.18	15.8	5.98	0.08	0.16	3.32	3.48	0.91	1.07	12,405	0.67	1.95	0.75	13,003									
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	< 0.005	< 0.005	12.8	< 0.005	< 0.005	0.02	12.9									
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00									
Hauling	0.09	0.02	1.53	0.57	0.01	0.02	0.32	0.33	0.09	0.10	1,189	0.06	0.19	1.19	1,248									
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	< 0.005	< 0.005	2.11	< 0.005	< 0.005	< 0.005	2.14									
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00									
Hauling	0.02	< 0.005	0.28	0.10	< 0.005	< 0.005	0.06	0.06	0.02	0.02	197	0.01	0.03	0.20	207									

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO <sub>2</sub>	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO <sub>2</sub>	NBCO <sub>2</sub>	CO <sub>2</sub> T	CH <sub>4</sub>	N <sub>2</sub> O	R	CO <sub>2</sub> e	
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	8.95	10.0	0.02	0.33	—	0.33	0.30	—	0.30	—	1,801	1,801	0.07	0.01	—	1,807	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	



Worker	0.39	0.35	0.43	5.17	0.00	0.00	1.08	1.08	1.08	0.00	0.25	0.25	—	1,111	1,111	0.05	0.04	1.83	1,126
Vendor	0.04	0.02	0.67	0.31	< 0.005	0.01	0.15	0.15	0.16	< 0.005	0.04	0.05	—	565	565	0.02	0.08	0.67	590
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.08	0.94	0.00	0.00	0.20	0.20	0.20	0.00	0.05	0.05	—	184	184	0.01	0.01	0.30	186
Vendor	0.01	< 0.005	0.12	0.06	< 0.005	< 0.005	0.03	0.03	0.03	< 0.005	0.01	0.01	—	93.6	93.6	< 0.005	0.01	0.11	97.7
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

### 3.9. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.22	1.01	8.57	9.96	0.02	0.29	—	0.29	0.27	—	0.27	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.22	1.01	8.57	9.96	0.02	0.29	—	0.29	0.27	—	0.27	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.87	0.72	6.12	7.11	0.01	0.21	—	0.21	0.19	—	0.19	—	1,286	1,286	0.05	0.01	—	1,291





### 3.11. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.59	0.49	4.63	6.50	0.01	0.20	—	0.20	0.19	—	0.19	—	992	992	0.04	0.01	—	995	
Paving	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.13	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	—	27.2	27.2	< 0.005	< 0.005	—	27.3	
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.50	4.50	< 0.005	< 0.005	—	4.51	
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.06	0.05	0.05	0.05	0.87	0.00	0.00	0.16	0.16	0.04	0.04	—	173	0.01	0.63	175
Vendor	0.01	0.01	0.22	< 0.005	0.11	< 0.005	0.05	0.05	0.02	0.01	0.02	—	190	0.03	0.52	199
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.02	0.00	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.55	< 0.005	0.01	4.62
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.22	< 0.005	0.01	5.45
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.75	< 0.005	< 0.005	0.76
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.86	< 0.005	< 0.005	0.90
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00

### 3.13. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	10.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

2675 Hollywood Blvd - Proposed Project Revised Detailed Report, 2/15/2024

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	0.02	0.02	0.02	0.02	0.02	0.02	—	—	0.02	—	—	—	134
Architectural Coatings	—	10.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	134
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.26	0.34	< 0.005	0.01	0.01	0.01	0.01	0.01	0.01	0.01	—	—	0.01	—	—	—	40.2
Architectural Coatings	—	3.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	40.2
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	< 0.005	—	—	—	6.66
Architectural Coatings	—	0.56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.66
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.13	0.14	2.36	0.00	0.00	0.48	0.48	0.48	0.00	0.11	0.11	—	—	0.11	—	—	—	495
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	—	0.00	—	—	—	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	—	0.00	—	—	—	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.13	0.16	2.01	0.00	0.48	0.48	0.00	0.11	0.11	0.11	0.11	—	469	469	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.04	0.04	475
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.64	0.00	0.14	0.14	0.00	0.03	0.03	0.03	0.03	—	144	144	0.01	0.01	0.01	0.01	0.01	0.01	0.22	0.22	145	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.03	0.03	0.00	0.01	0.01	0.01	0.01	—	23.8	23.8	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.04	0.04	24.1	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

## 4. Operations Emissions Details

### 4.1. Mobile Emissions by Land Use

#### 4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	3.52	3.19	2.42	28.0	0.07	0.04	6.13	6.18	0.04	1.56	1.60	—	6,808	6,808	0.32	0.27	23.0	6,918	



2675 Hollywood Blvd - Proposed Project Revised Detailed Report, 2/15/2024

Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	3.52	3.19	2.42	28.0	0.07	0.04	6.13	6.18	0.04	1.56	1.60	1.60	1.60	6,808	6,808	0.32	0.27	23.0	0.00	0.00	6,918
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	3.48	3.15	2.65	25.7	0.06	0.04	6.13	6.18	0.04	1.56	1.60	1.60	1.60	6,523	6,523	0.34	0.28	0.60	0.00	0.00	6,615
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Total	3.48	3.15	2.65	25.7	0.06	0.04	6.18	0.04	1.56	1.60	0.00	0.00	0.00	0.00	0.00	6.523	0.34	0.28	0.60	6,615			
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.63	0.57	0.49	4.82	0.01	0.01	1.12	0.01	0.28	0.29	0.00	0.00	0.00	0.00	1,093	0.06	0.05	1.64	1,110				
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Total	0.63	0.57	0.49	4.82	0.01	0.01	1.12	0.01	0.28	0.29	1.11	1.12	0.01	0.28	1,093	0.06	0.05	1.64	1,110				

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.05	0.03	0.45	0.19	< 0.005	0.04	—	0.04	0.04	—	0.04	—	576	576	0.05	< 0.005	—	577
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.67	7.67	< 0.005	< 0.005	—	7.69
High Turnover (Sit Down Restaurant)	0.03	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	274	274	0.02	< 0.005	—	275
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.08	0.04	0.69	0.39	< 0.005	0.05	—	0.05	0.05	—	0.05	—	858	858	0.08	< 0.005	—	860
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.05	0.03	0.45	0.19	< 0.005	0.04	—	0.04	0.04	—	0.04	—	576	576	0.05	< 0.005	—	577





Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
<b>Total</b>	<b>0.01</b>	<b>0.01</b>	<b>0.13</b>	<b>0.07</b>	<b>&lt; 0.005</b>	<b>0.01</b>	<b>0.01</b>	<b>0.01</b>	<b>0.01</b>	<b>0.01</b>	<b>0.01</b>	<b>0.01</b>	<b>0.01</b>	<b>0.01</b>	<b>0.01</b>	<b>0.01</b>	<b>0.01</b>	<b>0.01</b>	<b>0.01</b>	<b>0.01</b>	<b>0.01</b>	<b>0.01</b>	<b>142</b>	<b>142</b>	<b>142</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>	<b>&lt; 0.005</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>142</b>	<b>0.00</b>

### 4.3. Area Emissions by Source

#### 4.3.1. Unmitigated

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO <sub>2</sub>	PM <sub>10</sub> E	PM <sub>10</sub> D	PM <sub>10</sub> T	PM <sub>2.5</sub> E	PM <sub>2.5</sub> D	PM <sub>2.5</sub> T	BCO <sub>2</sub>	NBCO <sub>2</sub>	CO <sub>2</sub> T	CH <sub>4</sub>	N <sub>2</sub> O	R	CO <sub>2</sub> e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	
Consumer Products	—	3.69	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Architectural Coatings	—	0.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Landscaping Equipment	1.93	1.81	0.15	15.7	< 0.005	0.01	—	0.01	0.01	—	0.01	—	50.0	50.0	< 0.005	< 0.005	—	50.1	
<b>Total</b>	<b>1.93</b>	<b>5.81</b>	<b>0.15</b>	<b>15.7</b>	<b>&lt; 0.005</b>	<b>0.01</b>	<b>—</b>	<b>0.01</b>	<b>0.01</b>	<b>—</b>	<b>0.01</b>	<b>0.00</b>	<b>50.0</b>	<b>50.0</b>	<b>&lt; 0.005</b>	<b>&lt; 0.005</b>	<b>—</b>	<b>50.1</b>	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	
Consumer Products	—	3.69	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	

Architect Coatings	—	0.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.00	4.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	—	0.67	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscaping Equipment	0.24	0.23	0.02	1.97	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	5.67	5.67	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	5.69
Total	0.24	0.96	0.02	1.97	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	5.67	5.67	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	5.69

#### 4.4. Water Emissions by Land Use

##### 4.4.1. Unmitigated

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	12.9	86.9	99.8	1.33	0.03	—	143	
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00	

2675 Hollywood Blvd - Proposed Project Revised Detailed Report, 2/15/2024

Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.69	4.64	5.33	0.07	< 0.005	—	7.62
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	5.25	35.3	40.5	0.54	0.01	—	58.0
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	0.00	0.18	0.18	< 0.005	< 0.005	—	0.18
Total	—	—	—	—	—	—	—	—	—	—	—	18.9	127	146	1.94	0.05	—	209
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	12.9	86.9	99.8	1.33	0.03	—	143
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.69	4.64	5.33	0.07	< 0.005	—	7.62
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	5.25	35.3	40.5	0.54	0.01	—	58.0
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	0.00	0.18	0.18	< 0.005	< 0.005	—	0.18

Total	—	—	—	—	—	—	—	—	—	—	18.9	127	146	1.94	0.05	—	209
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	2.14	14.4	16.5	0.22	0.01	—	23.6
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.11	0.77	0.88	0.01	< 0.005	—	1.26
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	0.87	5.84	6.71	0.09	< 0.005	—	9.60
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	0.00	0.03	0.03	< 0.005	< 0.005	—	0.03
Total	—	—	—	—	—	—	—	—	—	—	3.12	21.0	24.1	0.32	0.01	—	34.5

#### 4.5. Waste Emissions by Land Use

##### 4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—



2675 Hollywood Blvd - Proposed Project Revised Detailed Report, 2/15/2024

Apartments	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	7.21	72.2	0.00	—	—	252
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.27	2.75	0.00	—	—	9.62
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	5.79	57.9	0.00	—	—	203
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	133	13.3	133	0.00	—	—	465
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	7.21	72.2	0.00	—	—	252
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.27	2.75	0.00	—	—	9.62
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	5.79	57.9	0.00	—	—	203

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	133	13.3	0.00	465
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11.9	1.19	0.00	41.8
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.46	0.05	0.00	1.59
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9.59	0.96	0.00	33.5
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	22.0	2.20	0.00	76.9

### 4.6. Refrigerant Emissions by Land Use

#### 4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.14	1.14	1.14
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03	0.03
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14.1	14.1	14.1
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15.3	15.3	15.3
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.14	1.14	1.14
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03	0.03
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14.1	14.1	14.1
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15.3	15.3
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.19	0.19
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.34	2.34
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.53	2.53

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
-------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

### 4.8. Stationary Emissions By Equipment Type

#### 4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

### 4.9. User Defined Emissions By Equipment Type

#### 4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—



Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

### 4.10. Soil Carbon Accumulation By Vegetation Type

#### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

#### 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Daily, Winter (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Annual	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Avoided	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sequestered	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Removed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Daily, Winter (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Avoided	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sequestered	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

## 5. Activity Data

### 5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2025	2/25/2025	5.00	40.0	—
Site Preparation	Site Preparation	2/26/2025	3/11/2025	5.00	10.0	—
Grading	Grading	3/12/2025	4/29/2025	5.00	35.0	—
Building Construction	Building Construction	4/30/2025	12/31/2026	5.00	437	—
Paving	Paving	4/30/2025	5/13/2025	5.00	10.0	—
Architectural Coating	Architectural Coating	7/31/2026	12/31/2026	5.00	110	—

### 5.2. Off-Road Equipment

#### 5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Rubber Tired Dozers	Diesel	Average	1.00	7.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Paving	Pavers	Diesel	Average	1.00	6.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

### 5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	12.5	18.5	LDA,LDT1,LDT2
Demolition	Vendor	0.00	10.2	HHDT,MHDT
Demolition	Hauling	19.0	20.0	HHDT
Demolition	Onsite truck	0.00	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	7.50	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	0.00	10.2	HHDT,MHDT
Site Preparation	Hauling	4.00	20.0	HHDT
Site Preparation	Onsite truck	0.00	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	0.00	10.2	HHDT,MHDT
Grading	Hauling	179	20.0	HHDT
Grading	Onsite truck	0.00	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	174	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	37.0	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	0.00	—	HHDT
Paving	—	—	—	—
Paving	Worker	12.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	6.00	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	0.00	—	HHDT



Architectural Coating	—	—	—	—	—
Architectural Coating	Worker	36.5	18.5	LDA,LDT1,LDT2	
Architectural Coating	Vendor	0.00	10.2	HHDT,MHDT	
Architectural Coating	Hauling	0.00	20.0	HHDT	
Architectural Coating	Onsite truck	0.00	—	HHDT	

### 5.4. Vehicles

#### 5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

### 5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	321,212	107,071	20,837	6,946	157

### 5.6. Dust Mitigation

#### 5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	31,618	—
Site Preparation	0.00	0.00	4.69	0.00	—
Grading	0.00	50,000	35.0	0.00	—
Paving	0.00	0.00	0.00	0.00	0.06

#### 5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction

Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

### 5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Enclosed Parking with Elevator	0.00	100%
Strip Mall	0.00	0%
High Turnover (Sit Down Restaurant)	0.00	0%
Other Asphalt Surfaces	0.06	100%
Recreational Swimming Pool	0.00	0%

### 5.8. Construction Electricity Consumption and Emissions Factors

#### kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	690	0.05	0.01
2026	0.00	690	0.05	0.01

### 5.9. Operational Mobile Sources

#### 5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	967	967	967	352,787	8,652	8,652	8,652	3,157,828
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

High Turnover (Sit Down Restaurant)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## 5.10. Operational Area Sources

### 5.10.1. Hearths

#### 5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)										
Apartments Mid Rise	—										
Wood Fireplaces	0										
Gas Fireplaces	0										
Propane Fireplaces	0										
Electric Fireplaces	0										
No Fireplaces	181										
Conventional Wood Stoves	0										
Catalytic Wood Stoves	0										
Non-Catalytic Wood Stoves	0										
Pellet Wood Stoves	0										

### 5.10.2. Architectural Coatings

	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
321211.575	107,071	20,837	6,946	157	

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	594,312	690	0.0489	0.0069	1,796,490
Enclosed Parking with Elevator	413,466	690	0.0489	0.0069	0.00
Strip Mall	48,399	690	0.0489	0.0069	23,936
High Turnover (Sit Down Restaurant)	294,108	690	0.0489	0.0069	855,409
Other Asphalt Surfaces	0.00	690	0.0489	0.0069	0.00
Recreational Swimming Pool	0.00	690	0.0489	0.0069	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	6,746,558	0.34
Enclosed Parking with Elevator	0.00	0.00
Strip Mall	360,067	0.00
High Turnover (Sit Down Restaurant)	2,740,909	0.00
Other Asphalt Surfaces	0.00	0.00

Recreational Swimming Pool	0.00	17,750
----------------------------	------	--------

### 5.13. Operational Waste Generation

#### 5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	134	—
Enclosed Parking with Elevator	0.00	—
Strip Mall	5.10	—
High Turnover (Sit Down Restaurant)	107	—
Other Asphalt Surfaces	0.00	—
Recreational Swimming Pool	0.00	—

### 5.14. Operational Refrigeration and Air Conditioning Equipment

#### 5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0



High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Recreational Swimming Pool	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Recreational Swimming Pool	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

### 5.15. Operational Off-Road Equipment

#### 5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
----------------	-----------	-------------	----------------	---------------	------------	-------------

### 5.16. Stationary Sources

#### 5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Horsepower	Load Factor
----------------	-----------	----------------	---------------	------------	-------------

#### 5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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### 5.17. User Defined

Equipment Type	Fuel Type
----------------	-----------

## 5.18. Vegetation

### 5.18.1. Land Use Change

#### 5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
--------------------------	----------------------	---------------	-------------

### 5.18.1. Biomass Cover Type

#### 5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
--------------------	---------------	-------------

### 5.18.2. Sequestration

#### 5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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## 6. Climate Risk Detailed Report

### 6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	9.58	annual days of extreme heat
Extreme Precipitation	6.70	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi. Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters. Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

### 6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure. The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

### 6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2

Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

### 6.4. Climate Risk Reduction Measures

## 7. Health and Equity Details

### 7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	59.7
AQ-PM	80.1
AQ-DPM	46.6
Drinking Water	92.5
Lead Risk Housing	80.0
Pesticides	0.00
Toxic Releases	72.5
Traffic	57.8
Effect Indicators	—
CleanUp Sites	0.00

Groundwater	14.3
Haz Waste Facilities/Generators	90.2
Impaired Water Bodies	58.7
Solid Waste	9.67
Sensitive Population	—
Asthma	39.5
Cardio-vascular	79.4
Low Birth Weights	6.79
Socioeconomic Factor Indicators	—
Education	47.1
Housing	59.3
Linguistic	55.9
Poverty	52.9
Unemployment	81.0

## 7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	46.6957526
Employed	89.43924034
Median HI	59.29680482
Education	—
Bachelor's or higher	86.28256127
High school enrollment	100
Preschool enrollment	95.7141024
Transportation	—



Auto Access	42.71782369
Active commuting	87.70691646
Social	—
2-parent households	9.328884897
Voting	39.17618375
Neighborhood	—
Alcohol availability	22.89233928
Park access	36.60977801
Retail density	55.60118055
Supermarket access	94.25125112
Tree canopy	80.48248428
Housing	—
Homeownership	10.34261517
Housing habitability	36.00667265
Low-inc homeowner severe housing cost burden	73.38637239
Low-inc renter severe housing cost burden	44.96342872
Uncrowded housing	35.32657513
Health Outcomes	—
Insured adults	64.90440139
Arthritis	87.4
Asthma ER Admissions	48.0
High Blood Pressure	78.2
Cancer (excluding skin)	57.8
Asthma	72.9
Coronary Heart Disease	79.3
Chronic Obstructive Pulmonary Disease	79.3
Diagnosed Diabetes	79.4

Life Expectancy at Birth	58.7
Cognitively Disabled	39.7
Physically Disabled	62.2
Heart Attack ER Admissions	27.3
Mental Health Not Good	62.3
Chronic Kidney Disease	79.8
Obesity	61.1
Pedestrian Injuries	64.3
Physical Health Not Good	68.2
Stroke	80.6
Health Risk Behaviors	—
Binge Drinking	19.3
Current Smoker	60.5
No Leisure Time for Physical Activity	72.6
Climate Change Exposures	—
Wildfire Risk	12.7
SLR Inundation Area	0.0
Children	84.9
Elderly	53.1
English Speaking	42.9
Foreign-born	71.6
Outdoor Workers	65.4
Climate Change Adaptive Capacity	—
Impervious Surface Cover	15.7
Traffic Density	66.1
Traffic Access	87.4
Other Indices	—

Hardship	34.0
Other Decision Support	—
2016 Voting	35.3

### 7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	65.0
Healthy Places Index Score for Project Location (b)	70.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Healthy Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

### 7.4. Health & Equity Measures

No Health & Equity Measures selected.

### 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

### 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

## 8. User Changes to Default Data

Screen	Justification
Land Use	Based on project specific information.
Construction: Construction Phases	Grading phase adjusted to be more realistic based on excavation needs. AC adjusted to be more realistic with construction schedule and building size. Paving phase moved to start with construction. Based on Jan 1, 2025 start date and 24 months of construction activity.

Construction: Trips and VMT	Based on provided information.
Operations: Vehicle Data	based on project traffic study
Operations: Hearths	based on provided information
Operations: Water and Waste Water	based on provided information
Construction: Dust From Material Movement	Based on provided information

# TRANSPORTATION ASSESSMENT

City of Los Angeles

## 4579 W. HOLLYWOOD BOULEVARD MIXED-USE PROJECT

4579 W. HOLLYWOOD BOULEVARD  
LOS ANGELES, CA 90027

*January 5, 2024*

*Prepared For:*  
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2801 Hyperion Avenue, Suite 103  
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# TABLE OF CONTENTS

<b>1. INTRODUCTION</b>	<b>1</b>
<b>2. PROJECT DESCRIPTION</b>	<b>4</b>
<b>3. ENVIRONMENTAL SETTING</b>	<b>6</b>
3.1 EXISTING ROADWAY NETWORK	6
3.2 EXISTING PUBLIC TRANSIT	8
<b>4. CEQA ANALYSIS OF TRANSPORTATION IMPACTS</b>	<b>12</b>
4.1 CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES (THRESHOLD T-1)	12
4.2 CAUSING SUBSTANTIAL VEHICLE MILES TRAVELED (THRESHOLD T-2.1)	18
4.3 SUBSTANTIALLY INDUCING ADDITIONAL AUTOMOBILE TRAVEL (THRESHOLD T-2.2)	20
4.4 SUBSTANTIALLY INCREASING HAZARDS DUE TO GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE (THRESHOLD T-3)	20
<b>5. NON-CEQA TRANSPORTATION ANALYSIS</b>	<b>22</b>
5.1 PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS ASSESSMENT	22
5.2 PROJECT ACCESS, SAFETY, AND CIRCULATION EVALUATION	25
5.3 PROJECT CONSTRUCTION	58
5.4 RESIDENTIAL STREET CUT-THROUGH ANALYSIS	59
5.5 FREEWAY SAFETY ANALYSIS SCREENING	60
<b>6. MITIGATION MEASURES AND RECOMMENDED ACTIONS</b>	<b>61</b>

## FIGURES

FIGURE 1: PROJECT SITE VICINITY AND STUDY INTERSECTIONS	3
FIGURE 2: PROJECT SITE PLAN - GROUND FLOOR AND LEVELS P1 & P2	5
FIGURE 3: EXISTING PUBLIC TRANSIT SERVICE	11
FIGURE 4: PROJECT STUDY AREA PEDESTRIAN DESTINATION MAP	24
FIGURE 5(A): EXISTING (2023) TRAFFIC VOLUMES, WEEKDAY AM PEAK HOUR	29
FIGURE 5(B): EXISTING (2023) TRAFFIC VOLUMES, WEEKDAY PM PEAK HOUR	30
FIGURE 6(A): PROJECT TRIP DISTRIBUTION PERCENTAGES, RESIDENTIAL USES	36
FIGURE 6(B): PROJECT TRIP DISTRIBUTION PERCENTAGES, COMMERCIAL USES	37
FIGURE 6(C): EXISTING TRIP DISTRIBUTION PERCENTAGES, COMMERCIAL USES	38
FIGURE 7(A): PROJECT NET VEHICLE TRIPS, WEEKDAY AM PEAK HOUR	39
FIGURE 7(B): PROJECT NET VEHICLE TRIPS, WEEKDAY PM PEAK HOUR	40
FIGURE 8(A): EXISTING (2023) PLUS PROJECT TRAFFIC VOLUMES, WEEKDAY AM PEAK HOUR	41
FIGURE 8(B): EXISTING (2023) PLUS PROJECT TRAFFIC VOLUMES, WEEKDAY PM PEAK HOUR	42
FIGURE 9: RELATED PROJECT LOCATION MAP	46
FIGURE 10(A): TOTAL RELATED PROJECT TRAFFIC VOLUMES, WEEKDAY AM PEAK HOUR	50
FIGURE 10(B): TOTAL RELATED PROJECT TRAFFIC VOLUMES, WEEKDAY PM PEAK HOUR	51
FIGURE 11(A): FUTURE (2027) WITHOUT PROJECT TRAFFIC VOLUMES, WEEKDAY AM PEAK HOUR	52
FIGURE 11(B): FUTURE (2027) WITHOUT PROJECT TRAFFIC VOLUMES, WEEKDAY PM PEAK HOUR	53
FIGURE 12(A): FUTURE (2027) WITH PROJECT TRAFFIC VOLUMES, WEEKDAY AM PEAK HOUR	54
FIGURE 12(B): FUTURE (2027) WITH PROJECT TRAFFIC VOLUMES, WEEKDAY PM PEAK HOUR	55

## TABLES

TABLE 1: LADOT THRESHOLDS FOR SIGNIFICANT VMT IMPACTS	19
TABLE 2: HCM LOS & DELAY FOR SIGNALIZED INTERSECTIONS	26
TABLE 3: HCM LOS & DELAY FOR TWO-WAY AND ALL-WAY STOP-CONTROLLED INTERSECTIONS	27
TABLE 4: PROJECT WEEKDAY TRIP GENERATION RATES	31
TABLE 5: PROJECT WEEKDAY TRIP GENERATION SUMMARY	33
TABLE 6: PROJECT DIRECTIONAL TRIP DISTRIBUTION PERCENTAGES	34
TABLE 7: EXISTING (2023) TRAFFIC CONDITIONS - INTERSECTION DELAY SUMMARY	43
TABLE 8: EXISTING (2023) TRAFFIC CONDITIONS - INTERSECTION QUEUING SUMMARY	44
TABLE 9: RELATED PROJECT LOCATIONS, DESCRIPTIONS, AND TRIP GENERATION ESTIMATES	47
TABLE 10: FUTURE (2027) TRAFFIC CONDITIONS - INTERSECTION DELAY SUMMARY	56
TABLE 11: FUTURE (2027) TRAFFIC CONDITIONS - INTERSECTION QUEUING SUMMARY	57

## APPENDICES

APPENDIX A – TRANSPORTATION ASSESSMENT MEMORANDUM OF UNDERSTANDING (SIGNED JUNE 22, 2023)	
APPENDIX B – LADOT ATTACHMENT D: PLAN CONSISTENCY WORKSHEET	
APPENDIX C – LADOT VMT CALCULATOR OUTPUT REPORTS	
APPENDIX D – TRAFFIC COUNT DATA SHEETS	
APPENDIX E – STUDY INTERSECTION GEOMETRICS AND TRAFFIC CONTROL CONDITIONS	
APPENDIX F – NCHRP REPORT 684: INTERNAL TRIP CAPTURE ESTIMATION TOOL WORKSHEETS	
APPENDIX G – SYNCHRO DELAY AND QUEUE CALCULATION WORKSHEETS	

# 1. INTRODUCTION

KOA Corporation has prepared this Transportation Assessment (TA) to evaluate the potential transportation impacts of the 4579 W. Hollywood Boulevard mixed-use project (the “Project” ), a proposed residential mixed-use development. The Project will consist of 181 multifamily dwelling units, of which 20 will be reserved for affordable housing, and 15,398 square feet of ground-floor commercial space. The Project site is occupied by a 22,835 square foot commercial retail building, which will be removed in conjunction with Project development.

The Project site is located at the northwest corner of Hollywood Boulevard and Lyman Place, at 4579 W. Hollywood Boulevard, within the Hollywood Community Plan Area and the Vermont – Western TOD Station Neighborhood Area Plan (SNAP) Specific Plan of the City of Los Angeles (the “City”). The site is bounded by an alley and multifamily residential land uses to the north, Rodney Drive and commercial uses to the west, Hollywood Boulevard to the south, and Lyman Place and a mixed-use development to the east. The location of the Project site is shown in Figure 1, Project Site Vicinity and Study Intersections.

Within the Project vicinity, commercial uses line Hollywood Boulevard, while single and multifamily residential buildings are along the nearby local roadways and collector streets. Project automobile parking will be provided on site with guest and retail parking located on the Ground Floor and residential parking located below ground on Levels P1 and P2 of the Project. A total of 263 automobile parking spaces will be provided, with 42 spaces on the Ground Floor, 103 spaces on Level P1. and 118 spaces on Level P2. Commercial vehicular access and egress to the Project will be via two driveways, one along Rodney Drive that bounds the Project to the west and the other along the alley that bounds the Project to the north. Residential vehicular access and egress will be via a driveway along Lyman Place that bounds the Project to the east.

This analysis was prepared in accordance with the assumptions, methodologies, and procedures outlined in the City of Los Angeles Department of Transportation (LADOT) *Transportation Assessment Guidelines* (the “TAG”) adopted in August 2022. The detailed assumptions and scope of the analysis for the specific analysis that are contained in this report were presented to and approved by the LADOT in a TA Memorandum of Understanding (MOU), signed and approved on December 13, 2023. The approved MOU is included in Appendix A of this report.

The MOU outlined the preparation of a detailed analysis of potential Project transportation impacts based on California Environmental Quality Act (CEQA) guidelines, as well as an evaluation of potential non-CEQA related Project transportation effects. The Project study area for the operational analysis was determined as part of the MOU and is discussed later in this report. The study area contains the following two intersections, which are also depicted in Figure 1:

## Study Intersections

1. Hollywood Boulevard & Rodney Drive
2. Hollywood Boulevard & Lyman Place
3. Rodney Drive & Project Driveway
4. Lyman Place & Project Driveways

These locations include key intersections along the primary access routes to and from the site and are those locations expected to be most directly affected by Project traffic. This report presents the results and conclusions of the evaluation of the CEQA transportation impacts and non-CEQA transportation effects of the Project. The operational analysis includes the following traffic conditions:

- Existing (2023) traffic volumes
- Existing (2023) Plus Project traffic volumes
- Future (2027) Without Project traffic volumes
- Future (2027) With Project traffic volumes





FIGURE 1

9/11/2023  
 FN: J:\2023\JC38106 LA 4579 W Hollywood BI MU TIA\Documents\Figs\STUDY-INTS

PROJECT SITE VICINITY AND PROPOSED STUDY INTERSECTIONS



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## 2. PROJECT DESCRIPTION

Under consideration is the 4579 W. Hollywood Boulevard mixed-use project (the "Project"), to be located northwest corner of Hollywood Boulevard and Lyman Place in the Hollywood Community Plan Area and the Vermont – Western TOD Station Neighborhood Area Plan (SNAP) Specific Plan of the City. The site is bounded by an alley and multifamily residential land uses to the north, Rodney Drive and commercial uses to the west, Hollywood Boulevard to the south, and Lyman Place and a mixed-use development to the east. Within the Project vicinity, commercial land uses are located along Hollywood Boulevard, and residential uses are located along nearby local roadways.

The existing site is currently occupied by a 22,835 square-foot commercial retail building. The Project proposes a residential mixed-use building that will contain 181 multifamily dwelling units (including 20 units set aside for affordable housing) and 15,398 square feet of ground-floor commercial space. The ground-floor commercial space will be divided into up to 4,861 square feet of clothing store floor area and a 9,030 square feet of high-turnover restaurant floor area. The ground floor will also contain the residential leasing office.

Figures 2(a) and 2(b) illustrate the Ground Floor and Levels P1 and P2 of the Project Site Plan. On-site automobile parking for the Project residential guests and commercial uses will be provided on Ground Floor and residential parking will be provided below ground on Levels P1 and P2. Commercial vehicular access and egress to the Project will be via two driveways, one along Rodney Drive that bounds the Project to the west and the other along the alley that bounds the Project to the north. Residential vehicular access and egress will be via a driveway along Lyman Place that bounds the Project to the east. The existing driveway along Hollywood Boulevard that serves the existing commercial use on the site will be removed.

As proposed, Project automobile parking will be provided on site and will be located on the Ground Floor and below ground on Levels P1 and P2 of the building. A total of 263 automobile parking spaces will be provided with 42 spaces on the Ground Floor, 103 spaces on Level P1, and 118 spaces on Level P2. The automobile parking spaces will include a mix of standard, compact, and ADA accessible spaces, including those electric vehicle (EV) charging stations and supply equipment. Per Assembly Bill 2097 (AB 2097), zero automobile parking is required for the Project.

In addition, the Project will provide 104 bicycle parking spaces, which is consistent with the Vermont-Western TOD Station Neighborhood Area Plan outlining bicycle parking requirements. Residential bicycle parking will be provided on Level P1 of the building, while commercial bicycle parking will be provided on the ground floor, adjacent to the Project's commercial egress driveway.

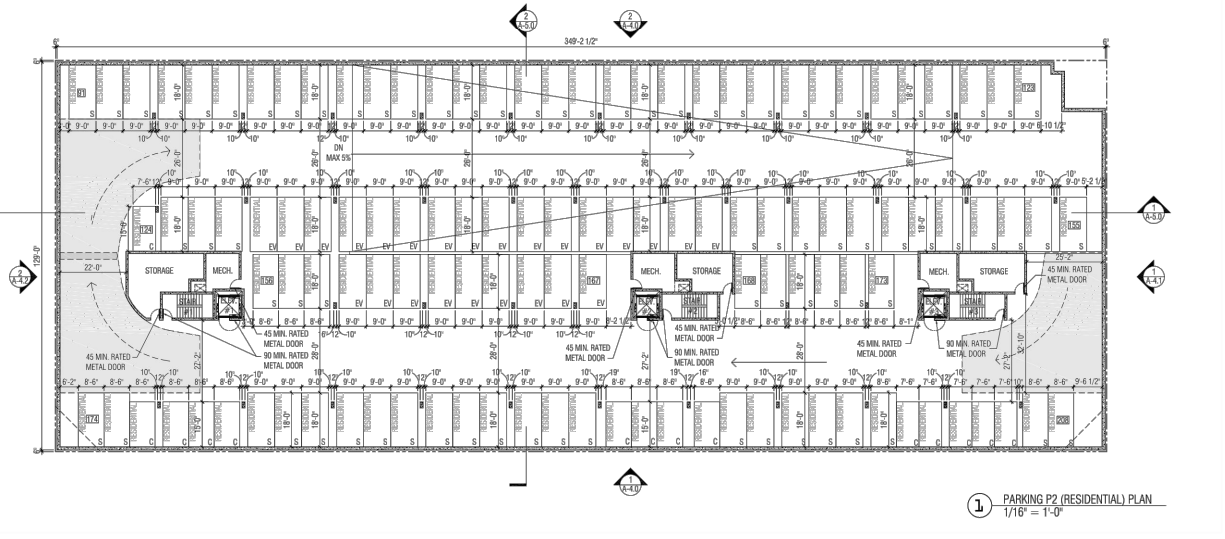
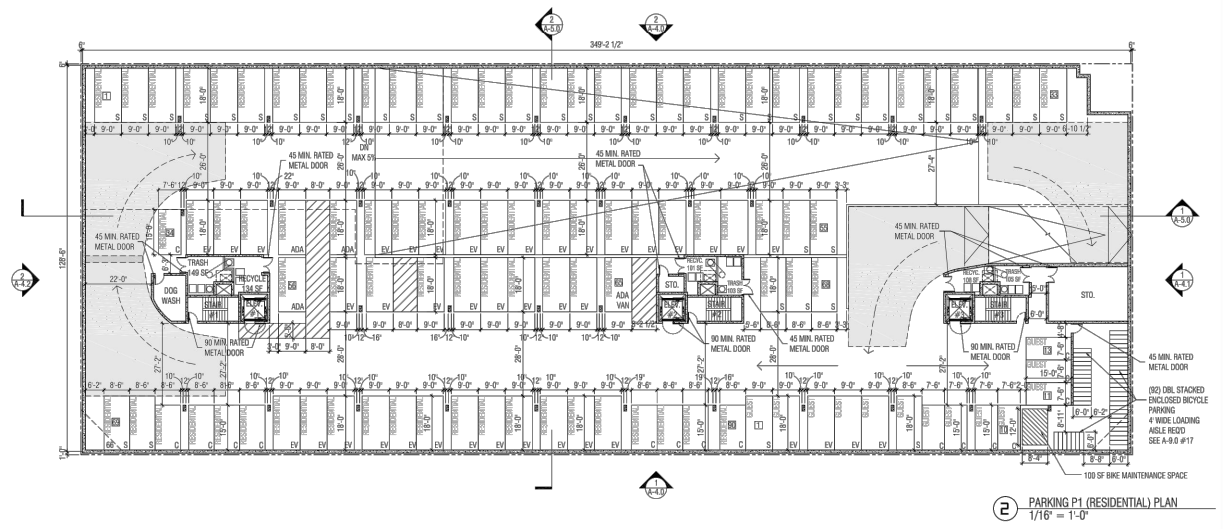
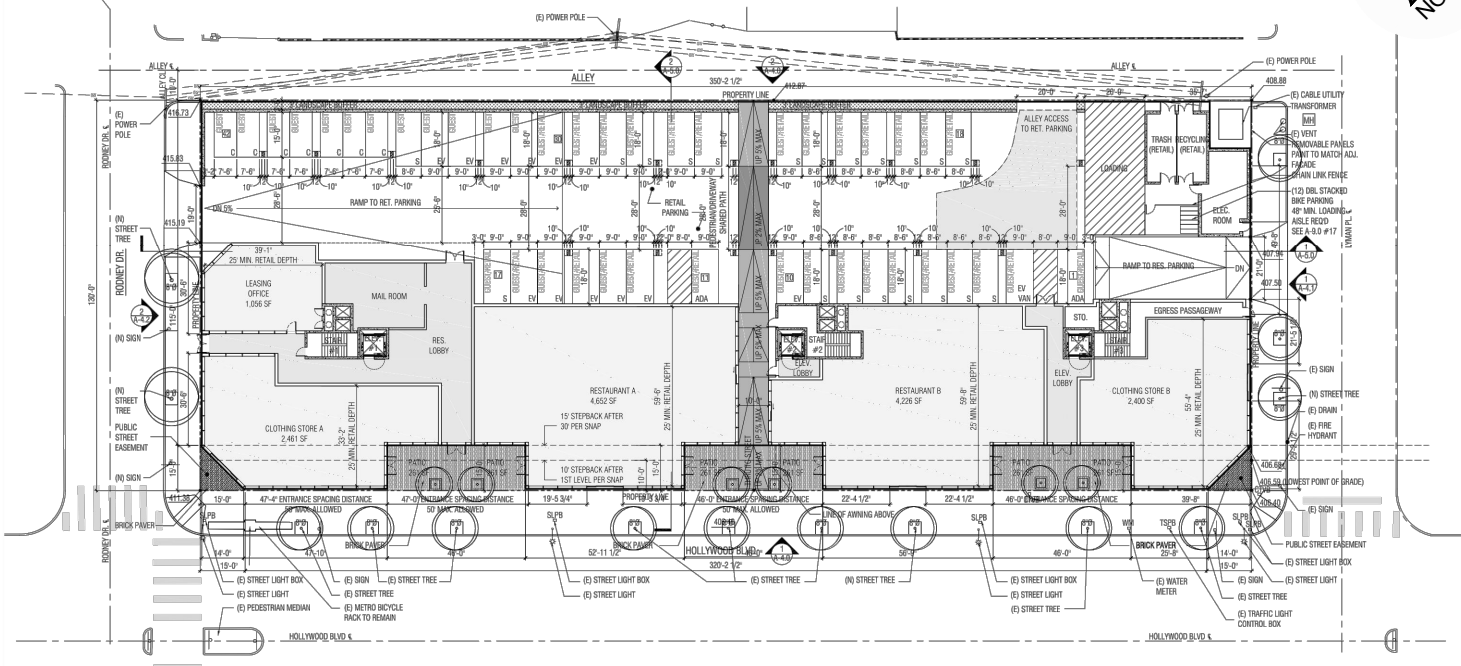


FIGURE 2



## 3. ENVIRONMENTAL SETTING

The Project is located at 4579 W. Hollywood Boulevard, at the northwest corner of Hollywood Boulevard and Lyman Place. Located within the Hollywood neighborhood of the City, the Project site is surrounded by an urban area dominated by commercial uses along major arterials. Commercial uses line Vermont Avenue, W. Hollywood Boulevard, and Hillhurst Avenue. Residential uses within the Project vicinity are located in all directions, along local streets and collector roadways outside of the major commercial corridors. Barnsdall Art Park is located approximately 0.2 miles west of the Project. Kaiser Permanente Los Angeles Medical Center, Children's Hospital Los Angeles, and Hollywood Presbyterian Medical Center are located approximately 0.3 miles southwest, 0.15 miles south, and 0.3 miles south of the Project, respectively.

The Project site and surrounding uses in the Hollywood neighborhood are well served by Freeways, Boulevards, Avenues, Collectors and Local Streets. Freeways include the Hollywood Freeway (U.S. Route 101 [US-101]) that is located approximately 1.2 miles southwest of the Project site, the Glendale Freeway/California State Route 2 (SR-2) located approximately 1.5 miles south of the Project site, and Interstate 5 (I-5) located approximately 2 miles east of the Project site. Within the study area, the primary roadways and roadway classifications, according to the City of Los Angeles Mobility Plan 2035, include W. Hollywood Boulevard designated as an Avenue I, N. Vermont Avenue designated as a modified Avenue II north of Hollywood Boulevard and an Avenue I south of Hollywood Boulevard, Hillhurst Avenue/N. Virgil Avenue designated as a modified Avenue II, and Sunset Boulevard as an Avenue I. Additional streets adjacent to the Project Site, Lyman Place, W. Clayton Avenue, and Rodney Drive are classified as Local Streets, according to the City of Los Angeles Mobility Plan 2035. The Project site is accessible via a network of sidewalks to public transportation with transit stops provided at the intersections of Vermont Avenue & Hollywood Boulevard & Prospect Avenue, Hillhurst Avenue/N. Virgil Avenue & Hollywood Boulevard & Sunset Boulevard, and N. Vermont Avenue & Sunset Boulevard. The Project area transportation facilities are described below in more detail.

### 3.1 EXISTING ROADWAY NETWORK

Regional access to the Project vicinity is provided by an extensive network that includes freeways, arterials, collectors, and local streets. The Hollywood Freeway (US-101), the Glendale Freeway/California State Route 2 (SR-2), and the Golden State Freeway/Interstate 5 (I-5) provide convenient access to the larger, regional roadway network. Surface streets within the Project study area include W. Hollywood Boulevard, N. Vermont Avenue, Hillhurst Avenue/N. Virgil Avenue, Sunset Boulevard, Lyman Place, W. Clayton Avenue, and Rodney Drive. These facilities are described in greater detail below.

#### 3.1.1 EXISTING FREEWAYS

The Hollywood Freeway (US-101) extends northwest from its origin in the City of Santa Monica, past the Project study area and across the country as a main western north-south freeway. The Hollywood Freeway is located approximately 1.2 miles southwest of the Project site, where it generally provides four mainline travel lanes per direction, with auxiliary lanes provided between certain ramp locations. This freeway carries average daily traffic volumes of approximately 202,000 vehicles east of its interchange with Sunset Boulevard/Hollywood Boulevard. The nearest ramp connections are provided Hollywood Boulevard, Sunset Boulevard, Western Avenue, Santa Monica Boulevard (SR-2), Normandie Avenue, Melrose Avenue, and N. Vermont Avenue.

The Glendale Freeway/California State Route (SR-2) extends eastward from its origin in the City of Santa Monica, past the Project study area and through the Angeles National Forest as an east-west freeway. The Santa Monica Freeway is located approximately 1.5 miles south of the Project site. Along Santa Monica Boulevard it generally provides two travel lanes in each direction. Along the US-101 the freeway generally provides four mainline travel lanes per direction, with auxiliary lanes provided between certain ramp locations. Along the Glendale Freeway it generally provides four mainline travel lanes per direction, with auxiliary lanes provided between certain ramp locations. This freeway carries average daily traffic volumes of approximately 44,500 vehicles west of its interchange with Western Avenue and approximately 48,500 vehicles east of its transition at the Glendale Freeway.

The Golden State Freeway/Interstate 5 (I-5) extends northward from its origin at the Border of the United States and Mexico, past the Project study area and across the country to the Border of the United States and Canada as a main western north-south interstate. The I-5 is located approximately 1.2 miles northeast of the Project site, where it generally provides four mainline travel lanes per direction, with auxiliary lanes provided between certain ramp locations. This freeway carries average daily traffic volumes of approximately 219,000 vehicles north of its junction with SR-2. The nearest ramp connections are provided on Los Feliz Boulevard and Hyperion Avenue/Glendale Boulevard.

### 3.1.2 EXISTING HIGHWAYS AND STREETS

W. Hollywood Boulevard is a northwest-southeast roadway that forms the southern boundary of the Project site. The roadway extends through the Hollywood neighborhood between Laurel Canyon Boulevard and Sunset Boulevard. The roadway is designated as an Avenue I along between La Brea Avenue and Sunset Boulevard. Within the study area, Hollywood Boulevard provides two travel lanes in each direction with a center left-turn lane. On-street parking is generally permitted along both sides of Hollywood Boulevard in the Project vicinity.

N. Vermont Avenue is a north-south roadway designated as modified Avenue II north of Hollywood Boulevard and an Avenue I south of Hollywood Boulevard in the Mobility Plan. This roadway extends through the City of Los Angeles between N. Vermont Canyon Road and Anaheim Street. N. Vermont Avenue is located just west of the Project site. This roadway provides two travel lanes in each direction within the study area. On-street parking is not permitted along both sides of N. Vermont Avenue in the Project vicinity. Left-turn channelization is provided at some major intersections.

Hillhurst Avenue/N. Virgil Avenue is an north-south roadway, designated as a modified Avenue II in the Mobility Plan, that is located just east of the Project site. Hillhurst Avenue travels continuously from its northern terminus at N. Vermont Avenue in the Hollywood neighborhood to Sunset Drive, where it becomes N. Virgil Avenue which travels continuously to its southern terminus at Wilshire Boulevard in the Koreatown Neighborhood. Hillhurst Avenue/N. Virgil Avenue provides two travel lanes in each direction in the vicinity of the Project, separated by a double-yellow centerline, with on-street parking generally permitted along both sides of the roadway. Left-turn channelization is provided at some major intersections.

Sunset Boulevard is an east-west roadway, designated as an Avenue I in the Mobility Plan, that is located just south of the Project site. This roadway travels continuously from its western terminus where it intersects with the Pacific Coast Highway/State Route 1 (SR-1), through the City of Los Angeles, past the Project to its eastern terminus in Downtown Los Angeles at Figueroa Street. Sunset Boulevard provides two travel lanes in each direction in the vicinity of the Project, separated by a double-yellow centerline, with on-street

parking generally permitted along both sides of the roadway. Left-turn channelization is provided at some major intersections.

Lyman Place is a north-south roadway, designated as a Local Street in the Mobility Plan, that forms the eastern boundary of the Project site. This roadway travels discontinuously through the Hollywood neighborhood from its southern terminus at its intersection with Santa Monica Boulevard to its northern terminus at its intersection with Prospect Avenue. Lyman Place provides one travel lane in each direction in the vicinity of the Project, with on-street parking generally permitted along both sides of the roadway.

West Clayton Avenue is an east-west roadway, designated as a Local Street in the Mobility Plan, that is located just east of the Project site. This roadway travels continuously through the Hollywood neighborhood from its eastern terminus at Franklin Avenue. West Clayton Avenue provides one travel lane in each direction in the vicinity of the Project, with on-street parking generally permitted along both sides of the roadway.

Rodney Drive is a north-south roadway, designated as a Local Roadway in the Mobility Plan, that forms the western boundary of the Project site. This roadway travels discontinuously through the Hollywood neighborhood from its southern terminus at Sunset Boulevard to its northern terminus at Los Feliz Drive. Rodney Drive provides one travel lanes in each direction in the vicinity of the Project, with on-street parking generally permitted along both sides of the roadway.

### 3.2 EXISTING PUBLIC TRANSIT

The roadways adjacent to the Project site are served by transit lines managed by the Los Angeles County Metropolitan Transportation Authority (“Metro”) and Los Angeles Department of Transportation (LADOT) Transit. These transit lines provide a variety of bus and rail services. Additionally, when transfer opportunities are considered, the bus services outlined below provide further access to Metro rail services and numerous other bus routes served by Metro, the LADOT, and municipal bus operators. The transit services within a reasonable/comfortable walking distance (approximately one-quarter mile) of the Project site are shown in Figure 3 and described below.

#### **METRO**

B-Line provides southeast-northwest rail transit service from Downtown Los Angeles Union Station to North Hollywood. Along the route, the train travels through the East Hollywood neighborhood of the City of Los Angeles with a station at N. Vermont Avenue and Sunset Boulevard near the Project. The B-Line generally provides daily service between 4:00 AM and 1:00 AM, with headways of approximately 15 minutes during the weekday AM and PM peak periods and on weekends and holidays.

Line 2 provides east-west local bus service mainly along Sunset Boulevard. Along the route, buses travel through the Westwood, West Hollywood, Hollywood, East Hollywood, Koreatown, and South Los Angeles neighborhoods of the City of Los Angeles. In the vicinity of the Project, buses travel east-west along Sunset Boulevard, with bus stops provided in both directions at the intersection with Vermont Avenue and in the westbound direction at the intersection with N. Virgil Avenue. Line 2 generally provides all day daily service, with headways of approximately 15 minutes during the weekday AM and PM peak periods and 15 minutes on weekends and holidays.

Line 180 provides east-west bus service mainly along Hollywood Boulevard, Los Feliz Boulevard, N. Brand Boulevard, East Broadway, and Colorado Boulevard between Hollywood and Pasadena. Along



the route, buses travel through the East Hollywood and Los Feliz neighborhoods of the City of Los Angeles, the City of Glendale, and the City of Pasadena. In the vicinity of the Project, buses run east-west along Hollywood Boulevard and north-south along N. Vermont Avenue, with bus stops provided at the intersections of Hollywood Boulevard & New Hampshire Avenue and Prospect Avenue & N. Vermont Avenue. Line 180 generally provides all day daily service, with headways of approximately 10 minutes during the weekday AM and PM peak periods and 15 minutes on weekends and holidays.

Line 182 provides east-west bus service mainly along Fountain Avenue and Talmadge Avenue in the Project Vicinity. Along the route, buses travel between the Hollywood to the Northeast Los Angeles neighborhood of the City of Los Angeles. Line 182 generally provides daily service between 4:00 AM and 11:00 PM, with headways of approximately 45 minutes during the weekday AM and PM peak periods and 30 minutes on weekends and holidays.

Line 204 provides north-south local bus service mainly along Vermont Avenue from the Los Felix/East Hollywood to West Athens neighborhoods through the City of Los Angeles. In the vicinity of the Project, Line 204 makes a north end turn around using Sunset Boulevard, Hollywood Boulevard and Vermont Avenue. A bus stop for Line 204 is provided on Vermont Avenue at Maubert Avenue. Line 204 generally provides all day daily service, with headways of approximately 15 minutes during the weekday AM and PM peak periods and on weekends and holidays.

Line 206 provides north-south local bus service mainly along Normandie Avenue between the Los Feliz and Westmont neighborhoods in the City of Los Angeles. Along the route, buses travel through Hollywood, Wilshire, and South Los Angeles City of Los Angeles Community Plan Areas. In the vicinity of the Project, buses run along Fountain Avenue, Hollywood Boulevard, N. Vermont Avenue, and N. Virgil Street, with a terminating bus stop for the route at CHA Hollywood Presbyterian Medical Center. Bus stops are provided westbound at the intersection of Hollywood Boulevard & New Hampshire Avenue and northbound at the intersection of N. Vermont Avenue & Sunset Boulevard. Line 206 generally provides daily service between 5:00 AM and 1:00 AM, with headways of approximately 15 minutes during the weekday AM and PM peak periods and on weekends and holidays.

Line 217 provides north-south local bus service mainly along Hollywood Boulevard and east-west local bus service mainly along Fairfax Avenue. Along the route, buses travel through Hollywood, the City of West Hollywood, Fairfax, La Brea, and Mid-Wilshire in the City of Los Angeles. In the vicinity of the Project, buses run along Sunset Boulevard, N. Vermont Avenue, and Hollywood Boulevard going westbound. Line 217 generally provides all day daily service with headways of approximately 10 minutes during the weekday AM and PM peak periods and 15 minutes on weekends and holidays.

Line 754 provides north-south local bus service, mainly Vermont Avenue between Hollywood and the Athens neighborhoods of the City. Along the route, buses travel through the Hollywood, Westlake, Vermont Knolls, and Athens neighborhoods of the City of Los Angeles. In the vicinity of the Project, buses run north-south along Vermont Avenue, with bus stops provided in both directions at the intersections with Sunset Boulevard. Line 754 generally provides daily service between 5:00 AM and 9:30 PM, with headways of approximately 15 minutes during the weekday AM and PM peak periods and on weekends and holidays.

**LADOT**

DASH Observatory/Los Feliz provides north-south local bus service mainly along Hillhurst Avenue and N. Vermont Avenue. Along the route, buses travel through the Hollywood and Los Feliz neighborhoods of the City of Los Angeles. In the vicinity of the Project, buses travel north-south along Hillhurst Avenue and N. Vermont Avenue and east-west along Sunset Boulevard. Bus stops are provided in the clockwise direction of the route at the intersections of Hillhurst Avenue & Prospect Avenue, Hillhurst Avenue & Sunset Boulevard, Vermont Avenue & Hollywood Boulevard, Vermont Avenue & Prospect Avenue, and Prospect Avenue & Melbourne Avenue. This route generally provides daily service, with headways of 15-20 minutes during the weekday AM and PM peak periods and 15 minutes on weekends and holidays.

DASH Hollywood Clockwise/Counterclockwise provides east-west local bus service mainly along Fountain Avenue, Hollywood Boulevard, Fountain Avenue, Sunset Boulevard, N. Vermont Avenue, and N. Highland Avenue. Along the route, buses travel through the East Hollywood and Hollywood neighborhoods of the City of Los Angeles. In the vicinity of the Project, buses travel north-south along N. Vermont Avenue, with bus stops provided in both directions at the intersections with Melbourne Avenue, Prospect Avenue, and Sunset Boulevard. Additional bus stops are provided in the northbound direction at the intersection of N. Vermont Avenue & Hollywood Boulevard and in the southbound direction at the intersection of N. Vermont Avenue & Maubert Avenue. This route generally provides daily service, with headways of approximately 30 minutes during the weekday AM and PM peak periods and on weekends and holidays.



FIGURE 3

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FN: J:\2023\JC38106 LA 4579 W Hollywood BI MU TIA\Documents\Figs\PROJ-SITE PLAN

## 4. CEQA ANALYSIS OF TRANSPORTATION IMPACTS

Following the passage of Senate Bill 743 (SB 743), the State of California's Governor's Office of Planning and Research (OPR) was tasked with developing new guidelines for evaluating transportation impacts under CEQA. These guidelines are intended to promote the reduction of greenhouse gas emissions and develop multimodal and diverse transportation networks by shifting the transportation performance metric from automobile delay and level of service (LOS) to vehicle miles traveled (VMT). As a result, OPR determined that under the proposed update to the CEQA guidelines, VMT would be established as the primary metric for evaluating environmental and transportation impacts.

In response to the updates to the CEQA guidelines, the LADOT updated the City's TAG in July 2020 and August 2022 to conform to the requirements of SB 743. The TAG replaced the *Transportation Impact Studies Guidelines* and shifted the performance metric for evaluating transportation impacts under the CEQA from LOS to VMT for studies completed within the City. The TAG establishes thresholds to identify development projects that would conflict with the updated CEQA guidelines.

As part of the TAG update, the LADOT identified three significance thresholds to determine if a development project would result in transportation impacts under the updated CEQA guidelines. The development project would have a significant impact should any of the following be true:

1. The development project would conflict with the City's plans, programs, ordinances, or policies.
2. The development project would cause substantial VMT.
3. The development project would substantially increase hazards due to a geometric design feature or incompatible use(s).

An evaluation of the Project's potential impacts under these three metrics follows the updated TAG and is presented in the following sections.

### 4.1 CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES (THRESHOLD T-1)

In line with the City's efforts to achieve a transportation system that meets the needs of all roadway users, the City has adopted numerous transportation-related plans and policies that promote safety for motorists, pedestrians, bicyclists, and transit riders. For the goals of these policies to be fully realized, it is paramount that development projects align with these plans and policies. For this reason, the updated TAG establishes the following threshold to ensure that proposed development projects contribute to achieving an accessible and sustainable transportation network.

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

The TAG has also established three screening criteria for determining which development projects are required to assess compliance with the City's plans, programs, ordinances, and policies. If any of the criteria are met, a compliance assessment is required. The criteria are listed below:

1. The development project requires a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent, and provisions of the General Plan.
2. The development project is known to directly conflict with a transportation plan, policy, or program adopted to support multi-modal transportation options or public safety.
3. The development project is proposing to, or is required to, make modifications to the public right-of-way (e.g., street dedications and/or improvements in the right-of-way, reconfigurations of the curb line, etc.).

Based on the above screening criteria, the Project would meet the following screening questions:

- The Project requires a discretionary action.
- The Project is proposing to make modifications to the public right-of-way.

Therefore, the Project's compliance with the City's plans and policies will need to be assessed and is discussed in further detail below.

The review of the applicable plans and policies included the Mobility Plan 2035, Plan for A Healthy Los Angeles, Hollywood Community Plan, Vermont/Western Transit Oriented District Specific Plan Station Neighborhood Area Plan, Assembly Bill 2097, Los Angeles Vision Zero Plan, Citywide Design Guidelines, LAMC, Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), and City Planning Department's Walkability Checklist. These are discussed in further detail below. Additionally, Appendix B includes the LADOT Attachment D: Plan Consistency Worksheet (the "Plan Worksheet") that outlines general questions that assist in the determination of whether or not a development project conflicts with a plan, policy, or program.

Based on the reviews, the Project will support and not preclude the implementation of the City's transportation-related goals and policies, as explained below. Therefore, the Project will not have a significant impact regarding compliance with the City's plans, programs, ordinances, or policies. The Project is also not expected to contribute to a cumulative impact related to implementation of the City's transportation-related goals and policies, as there are no related development projects in the direct Project vicinity that could affect local policy compliance.

#### **4.1.1 MOBILITY PLAN 2035**

The Project would embrace the objectives of the Mobility Plan 2035, which also includes the goals and policies of the City of Los Angeles General Plan and Bicycle Plan. The Mobility Plan designates Hollywood Boulevard, the roadway bordering the Project site to the south, as an Avenue I. This designation entails a 70-foot wide roadway within a 100-foot wide right-of-way. The segment of Hollywood Boulevard adjacent to the Project site presently has a 70-foot wide roadway within an 100-foot wide right-of-way meeting the roadway's ultimate dimensions. The Project, therefore, is not required to make additional improvements to Hollywood Boulevard through a dedication as the roadway meets the roadway's ultimate right-of-way. The Mobility Plan indicates that Hollywood Boulevard is identified as part of the City's Transit Enhanced Network (TEN), Bicycle Enhanced Network (BEN), and a Pedestrian Enhanced District (PED). The Mobility Plan designates Lyman Place, the roadway bordering the Project site to the east, as a Local Street. This designation entails a 36-foot wide roadway within a 60-foot wide right-of-way. The segment of Lyman Place adjacent to the Project site currently has a 36-foot wide roadway within a 60-foot right-of-way. The Project is not required to make additional dedications or widenings along Lyman Place. The Mobility Plan



designates Rodney Drive, the roadway bordering the Project site to the west, as a Local Street. This designation entails a 36-foot wide roadway within a 60-foot wide right-of-way. The segment of Rodney Drive adjacent to the Project site currently has a 30-foot wide roadway within a 60-foot right-of-way, with a 3-foot half-roadway widening required to meet the roadway's ultimate dimensions on the east half of the roadway. The Project will make the 3' widening to achieve the roadway's ultimate half right-of-way.

In compliance with LADOT's goals and policies, the Project driveway will be located along the local streets bounding the site to the east and west and the alley to the north. As mentioned in the Mobility Plan policy regarding the location of driveways along non-arterial roadways, the proposed driveways have been designed in order to provide for safe and efficient operation that considers all roadway users. Sufficient sight distance will also be provided in order to identify conflicting vehicles, bicycles, and pedestrians. Thus, since the driveways are proposed along the local streets, the design and operation of this access point will likely provide safe operations for vehicles, pedestrians, and bicyclists, alike, while also minimizing potential conflicts with traffic along Hollywood Boulevard. The existing site driveway on Hollywood Boulevard will be removed in conjunction with Project construction.

In summary, the Project is consistent with the Mobility Plan 2035 for public right-of-way classification standards and dedications; policy alignment with Project-initiated changes; and network access (Plan Worksheet, Sections II.A, II.B, and II.C, respectively).

#### **4.1.2 PLAN FOR A HEALTHY LOS ANGELES**

The Plan for a Healthy Los Angeles, as established in March 2015, is meant to prioritize health and social equity in the City's plans for future growth and development. The Plan is guided by principles of holistic health, the link between community design and health, and active transportation, among other principles. Chapter 2 of The Plan, A City Built for Health, promotes multi-modal corridors and accessible services as features of a safe and healthy city. The development of the Project will not preclude the Plan's goals of promoting active transportation and a healthy city. As a residential mixed-use project with short-term and long-term bicycle parking, the Project will be conducive to this active mode of travel for residents, employees, and guests alike.

#### **4.1.3 HOLLYWOOD COMMUNITY PLAN**

The Hollywood Community Plan, as adopted in December 1988, summarizes key issues and opportunities in the area through the development of goals, objectives, policies, and programs associated with multiple land uses including residential and commercial projects that lie within its boundaries. Under the Policies, Circulation section, several transportation goals and policies are noted for the area. By increasing residential density near a major transit station which provides rail and bus services, the Project supports the objectives to encourage higher intensity development within the community plan area. Additionally, the Project will encourage and establish a system of safe and efficient bicycle and pedestrian facilities by installing bicycle racks and maintaining spacious sidewalks adjacent to the site.

#### **4.1.4 VERMONT/WESTERN TRANSIT-ORIENTED DISTRICT SNAP**

The Vermont/Western Transit Oriented District Specific Plan Station Neighborhood Area Plan (SNAP), as adopted in March 2001, implements the goals and policies of the Hollywood Community Plan and the City General Framework and Transportation Elements. This Specific Plan summarizes key issues and

opportunities in the area through the development of goals, objectives, policies, and programs associated with creating a transit friendly area within its boundaries.

The vehicular and bicycle parking ordinances set forth by the Specific Plan are in addition to those set forth in the Los Angeles Municipal Code (LAMC) and, per Section 3.B, wherever the Specific Plan contains provisions which require more or fewer spaces, the Specific plan prevails and supersedes the LAMC. Per the Specific Plan § 6.M, the Project which lies within 1,500 feet of a Metro Red Line Station may be granted a 15% reduction in the minimum parking space standards required by the Specific Plan.

Residential project parking standards for Subarea C for which the Project is located, require the minimum number of automobile parking spaces be provided at the ratios of at least one parking space for each dwelling unit having fewer than three habitable rooms and at least one and one-half parking spaces for each dwelling unit having more than three habitable rooms, in addition to at least one-quarter parking space for each dwelling unit as guest parking. Maximum residential parking standards also require that automobile parking spaces be limited to ratios of one parking space for each dwelling unit having fewer than three habitable rooms, one and one-half parking spaces for each dwelling unit having three habitable rooms, two parking spaces for each dwelling having more than three habitable rooms, and one-half parking space for each dwelling unit as guest parking. Per these standards, with 49 studio units, 79 one-bedroom units, and 53 two-bedroom units the Project is required to have at least 208 spaces for resident parking and required to provide at least 46 and no more than 90 guest parking spaces. The Project provides 208 parking spaces for residents and 55 guest parking spaces (with 30 of the parking spaces also allowing retail parking as required by the SNAP).

For commercial uses, the SNAP specifies in Section 9.E.3 that the maximum number of off-street automobile parking spaces be limited to two parking spaces for each 1,000 square feet of non-residential floor area. For the 15,398 square feet of building area, the maximum number of parking spaces is 30. These parking spaces are to be provided by 30 designated for use by either retail or residential guests as allowed by 9.E.1.c of the SNAP.

Bicycle parking standards for Subarea C require that projects with two or more dwelling units, off-street bicycle parking spaces be provided at the ratio of one-half parking space per dwelling unit and for nonresidential uses off-street bicycle parking spaces be provided at ratios of one parking space per 1,000 square feet of nonresidential floor area for the first 10,000 square feet of floor area, and one additional parking space for every additional 10,000 square feet of floor area. Per these standards, the Project is required to provide 91 residential spaces and 11 commercial spaces for bicycle parking. The Project provides 92 residential spaces and 12 commercial spaces for bicycle parking.

Pedestrian throughway standards for Subarea C require that projects provide one public walkway, throughway, or path for every 250 feet of street frontage of the project. The Project has approximately 350 feet of street frontage and provides one throughway midway along the Project frontage on Hollywood Boulevard that goes through the Project to the alley.

#### **4.1.5 ASSEMBLY BILL 2097**

Assembly Bill (AB) 2097 is a California law that prohibits public agencies or cities from imposing a minimum automobile parking requirement on most development projects within a one-half mile radius of a major transit stop. Projects located with one-half mile of a major transit stop are generally eligible for the

automobile parking reduction provided by AB 2097. This includes residential, commercial, and industrial projects. As a residential/commercial mixed-use development project within one-half mile of a major transit stop (Vermont & Sunset), the Project is eligible for this parking reduction. The Project proposes to provide 42 commercial and 208 residential automobile parking spaces with 13 additional guest parking spaces, which falls below the standard LAMC parking requirements. Reduced parking from the amount required by direct application of the LAMC parking rates, without consideration of parking reduction mechanisms, is considered a benefit to reducing VMT. Therefore, the Project's parking reductions, if approved, are accounted for in the VMT analysis.

#### **4.1.6 VISION ZERO**

Vision Zero was launched by the Mayor of Los Angeles in August 2015 with the goal of eliminating all traffic fatalities citywide by 2025. Vision Zero specifically seeks to implement traffic safety treatments at intersections and along roadway segments to improve safety for pedestrians, bicyclists, and other vulnerable road users. The City of Los Angeles has developed a High Injury Network (HIN) that identifies roadways having a high number of traffic collisions causing serious injury and death. Development projects proposed on a roadway identified as part of the City's HIN should be designed to enhance safety for non-motorized users. Hollywood Boulevard directly south of the Project site is classified as a HIN roadway. The proposed project will provide ingress and egress for vehicles through driveways located on local streets to the east and west of the Project and along the alley away from Hollywood Boulevard, thus reducing vehicle-pedestrian conflicts along Hollywood Boulevard and improving visibility for pedestrians along the roadway. By removing the driveway along Hollywood Boulevard and improving connectivity of the existing sidewalks and infrastructure, the Project will improve safety of pedestrians, bicycles, and other vulnerable roadway users along Hollywood Boulevard.

#### **4.1.7 CITYWIDE DESIGN GUIDELINES**

The Los Angeles Department of City Planning established *Citywide Design Guidelines* meant to promote maintaining neighborhood character, quality design, and creative development solutions. Guidelines 1-3 provide best practices in the area of Pedestrian-First Design that are as follows:

- Guideline 1 is to promote a safe, comfortable, and accessible pedestrian experience for all.
- Guideline 2 is to carefully incorporate vehicular access such that it does not degrade the pedestrian experience.
- Guideline 3 is to design projects to actively engage with streets and public space and maintain human scale.

The Project's proposed pedestrian facilities provide sufficient pedestrian access on the first-floor between the restaurant uses along the sidewalk of Hollywood Boulevard. In addition, the Project is proposing to provide pedestrian plazas at the entrances of the restaurant uses to the existing sidewalk which will activate the block as a pedestrian-friendly area. The proposed vehicular access driveway is located along the local streets near the back of the site, which will limit the number of conflicting vehicles that will cross the pedestrian path of travel, reducing the potential for dangerous pedestrian-vehicle conflicts. The Project is designed to present a street frontage along Hollywood Boulevard that has plenty of retail store fronts, pedestrian engagement, and open spaces areas. Therefore, the Project is compliant with the *Citywide Design Guidelines*.

#### 4.1.8 LOS ANGELES MUNICIPAL CODE

The LAMC bicycle parking ordinance § 12.21 A.16 requires the provision of short-term bicycle parking spaces at a rate of 1 space per 10 units for the first 25 units of a residential development; 1 space per 15 units for units 26 through 100; and 1 space per 20 units for units 101 through 200. The LAMC requires the provision of residential long-term bicycle parking spaces at a rate of 1 space per unit for the first 25 units of a residential development; 1 space per 1.5 units for units 26 through 100; and 1 space per 2 units for units 101 through 200. For the commercial retail space, the LAMC requires the provision of both short-term and long-term bicycle parking at a rate of 1 space per 2,000 square feet of floor area, with a minimum of two spaces. Based on these rates, the Project would meet the LAMC bicycle parking requirements by providing at least 17 short-term (12 residential, 5 commercial) and 121 long-term (116 residential, 5 commercial) bicycle stalls. As allowed for by Section 3.B of the SNAP, the Project will provide 104 bicycle spaces per the Vermont/Western SNAP. The bicycle parking spaces are to be located near the entrance of the residential parking structure. The Project will, therefore, provide convenient and adequate bicycle parking facilities.

The current TDM requirements (LAMC § 12.26J) outlines TDM measures that a development must implement and comply with which includes displaying mobility information, designating parking for carpool/vanpools, and providing bicycle parking. The Project will be in compliance with the Code. This includes reducing the parking supply, providing the required bicycle parking spaces, and incorporating affordable housing. It should be noted that the Project will feature reduced parking supply and bicycle parking as TDM strategies for the VMT analysis, as discussed in Section 4.2.

The current Transit Oriented Communities (TOC) Affordable Housing Incentive Program Guidelines (LAMC § 12.22 A.31) outlines eligibility standards, incentives, and other components of a TOC Program for housing developments located within a one-half mile radius of a Major Transit Stop.

In reviewing the abovementioned LAMC requirements, the Project does not conflict with the bicycle, vehicle, or TDM policies. The Project compliance with the LAMC requirements is also addressed in the Plan Worksheet Section II.D.

#### 4.1.9 SCAG RTP/SCS

The SCAG RTP/SCS balances future mobility and housing needs with economic, environmental, and public health goals in a long-term plan that are laid out for the period from 2020-2045. The Plan Worksheet Section II.E addresses whether or not a development project is consistent with regional plans such as the SCAG RTP/SCS. The Project is consistent with the SCAG RTP/SCS because the Project would not result in a significant VMT impact as detailed further in Section 4.2.

#### 4.1.10 WALKABILITY CHECKLIST

The Los Angeles Department of City Planning's Walkability Checklist provides design strategies and guidelines for walkable streets. These documents promotes pedestrian-friendly features in the public right-of-way and on private property. The Department's Residential Citywide Design Guidelines for Multi-Family Residential & Commercial Mixed-Use Projects provide a blueprint for sustainable and aesthetically pleasing residential development. These documents promote the provision of pedestrian-friendly, street-fronting entrances to residential developments at surface grade. The Project frontage on Hollywood Boulevard will provide entrances to the Project's commercial land uses for easy pedestrian-friendly access.

## 4.2 CAUSING SUBSTANTIAL VEHICLE MILES TRAVELED (THRESHOLD T-2.1)

As outlined in the Mobility Plan 2035, the City has a goal of reaching a 20 percent reduction in VMT by 2035. In line with these goals, the City has updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(1) of the CEQA Guidelines, which asks if a development project would result in a substantial increase in VMT. The TAG sets the following criterion for determining significant transportation impacts based on VMT:

*For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?*

To assist in determining which development projects would conflict with CEQA Guidelines section 15064.3, subdivision (b)(1), the TAG establishes two screening criteria to evaluate whether further analysis is required of a land use project's VMT impact. Both of the following criteria must be met in order to require further analysis of a land use project's VMT contribution:

1. The land use project would generate a net increase of 250 or more daily vehicle trips.
2. The land use project would generate a net increase in daily VMT.

In addition, the TAG provides specific instructions for evaluating the VMT contributions of retail and restaurant uses. Should a land use project contain retail or restaurant components that are small-scale or local-serving in nature, the retail/restaurant portion of the land use project can be assumed not to result in a significant VMT impact. The retail/restaurant component of a land use project should be considered small-scale or local-serving if the total retail and restaurant square footage does not exceed 50,000 square feet. For a mixed-use development, if the retail/restaurant component does not exceed 50,000 square feet in floor area, that component can be considered to have a less-than-significant VMT impact; however, the remaining portions of the land use project are subject to further VMT analysis per the above screening criteria.

After the initial screening, the TAG provides guidance for further analysis of the VMT contribution of a land use project. Under the updated TAG, two forms of VMT are analyzed: (1) household VMT per capita and (2) work VMT per employee. The household VMT per capita is the home-based VMT produced by the residential component of a land use project divided by the number of residents within the development. The work VMT per employee is the home-based work VMT attracted by the non-residential uses of a land use project divided by the number of employees within the development. As outlined in the TAG, in order for a proposed land use project to have a less-than-significant VMT impact, two criteria must be met: (1) the land use project's household VMT per capita must be at least 15 percent below the average household VMT per capita, and (2) the land use project's work VMT per employee must be at least 15 percent below the average work VMT per employee. Table 1 shows the thresholds corresponding to 15 percent below the average household VMT per capita and average work VMT per employee. These thresholds have been determined individually for each of the seven Area Planning Commission (APC) areas comprising the City. The significance thresholds to be applied are determined based on the land use project's APC area, in this case the Central APC area.



**Table 1: LADOT Thresholds for Significant VMT Impacts**

<b>Area Planning Commission</b>	<b>Daily Household VMT per Capita</b>	<b>Daily Work VMT per Employee</b>
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

Along with the updated TAG, LADOT developed the VMT Calculator, which calculates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee for land use projects. The VMT Calculator utilizes average daily trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition, 2012) and empirical trip generation data to determine the base daily trips associated with a land use project. The number of daily trips is further refined using data from the Environmental Protection Agency's (EPA's) Mixed-Use (MXD) Model and the City's Travel Demand Forecasting (TDF) Model.

The VMT Calculator also determines population and employment estimates for a land use project based on rates developed from U.S. Census data for the City of Los Angeles and employment data from a variety of sources, including the Los Angeles Unified School District and the San Diego Association of Governments (SANDAG). The VMT Calculator then uses trip length information from the TDF Model, in combination with the daily trips and population/employment estimates, to calculate the land use project's daily VMT, household VMT per capita, and work VMT per employee. The VMT Calculator also provides a menu of TDM strategies that can be implemented for a land use project, either as project features or mitigation measures, to reduce a project's daily vehicle trips and VMT. Further detail on the VMT Calculator can be found in the *City of Los Angeles VMT Calculator Documentation* (May 2020).

To determine whether the Project requires further VMT analysis, the Project's proposed land use data were input into the VMT Calculator. As shown in Appendix C, the proposed Project's components include the Housing (Multi-Family), Housing (Affordable Housing – Family), Retail (General Retail), and Retail (High-Turnover Sit Down Restaurant) land uses. Existing land use credit has been applied for a Retail (General Retail) land use as the Project site contains an active retail building. Appendix C contains a summary report of the VMT Calculator outputs, which include the number of daily trips, the anticipated number of residents, etc. As shown in Appendix C, using the VMT Calculator, Version 1.4 v143, the Project would generate 739 net daily vehicle trips and 4,825 net daily VMT per the screening analysis. As the Project would generate more than 250 net daily vehicle trips and would result in a net increase in daily VMT, the Project would meet both screening criteria and require further VMT analysis. It should be noted that, for the purposes of VMT screening per the TAG, Project features that qualify as TDM measures are excluded from the calculations. The Project also does not propose to incorporate any TDM strategies and therefore there were no further design features that were considered in the VMT calculations for the Project.

Since the Project is located within the Central APC area, the appropriate threshold of significance with which to compare the Project's household VMT estimate is 6.0 daily household VMT per capita, as shown previously in Table 1. The Project's household component is estimated to generate 5.0 VMT per Capita. The commercial component is less than 50,000 square feet, and therefore considered to be local serving and not substantially contribute to VMT generation. Therefore, the Project is not expected to have a significant VMT impact based on either household VMT per capita or commercial considerations. In addition, per guidance from the TAG, as a project with less-than-significant household VMT per capita and work VMT per employee impacts, the Project can be assumed not to have a cumulative impact related to VMT.

#### 4.3 SUBSTANTIALLY INDUCING ADDITIONAL AUTOMOBILE TRAVEL (THRESHOLD T-2.2)

Transportation projects that contribute to increased vehicular capacity may contribute to inducing vehicular travel. The City has updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(2) of the CEQA Guidelines, which gives the discretion to agencies to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. The TAG sets the following criteria for determining significant transportation impacts based on VMT for transportation projects:

*For a transportation project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(2)?*

Since the Project is not a transportation project, threshold T-2.2 does not apply.

#### 4.4 SUBSTANTIALLY INCREASING HAZARDS DUE TO GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE (THRESHOLD T-3)

In line with Vision Zero policies, the TAG seeks to identify any potential impacts that could arise due to roadway modifications proposed as part of a development project. These impacts include potential conflicts between motorists, bicyclists, and pedestrians, as well as increases in operational delays and vehicle queuing at development project driveways. Potential impacts would be determined based on the location of proposed driveways and the ability for motorists entering and exiting the project site to identify conflicting vehicular, pedestrian, and bicycle traffic. Therefore, the TAG has established the following threshold to determine if a development project would result in a significant impact based on the creation of roadway hazards:

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

The TAG also establishes two screening criteria to assist in determining which development projects would potentially result in impacts due to geometric design hazards or incompatible uses. If either of the following conditions is present for a proposed development project, then further analysis of the potential hazards is required:

1. The land use project proposes new driveways, or introduces new vehicular access to the property from the public right-of-way.

2. The land use project proposes, or is required, to make modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.).

The Project proposes to install three new driveways and eliminate an existing driveway along Hollywood Boulevard. Commercial vehicular access and egress to the Project will be via two driveways -- one along Rodney Drive, the local street that bounds the Project to the west and the other along the alley that bounds the Project to the north. Residential vehicular access and egress will be via a driveway along local street Lyman Place that bounds the Project to the east. The new driveways will intersect the alley and local streets at a right angle and will provide adequate sight distance in order to identify conflicting vehicular, pedestrian, and bicycle traffic. The only modification to Hollywood Boulevard will be the elimination of the existing driveway. As the Project will replace a driveway on an Avenue I roadway with driveways on a lower-classification local streets and the alley, this will reduce the potential for vehicle-pedestrian and vehicle-bicycle conflicts.

Based on this assessment, the Project is not anticipated to have a significant impact related to geometric design feature of incompatible use hazards. The Project is not expected to contribute to a significant cumulative hazard impact since the access to adjacent properties would not be altered by the construction of the Project or other developments.

## 5. NON-CEQA TRANSPORTATION ANALYSIS

In addition to the analysis required under the revised CEQA Guidelines, the LADOT has outlined four additional analysis areas that should be reviewed for proposed development projects. This section outlines the methodologies applied for and the results of these four analyses.

### 5.1 PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS ASSESSMENT

Per the updated TAG, a development project must evaluate the potential negative effects on the pedestrian, bicycle, and transit facilities that surround the site. These effects can include either the removal or degradation of existing facilities, or the increasing of demand on inadequate facilities. The TAG has established the following three screening criteria, all of which all must be met to require further analysis regarding a development project's effect on the pedestrian, bicycle, and transit networks:

1. The land use project involves a discretionary action that would be under review by the Department of City Planning.
2. The land use project would include the construction or addition of either of the following: (1) 50 or more dwelling units, guest rooms, or combination thereof; or (2) 50,000 or more square feet of non-residential space.
3. The land use project would generate a net increase of 1,000 or more daily vehicle trips; or the project has frontage along an Avenue, Boulevard, or Collector of 250 or more linear feet; or the project has frontage spanning an entire block along a roadway designated as an Avenue or Boulevard.

The Project involves discretionary action that would be under review by the Department of City Planning. As described previously, the Project proposes a total of 181 multifamily residential dwelling units, 20 of which will be reserved for affordable housing, and 9,030 square feet of ground-floor commercial space. These uses will generate, per the VMT Calculator, 739 net daily vehicle trips. The Project includes 50 or more residential units. The Project has 350 linear feet of frontage along Hollywood Boulevard (an Avenue I). Therefore, the Project meets the three screening criteria requiring further analysis of pedestrian, bicycle, and transit facilities surrounding the site.

The Project vicinity features a variety of pedestrian, bicycle, and transit facilities. A survey was conducted of the pedestrian, bicycle, and transit infrastructure within an approximate one-quarter mile radius of the site. An overview of these study area facilities is geographically depicted in Figure 4. ADA compliant curb ramps are provided at most intersections in the Project vicinity, with numerous ramps featuring tactile warning strips. Marked crosswalks are provided at major intersections along Hollywood Boulevard, Prospect Avenue, Hillhurst Avenue, Vermont Avenue, and Sunset Boulevard. A majority of these crosswalks have continental markings to improve crosswalk visibility for motorists. Pedestrian push-buttons are provided at most signalized marked crosswalks. Limited bicycle facilities are currently provided in the Project vicinity. Transit facilities near the Project site include bus stops along major travel routes, located on Hollywood Boulevard, Prospect Avenue, Hillhurst Avenue, Vermont Avenue, and Sunset Boulevard. Within a one-quarter mile radius of the site, at the intersection of Vermont Avenue & Sunset Boulevard, is the Metro B (Red) Line Rail

Station. Most bus stops in the vicinity of the Project provide benches, while some select stops also provide shade structures. The following sections evaluate the Project's effects on these various facilities.

### **REMOVAL OR DEGRADATION OF FACILITIES**

The Project has frontage along Hollywood Boulevard, Rodney Drive, and Lyman Drive. Aside from the addition and removal of the driveways, the Project would not modify the sidewalk, bicycle, pedestrian, or transit facilities adjacent to the site along Hollywood Boulevard. The adjacent Project sidewalk meets the dimensional requirements of the Mobility Plan 2035. The Project will maintain the existing facilities along all adjacent roadways. Therefore, development of the Project will maintain pedestrian/ADA mobility and not degrade existing facilities.

No on-street bicycle facilities are provided along Hollywood Boulevard, Rodney Drive, or Lyman Place adjacent to the Project. As such, the construction of the Project will not affect any bicycle facilities along these roadways. In fact, the Project proposes to provide short-term bicycle parking spaces on site. These bicycle facilities will improve bicycle parking options for students, employees, and guests of the Project within a surrounding area with currently limited bicycle parking options. Thus, the Project will supplement and upgrade the bicycle facilities within the Project area.

Metro Line 217 runs northwest-southeast along Hollywood Boulevard adjacent to the Project site. The south-eastbound bus stop is not located adjacent to the Project site, and the Project will not require changes to any bus stop locations or the rerouting of existing transit lines. Therefore, the existing transit facilities in the Project vicinity will not be degraded.

### **INTENSIFICATION OF USE**

As the Project is located along Hollywood Boulevard with mixed-use developments, convenient access to a variety of land uses, and additional transit, bicycle, and pedestrian facilities, some of the Project residents, employees, and guests are likely to arrive at and depart from the site by walking, bicycling, transit, or a combination of these modes. Therefore, the Project will likely increase demand for the transit, bicycle, and pedestrian facilities in the Project vicinity.

While limited dedicated bicycle facilities are currently provided in the Project area, numerous local and collector streets feature lower vehicular volumes and travel speeds. Those streets will connect the Project site to residential neighborhoods between major arterials. Additionally, Hollywood Boulevard is planned to have protected bicycle lanes per the City's Mobility Plan 2035 Bicycle Network. Project residents, employees, and guests can use these shared roadways to travel more safely in the Project vicinity via bicycle. In conjunction with the Project bicycle parking, the connectivity these facilities provide to the larger regional bicycle network proposed within the Mobility Plan 2035 establishes the Project and surrounding area as supporting bicycle travel.

In addition, the Project will also increase transit demand in the Project study area. In the Project vicinity, the intersection of Prospect Avenue, Hollywood Boulevard, & Vermont Avenue provides bus stops for multiple lines, including lines with frequent peak-period service. As discussed, the LADOT DASH Observatory/Los Felix and Hollywood Routes, Metro B-Line rail service, and Metro bus service Lines 2, 180, 182, 204, 206, and 217 link the Project area with the larger transit network. The bus stops at this



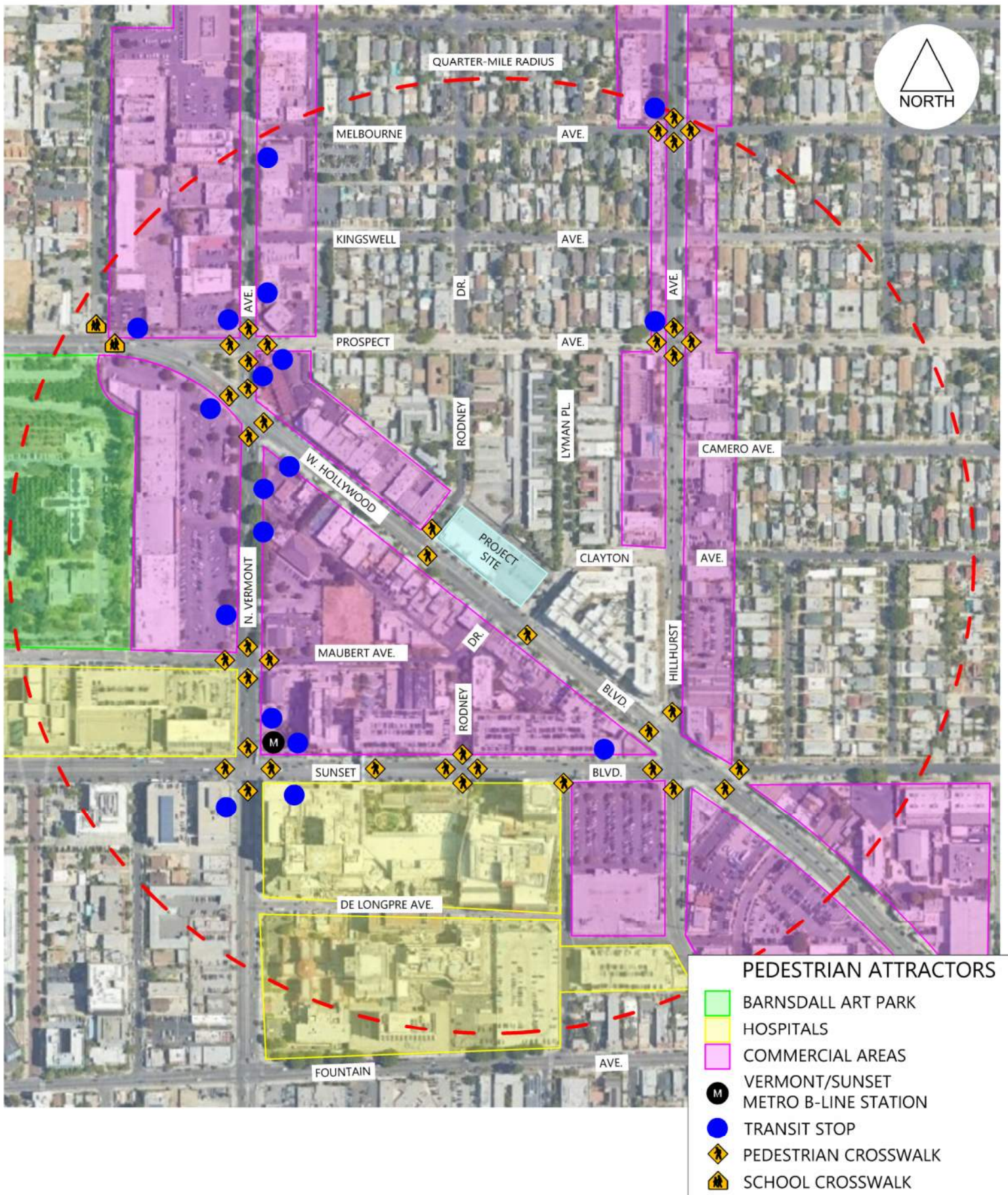


FIGURE 4

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intersection provide benches and shade. The Vermont/Sunset Station at the intersection of Vermont Boulevard & Sunset Avenue and westbound bus stop on Sunset Boulevard & Virgil Avenue are also near the Project site. Due to the close proximity of these bus stops to the Project site, it is expected that the majority of transit demand for the Project will be drawn to and from these stops. Given that the pedestrian crossing at Hollywood Boulevard & Rodney Drive and Hollywood Boulevard & Lyman Place provides a rectangular rapid flashing beacons (RRFBs) to aid pedestrian crossing of Hollywood Boulevard it is expected that the Vermont/Sunset Station provide more regional use for resident/employee.

Thus, while the Project will increase pedestrian, bicycle, and transit demand on the facilities in the immediate Project vicinity, these facilities are ample and in good condition and can accommodate the added demands of the Project.

## 5.2 PROJECT ACCESS, SAFETY, AND CIRCULATION EVALUATION

The TAG requires development projects to evaluate potential operational and capacity constraints related to access to and egress from the project site. These constraints are typically affected by the configuration and placement of driveways, location of nearby bicycle and pedestrian facilities, and design of access points. The TAG has established the following two screening criteria, both of which must be met to require further analysis of potential operational and capacity constraints:

1. The land use project involves a discretionary action that would be under review by the Department of City Planning.
2. The land use project would generate a net increase of 500 or more daily vehicle trips.

The Project will meet both of the screening criteria as it will require a discretionary action under the Department of City Planning and it will generate a net increase of 500 or more daily vehicles trips (Project will generate 739 net daily vehicle trips). Therefore, further analysis is required to be conducted of potential access and circulation constraints of the Project site. Per the TAG, operational and passenger loading evaluations have been conducted to determine the Project's effects on adjacent roadway travel. These evaluations are detailed in the sections below.

### 5.2.1 OPERATIONAL EVALUATION

To determine the effects of the Project on the operation of vehicular travel within the immediate Project vicinity, an evaluation was conducted to determine the Project's contribution to delay and queuing at intersections adjacent to the Project under existing and future conditions. A Project completion year of 2027 is anticipated and is assumed in the analysis. In consultation with the LADOT, the following site-adjacent and nearby study intersections were selected for the analysis of potentially negative Project traffic effects:

1. Hollywood Boulevard & Rodney Drive (unsignalized, RRFB)
2. Hollywood Boulevard & Lyman Place (unsignalized, RRFB)
3. Rodney Drive & Project Driveway (unsignalized)
4. Lyman Place & Project Driveway (unsignalized)

The study locations were shown previously in Figure 1.

## 5.2.2 ANALYSIS METHODOLOGY

This section outlines the results of the delay and queuing analysis for Existing (2023) and Future (2027) conditions during the weekday AM and PM peak hours. This analysis was conducted in accordance with the methodology outlined in the TAG. An analysis of existing and future weekday AM and PM peak-hour traffic conditions at the study intersections, listed above, was performed through the use of established traffic engineering techniques. Two methodologies were used to determine the traffic operations at the study intersections. The analyses for both methodologies were undertaken using Trafficware’s Synchro Studio, which includes both Synchro and SimTraffic software, to model the traffic operations at the study intersections.

The first methodology used to analyze and evaluate traffic operations at the study intersections is based on procedures outlined in the *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis* (HCM). The HCM methodology determines intersection LOS based on operational vehicle delay. For unsignalized, two-way stop controlled intersections, the operational delay corresponds to the delay for the stop-controlled movements. The term LOS describes the quality of traffic flow. LOS values of A through C indicate excellent-to-decent traffic flow conditions. LOS D corresponds with fair conditions that may experience substantial delay during portions of the peak hours, but without excessive backups. LOS E represents poor conditions, with volumes at or near the capacity of the intersection and long lines of vehicles that may have to wait through several signal cycles. LOS F is characteristic of failure (i.e., the intersection is overloaded, vehicular movements may be restricted or prevented, and delays and vehicle queues become increasingly longer). The LOS ranges for the HCM methodology are shown in Tables 2 and 3 for signalized and unsignalized intersections, respectively.

**Table 2: HCM LOS & Delay for Signalized Intersections**

<b>LOS</b>	<b>Delay (seconds/vehicle)</b>		
A	<=	10.0	
B	>	10.0	<= 20.0
C	>	20.0	<= 35.0
D	>	35.0	<= 55.0
E	>	55.0	<= 80.0
F	>	80.0	

Source: *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis*, Exhibit 19-8 for signalized intersections.

**Table 3: HCM LOS & Delay for Two-Way and All-Way Stop-Controlled Intersections**

<u>LOS</u>	<u>Delay (seconds/vehicle)</u>		
A	<=	10.0	
B	>	10.0	<= 15.0
C	>	15.0	<= 25.0
D	>	25.0	<= 35.0
E	>	35.0	<= 50.0
F	>	50.0	

Source: *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis*, Exhibit 20-2 for two-way STOP-controlled intersections and Exhibit 21-8 for all-way STOP-controlled intersections.

The second methodology consisted of a Synchro queuing analysis in order to evaluate potential issues associated with queued vehicles entering or exiting the Project site. A Synchro traffic model was constructed to model the two study intersections. Queuing conditions at the study intersections were evaluated to identify potential queuing issues associated with “gridlock” congestion. Gridlock refers to the traffic condition where queues from a congested intersection impede traffic flow through upstream intersections. Additionally, the left-turn queues at the study intersections were analyzed specifically to determine whether vehicles would spillover from the left-turn pockets or center two-way left-turn lane into adjacent through traffic lanes.

Per the TAG, access constraints can be related to extensive queuing or operational delays. For this reason, results from the quantitative delay-based and queuing analyses were evaluated in combination to determine whether the Project would have an adverse effect on the operations of Project-adjacent vehicular facilities. Adverse impacts were determined when the results of these analyses demonstrated considerable increases in vehicular delay and queuing associated with the addition of Project traffic.

### 5.2.3 EXISTING (2023) TRAFFIC VOLUMES

Traffic volumes for existing conditions at the study intersections were obtained from manual traffic counts conducted on October 4, 2023, when local schools were in session. In accordance with updated TAG, the traffic counts conducted for this study cover the weekday morning and afternoon peak commute periods. Peak-hour volumes were determined individually for each intersection based on the combined four (4) highest consecutive 15-minute volumes for all vehicular movements at the intersection. Weekday AM and PM peak-hour volumes at the study intersections are illustrated in Figures 5(a) and 5(b), respectively. The manual intersection traffic volume count data sheets are provided in Appendix D.

Information pertaining to intersection characteristics, such as geometrics, traffic signal operations, and on-street parking restrictions were obtained from field checks and City engineering plans. The existing lane configuration and traffic control conditions for four study intersections are illustrated in Appendix E.

### 5.2.4 PROJECT TRAFFIC

The following section describes the methodology used to determine the Project vehicle trip generation, distribution, and assignment.

### Trip Generation

Per the approved TA MOU signed by LADOT staff on December 12, 2023 and included as Appendix A to this report, the ITE *Trip Generation Manual* (11th Edition, 2021) was used to develop the traffic characteristics of the Project's proposed uses. The trip generation equations, rates, and directional distributions in the ITE manual are nationally recognized and are used as the basis for most transportation-related studies conducted in the City and the surrounding region. Information was obtained from the *Trip Generation Manual* for ITE Land Use Code (LUC) 221 – Multifamily Housing (Mid-Rise), LUC 822 – Strip Retail Plaza (<40k), and LUC 932 – High-Turnover (Sit-Down) Restaurant. In addition, the LADOT has developed weekday daily and peak-hour trip generation rates for affordable housing units from a survey of affordable housing sites performed within the City in 2016. Rates from these sources were applied to develop the Project's trip generation estimates. Table 4 presents the trip generation rates used to generate the weekday peak-hour traffic volumes for the Project and existing retail use.

For this analysis, since the VMT Calculator does not calculate weekday AM or PM peak-hour trip generation estimates, the ITE *Trip Generation Manual* and LADOT survey-based trip generation rates provided in Table 4 were used to determine the weekday AM peak-hour and PM peak-hour vehicle trips anticipated for the Project. As these rates do not account for such trip-reducing factors as significant transit usage and/or walk-trip potential, the baseline vehicle trip estimates reflect a conservative condition. These trip-reducing factors are important considerations in determining the actual traffic-generating characteristics of a development project and, therefore, adjustments were made to the baseline trip generation estimates to develop the Project's vehicle trips. All adjustments have been approved by LADOT staff in the MOU signed on June 22, 2023 and included as Appendix A of this report.



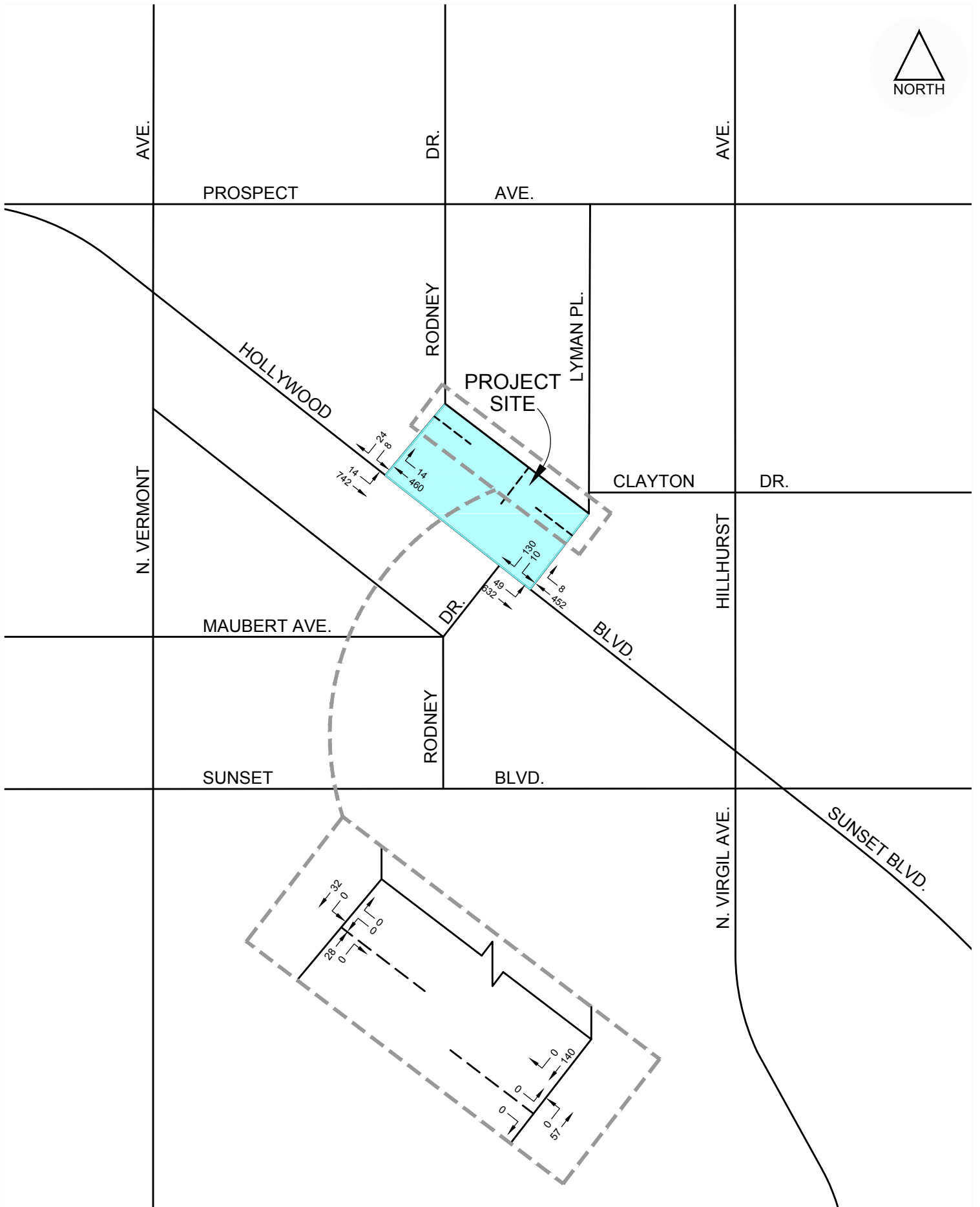


FIGURE 5(a)

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EXISTING (2023) TRAFFIC VOLUMES  
WEEKDAY AM PEAK HOUR



300 Corporate Pointe, Suite 470  
Culver City, California 90230  
Ph (310) 473 6508 F (310) 444 9771  
WWW.KOACORP.COM

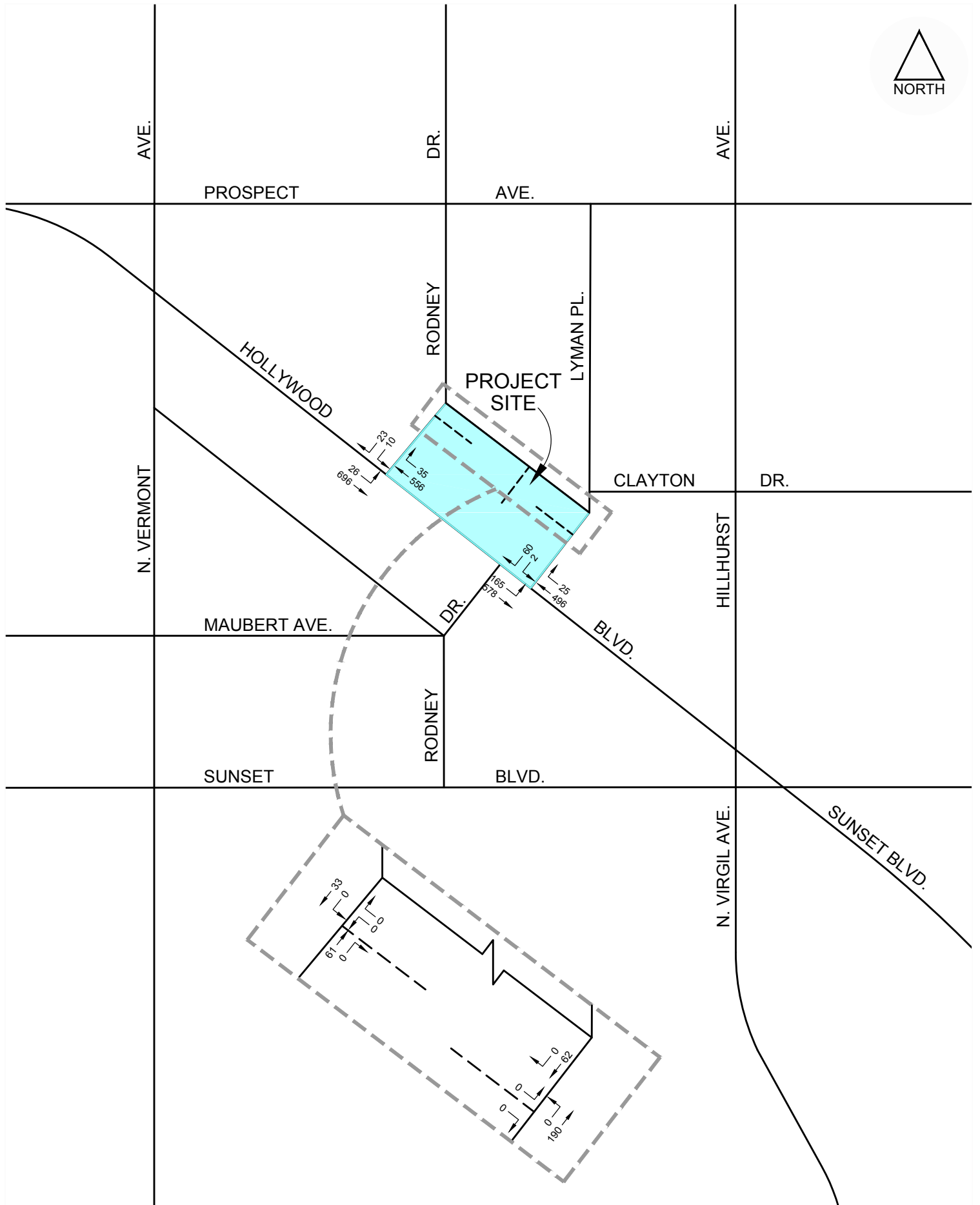


FIGURE 5(b)

EXISTING (2023) TRAFFIC VOLUMES  
WEEKDAY PM PEAK HOUR



**Table 4: Project Weekday Trip Generation Rates**Multifamily Housing (Mid-Rise), ITE LUC 221 – General Urban/Suburban (Not Close to Rail Transit) setting<sup>1</sup>

Daily:	T = 4.54 trips per dwelling unit
AM Peak Hour:	T = 0.37 trips per dwelling unit; IB = 23%, OB = 77%
PM Peak Hour:	T = 0.39 trips per dwelling unit; IB = 61%, OB = 39%

Strip Retail Plaza (<40k), ITE LUC 822 – General Urban/Suburban<sup>1</sup>

Daily:	T = 54.45 trips per 1,000 square feet
AM Peak Hour:	T = 2.36 trips per 1,000 square feet; IB = 60%, OB = 40%
PM Peak Hour:	T = 6.59 trips per 1,000 square feet; IB = 50%, OB = 50%

Affordable Housing (Family) – Average setting<sup>2</sup>

Daily:	T = 4.16 trips per dwelling unit
AM Peak Hour:	T = 0.52 trips per dwelling unit; IB = 38%, OB = 62%
PM Peak Hour:	T = 0.38 trips per dwelling unit; IB = 55%, OB = 45%

High-Turnover (Sit-Down) Restaurant, ITE LUC 932 – General Urban/Suburban setting<sup>1</sup>

Daily:	T = 107.20 trips per 1,000 square feet
AM Peak Hour:	T = 9.57 trips per 1,000 square feet; IB = 55%, OB = 45%
PM Peak Hour:	T = 9.05 trips per 1,000 square feet; IB = 61%, OB = 39%

Notes:<sup>1</sup> Source: Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021).<sup>2</sup> Source: Los Angeles Department of Transportation (LADOT) *Transportation Assessment Guidelines* (August 2022).  
IB = Inbound; OB = Outbound.

Given the mix of proposed uses on the Project site, it is expected that there would be trip interactions between individual uses that would not require the use of a vehicle. It is generally recognized that residents, visitors, employees, and patrons of a site will utilize other on-site uses if they are conveniently located and/or provide useful services or amenities, with the level of interaction dependent upon the number of residents, visitors, employees, and patrons; service providers; accessibility; and other factors. For the Project, some of the residents would be expected to patronize the on-site commercial retail and restaurant uses. Thus, a reduction in trips between the residential and commercial use components would be expected. As recommended in the ITE *Trip Generation Handbook* (3rd Edition, 2017) and the TAG, the methodology outlined in the NCHRP Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments was used to estimate internal trip capture between Project land use components. The internal capture methodology and calculations are and included as Appendix F of this report.

The use of public transportation is an important consideration in the evaluation of a project's trip-generating potential. As noted previously in the Existing Public Transit section of this report, the Project is well served by multiple bus lines. These local and regional routes are readily accessible to Project residents, patrons, employees, and visitors. Significant transit use is not accounted for in the ITE *Trip Generation Manual* General Urban/Suburban setting trip rates and equations. Because the trip rates for the General Urban/Suburban setting do not consider significant transit connectivity, adjustments were made to the Project trip generation to account for transit usage associated with the proposed land uses. The NCHRP Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments was also used to

estimate the transit and non-motorized trip generation for each of the proposed Project land uses. The transit and non-motorized mode split assumptions were obtained from the LADOT TDF model.

Trip reduction factors for the Project also account for the presence of “pass-by” trips. As some motorists pass by the Project, the specific convenient facilities provided by the Project (or other factors) produce a stop at the site. Such activity is considered to be an interim stop along a trip which existed irrespective of the development of the Project and, therefore, vehicles making these stops are not considered to be newly generated Project-related traffic. The LADOT has developed a series of recommended pass-by trip reduction percentages for various development types and sizes. In line with these guidelines, pass-by trip reductions were applied to the Project’s proposed commercial retail and restaurant uses.

The trip generation rates and aforementioned adjustment factors were employed to derive Project vehicle trip projections. Table 5 summarizes the trip generation estimates for the Project. As shown in Table 5, once completed and occupied, the Project is anticipated to generate a total of 89 vehicle trips during the AM peak hour (36 inbound, 53 outbound) and 78 trips during the PM peak hour (49 inbound, 29 outbound). Table 5 also estimates trip generation for the existing commercial use as generating a total of 20 AM peak hour (12 inbound, 8 outbound) and 55 net vehicle trips during the PM peak hour (28 inbound, 29 outbound). Subtracting the existing use trips from the proposed land use trips, the project will add to the area roadway system 69 net vehicle trips during the AM peak hour (24 inbound, 45 outbound) and 23 trips during the PM peak hour (21 inbound, 2 outbound).

These peak-hour trips were distributed to the four study intersections for the Project impact analysis. The Project pass-by trips, including 14 pass-by trips during the AM peak hour (7 inbound, 7 outbound) and 12 pass-by trips during the PM peak hour (8 inbound, 4 outbound), were developed for the study area based on the volume of traffic passing adjacent to the site along Hollywood Boulevard during the peak hours. The existing commercial use pass-by trips, including 20 pass-by trips during the AM peak hour (8 inbound, 8 outbound) and 55 pass-by trips during the PM peak hour (27 inbound, 28 outbound), were developed for the study area based on the volume of traffic passing adjacent to the site along Hollywood Boulevard during the peak hours.

**Table 5: Project Weekday Trip Generation Summary<sup>1</sup>**

Land Use	ITE Code	Intensity <sup>2</sup>	Average Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<b>Trip Generation Rates</b>									
Multifamily Housing (Mid-Rise)	221	1 du	4.54	23%	77%	0.37	61%	39%	0.39
Strip Retail Plaza (<40k)	822	1 ksf	54.45	60%	40%	2.36	50%	50%	6.59
High-Turnover (Sit-Down) Restaurant	932	1 ksf	107.20	55%	45%	9.57	61%	39%	9.05
Affordable Housing - Family (Inside TPA Area)	--	1 du	4.16	37%	63%	0.49	56%	44%	0.35
<b>Trip Generation Summary</b>									
Description	Size	Average Weekday <sup>3</sup>	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
<b>Proposed Uses</b>									
<b>Residential</b>									
Multifamily Housing (Mid-Rise) Baseline Vehicle Trips	161 du	731	14	46	60	38	25	63	
Affordable Housing (Family) Baseline Vehicle Trips	20 du	83	4	6	10	4	3	7	
Residential Total Baseline Vehicle Trips	181 du	814	18	52	70	42	28	70	
Residential Person Trips <sup>3</sup>		1,279	28	82	110	66	44	110	
Residential Internal Person Trips <sup>4</sup>		267	2	16	18	16	12	28	
Residential External Person Trips <sup>4</sup>		1,012	26	66	92	50	32	82	
Residential External Trips by Vehicle (including pass-by trips) <sup>4</sup>		477	12	31	43	24	15	39	
Residential External Trips by Transit <sup>4</sup>		81	2	5	7	4	3	7	
Residential External Trips by Walk/Bicycle <sup>4</sup>		186	5	12	17	9	6	15	
Residential External Trips by Vehicle (with pass-by trip adjustment) <sup>5</sup>		477	12	31	43	24	15	39	
<b>Commercial</b>									
Retail Store	4,861 ksf	265	7	4	11	16	16	32	
Retail Total Person Trips <sup>3</sup>		413	11	6	17	25	25	50	
Retail Total Internal Person Trips <sup>4</sup>		210	2	2	4	16	14	30	
Retail Total External Person Trips <sup>4</sup>		203	9	4	13	9	11	20	
Retail External Trips by Vehicle (including pass-by trips) <sup>4</sup>		92	4	2	6	4	5	9	
Retail External Trips by Transit <sup>4</sup>		18	1	0	1	1	1	2	
Retail External Trips by Walk/Bicycle <sup>4</sup>		43	2	1	3	2	2	4	
Retail External Trips by Vehicle (with pass-by trip adjustment) <sup>6</sup>		46	2	1	3	2	3	5	
High-Turnover (Sit-Down) Restaurant	9,030 ksf	968	47	39	86	50	32	82	
Restaurant Total Person Trips <sup>3</sup>		1,516	74	61	135	78	50	128	
Restaurant Total Internal Person Trips <sup>4</sup>		323	16	2	18	16	22	38	
Restaurant Total External Person Trips <sup>4</sup>		1,193	58	59	117	62	28	90	
Restaurant External Trips by Vehicle (including pass-by trips) <sup>4</sup>		553	27	27	54	29	13	42	
Restaurant External Trips by Transit <sup>4</sup>		98	5	5	10	5	2	7	
Restaurant External Trips by Walk/Bicycle <sup>4</sup>		219	11	11	22	11	5	16	
Restaurant External Trips by Vehicle (with pass-by trip adjustment) <sup>6</sup>		442	22	21	43	23	11	34	
<b>Proposed Project Total External Trips by Vehicle (including Pass-By Trips)</b>		<b>1,122</b>	<b>43</b>	<b>60</b>	<b>103</b>	<b>57</b>	<b>33</b>	<b>90</b>	
<b>Proposed Project Total External Trips by Vehicle</b>		<b>965</b>	<b>36</b>	<b>53</b>	<b>89</b>	<b>49</b>	<b>29</b>	<b>78</b>	
<b>Existing Use</b>									
<b>Commercial</b>									
Retail Store	22,835 ksf	1,243	32	22	54	75	75	150	
Retail Total Person Trips <sup>7</sup>		1,950	50	34	84	118	118	236	
Retail Total Internal Person Trips <sup>8</sup>		0	0	0	0	0	0	0	
Retail Total External Person Trips <sup>8</sup>		1,950	50	34	84	118	118	236	
Retail External Trips by Vehicle (including pass-by trips) <sup>8</sup>		914	24	16	40	55	55	110	
Retail External Trips by Transit <sup>8</sup>		152	4	3	7	9	9	18	
Retail External Trips by Walk/Bicycle <sup>8</sup>		359	9	6	15	22	22	44	
Retail External Trips by Vehicle (with pass-by trip adjustment) <sup>6</sup>		457	12	8	20	28	27	55	
<b>Existing Use Total External Trips by Vehicle (including Pass-By Trips)</b>		<b>914</b>	<b>24</b>	<b>16</b>	<b>40</b>	<b>55</b>	<b>55</b>	<b>110</b>	
<b>Existing Use Total External Trips by Vehicle</b>		<b>457</b>	<b>12</b>	<b>8</b>	<b>20</b>	<b>28</b>	<b>27</b>	<b>55</b>	
<b>Proposed Project Total External Trips by Vehicle (including Pass-By Trips)</b>		<b>208</b>	<b>19</b>	<b>44</b>	<b>63</b>	<b>2</b>	<b>-22</b>	<b>-20</b>	
<b>Proposed Project Total External Trips by Vehicle</b>		<b>508</b>	<b>24</b>	<b>45</b>	<b>69</b>	<b>21</b>	<b>2</b>	<b>23</b>	

Notes:

- ITE *Trip Generation Manual* (11th Edition, 2021) trip generation rates and directional distributions applied for Land Use Codes (LUC) 221 (Multifamily Housing [Mid-Rise]), 822 (Strip Retail Plaza [<40k]), and 932 (High-Turnover [Sit-Down] Restaurant) to develop baseline vehicle trips for each proposed land use. The General Urban/Suburban setting was used as the rates are based on more robust datasets. Trip generation and directional distributions for the affordable housing dwelling units were provided in the LADOT *Transportation Assessment Guidelines* (August 2022). Rates were selected for "Inside TPA Area" and "Family" affordable housing types to reflect the Project site location. As the ITE General Urban/Suburban and LADOT affordable housing trip generation rates do not account for internal capture or substantial alternative mode usage, further adjustments were applied to the baseline vehicle trip calculations.
- The ITE *Trip Generation Handbook* (3rd Edition, 2017) recommended methodology for estimating the trip generation of a mixed-use development was utilized for the project. The ITE methodology follows the recommended procedures from the National Cooperative Highway Research Program (NCHRP) Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments* (Transportation Research Board, 2011). The NCHRP 684 Internal Trip Capture Estimation Tool spreadsheet provided on the ITE website was used, with worksheets attached on the following pages for the proposed uses.
- du = Dwelling Units; ksf = Thousands of Square Feet of Gross Leasable Floor Area or Gross Floor Area.
- See attached Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends and Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends from the NCHRP 684 Internal Trip Capture Estimation Tool for the proposed project uses.
- See attached Table 9-A (D): Internal and External Trips Summary (Entering Trips), Table 9-A (O): Internal and External Trips Summary (Exiting Trips), Table 9-P (D): Internal and External Trips Summary (Entering Trips), and Table 9-P (O): Internal and External Trips Summary (Exiting Trips) from the NCHRP 684 Internal Trip Capture Estimation Tool for the proposed project uses.
- No pass-by trips assumed for the residential and apparel store land use components.
- Per Attachment J of the LADOT *Transportation Assessment Guidelines* (August 2022), an average pass-by trip rate of 20 percent was applied for the proposed high-turnover (sit-down) restaurant, and an average pass-by trip rate of 50 percent was applied for the proposed and existing retail uses (as they are less than 50,000 square feet in floor area).
- See attached Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends and Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends from the NCHRP 684 Internal Trip Capture Estimation Tool for the existing use.
- See attached Table 9-A (D): Internal and External Trips Summary (Entering Trips), Table 9-A (O): Internal and External Trips Summary (Exiting Trips), Table 9-P (D): Internal and External Trips Summary (Entering Trips), and Table 9-P (O): Internal and External Trips Summary (Exiting Trips) from the NCHRP 684 Internal Trip Capture Estimation Tool for the existing use.
- The ITE *Trip Generation Handbook* provides no guidance for estimating daily trips for mixed-use developments. Therefore, daily trips for each land use's subcategory (person trips, internal person trips, external person trips, external trips by mode) were estimated by developing a Daily-to-(AM+PM peak hour) factor using the land use's baseline vehicle trips and then applying this factor to each subcategory's combined (AM+PM) peak-hour trips. For commercial land uses with pass-by adjustments, the daily external trips by vehicle (with pass-by trip adjustment) were determined by applying the appropriate pass-by adjustment to the daily external trips by vehicle (including pass-by trips).



Trip Distribution and Assignment

Estimation of the directional distribution of Project trips was the next step in the analytical process. The primary factors affecting the trip distribution patterns are the nature of the Project uses, existing traffic patterns, characteristics of the surrounding roadway system, geographic location of the Project site and its proximity to freeways and major travel routes, residential areas from which employees would likely be drawn, employment centers which would likely attract residents, and other various regions generating visitors and patrons. Based on these factors, the overall Project directional trip distribution percentages were determined and are summarized in Table 6.

The general distribution percentages shown in Table 6 were then disaggregated and assigned to specific routes and intersections within the study area (and the Project driveway) that are expected to be used for Project access/egress. The Project’s trip distribution percentages for the Project’s residential and commercial components are presented in Figures 6(a) and 6(b), respectively. The existing commercial use trip percentages are presented in Figure 6(c). These percentages are reflective of the trip distribution percentages expected for non-pass-by trips.

Applying these inbound and outbound percentages to the non-pass-by Project trip generation estimates calculated in Table 5, the Project’s non-pass-by traffic volumes at the two study intersections were determined for the weekday AM and PM peak hours. The Project net weekday AM and PM peak-hour traffic volumes (non-pass-by) are depicted in Figures 7(a) and 7(b), respectively. Table 6 contains the region directional trip distribution percentages.

**Table 6: Project Directional Trip Distribution Percentages**

<b>RESIDENTIAL USES:</b>		<b>COMMERCIAL USES:</b>	
<u>Direction</u>	<u>Percentage</u>	<u>Direction</u>	<u>Percentage</u>
North	20%	North	35%
South	30%	South	20%
East	25%	East	25%
West	25%	West	20%

As described previously, the Project’s commercial uses pass-by trips were developed based on the volume of traffic passing adjacent to the site along Hollywood Boulevard during the weekday AM and PM peak hours (see study intersection traffic count in Appendix D). However, for the purpose of this study pass-by trips were included into the volumes analyzed to conservatively estimate transportation impacts.

**5.2.5 EXISTING (2023) AND EXISTING (2023) PLUS PROJECT CONDITIONS**

The analysis of existing traffic conditions at the study intersections for existing year (2023) was performed using the two methodologies described previously. The Existing (2023) intersection traffic volumes for the weekday AM and PM peak hours were shown previously in Figures 5(a) and 5(b), respectively. These estimates are the "benchmark" volumes used in determining the Project effects on queuing and delay conditions for the surrounding roadway system.

The Existing (2023) Plus Project traffic volumes were determined by superimposing the Project traffic volumes onto the Existing (2023) traffic volumes. The Existing (2023) Plus Project traffic volumes at the study intersections are shown in Figures 8(a) and 8(b) for the weekday AM and PM peak hours, respectively. These volumes were used to create a Synchro traffic model for the "Existing Plus Project" scenario to determine changes to vehicle queuing and delay conditions directly attributable to the Project using the previously described methodologies. The Synchro delay and queue calculation worksheets are included in Appendix G.

Table 7 presents the results of the delay-based quantitative analysis of Existing (2023) and Existing (2023) Plus Project conditions. As shown, under Existing (2023) conditions, the stop-controlled approach of Hollywood Boulevard & Rodney Place operates at LOS B during the AM peak hour and LOS C during the PM peak hour. The stop-controlled approach of Hollywood Boulevard & Lyman Place currently operates at LOS B during both peak hours. Following the addition of Project traffic, the stop-controlled approach of Hollywood Boulevard & Rodney Drive would continue to operate at the same LOS during both peak hours. With Project traffic, operations for the stop-controlled approach of Hollywood Boulevard & Lyman Place would deteriorate to LOS C during both peak hours. Overall vehicle delay increases at the study intersections will range from 0.8 to 7.8 seconds. Overall, the Project is not expected to substantially increase delays at any of the study intersections.

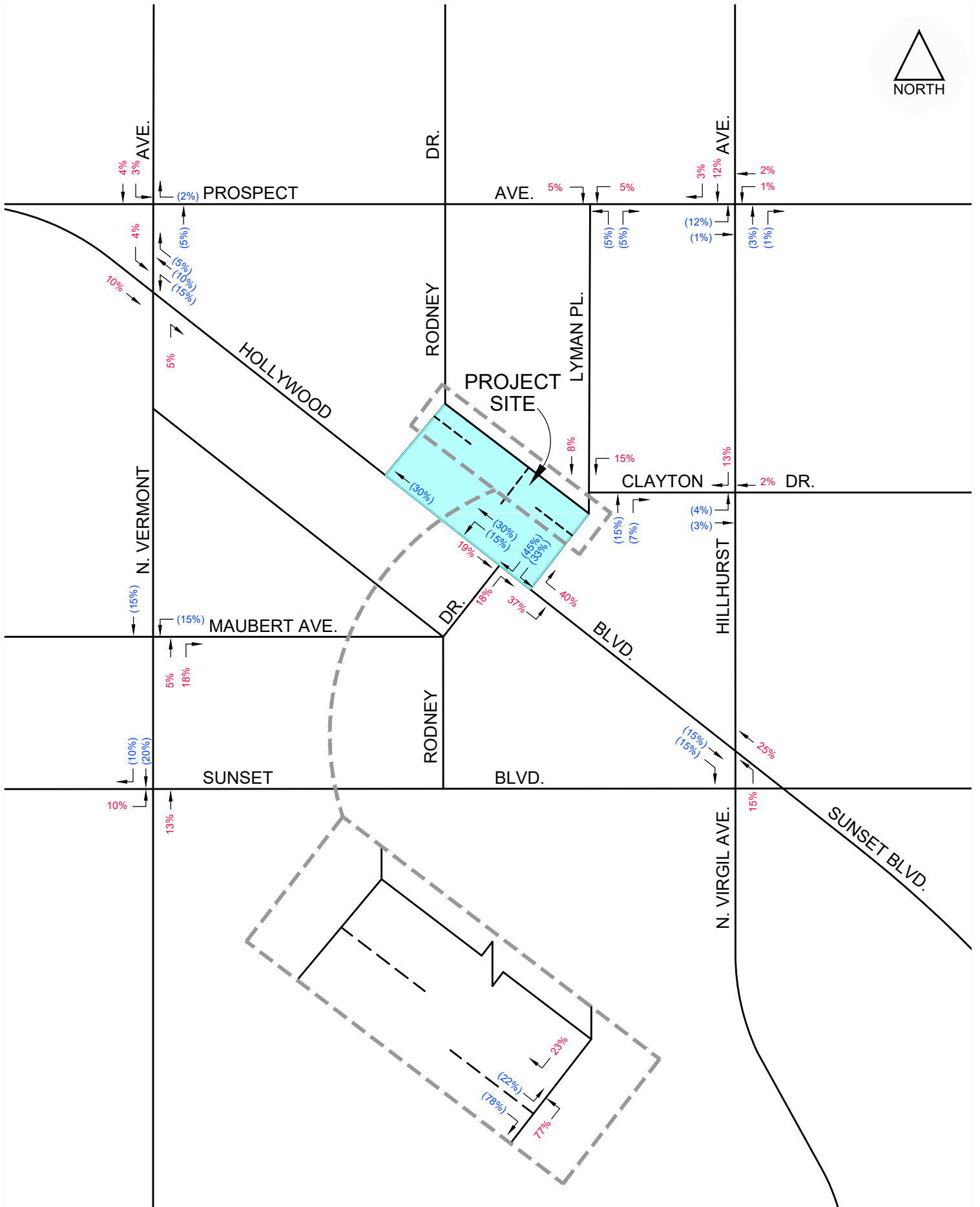


FIGURE 6(a)

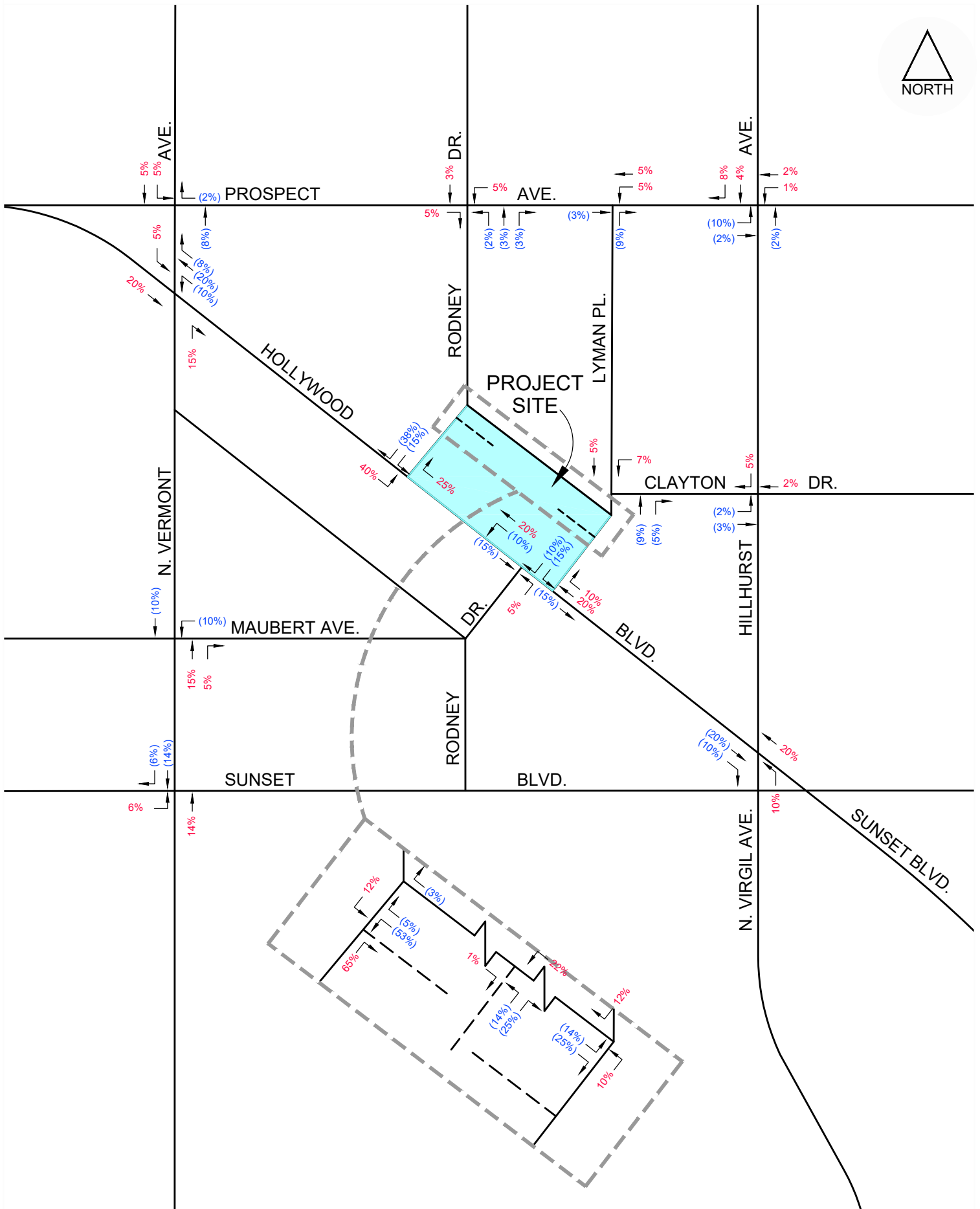


FIGURE 6(b)

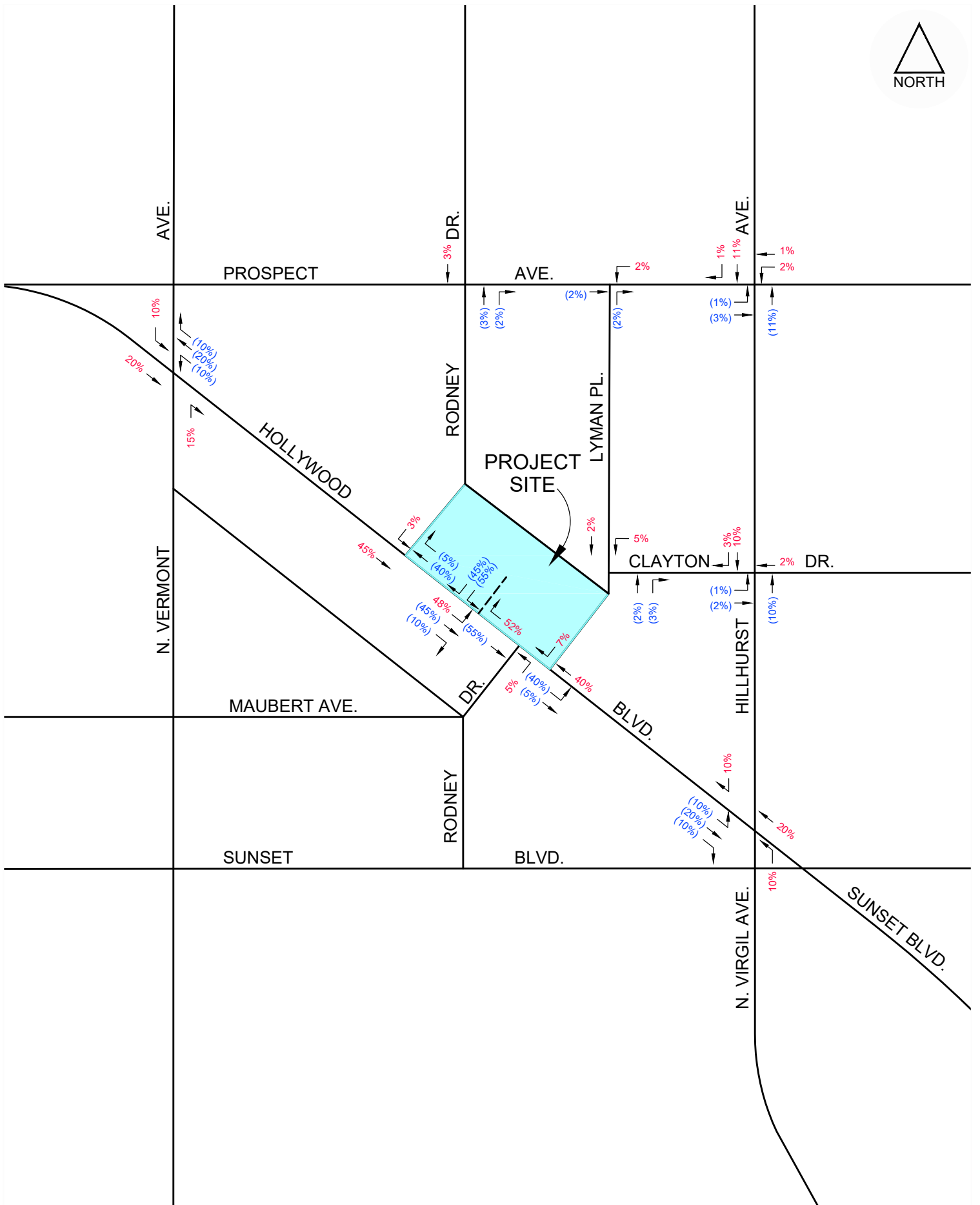


FIGURE 6(c)

1/3/23  
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TRIP DISTRIBUTION PERCENTAGES  
EXISTING COMMERCIAL USES



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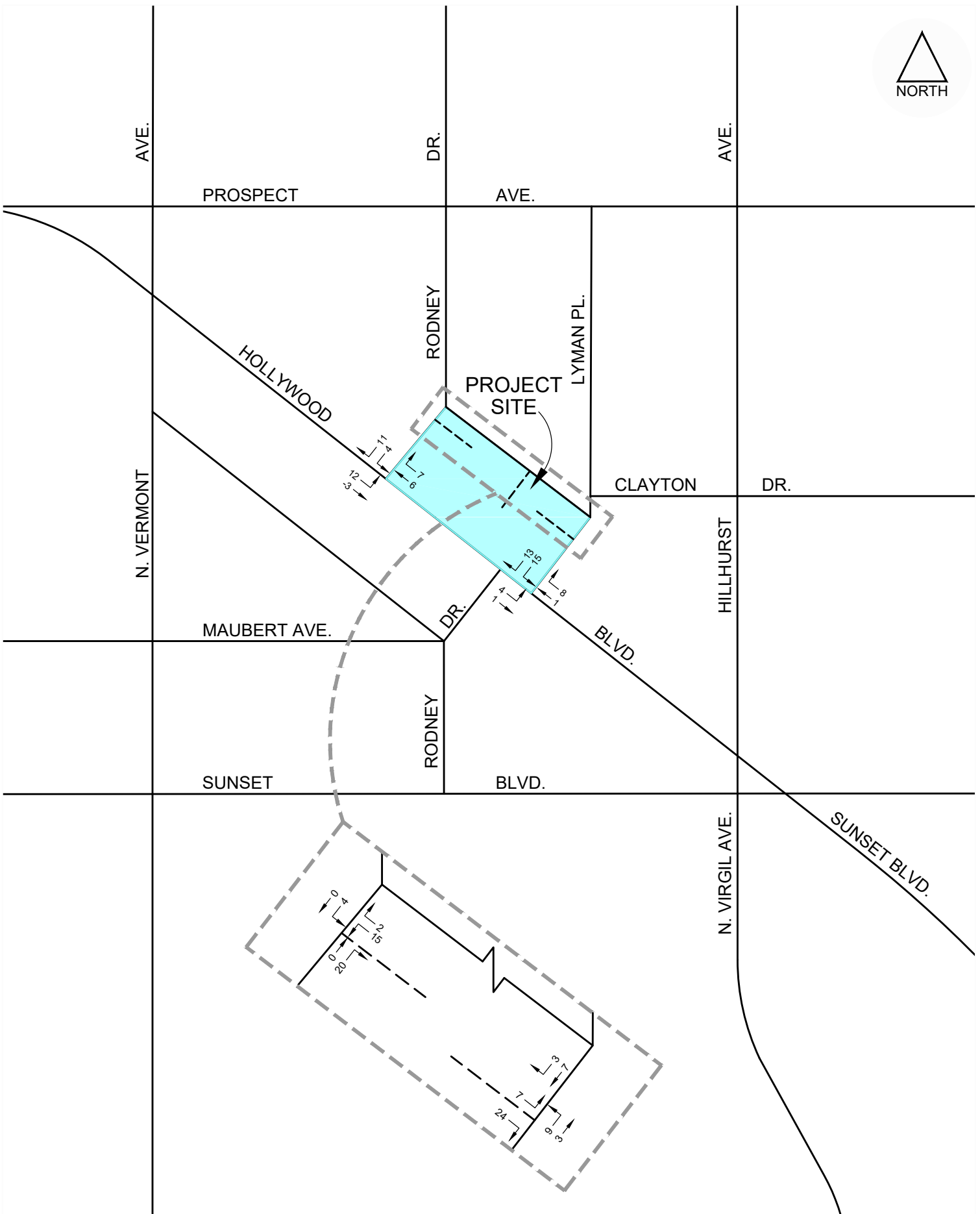


FIGURE 7(a)

12/27/23

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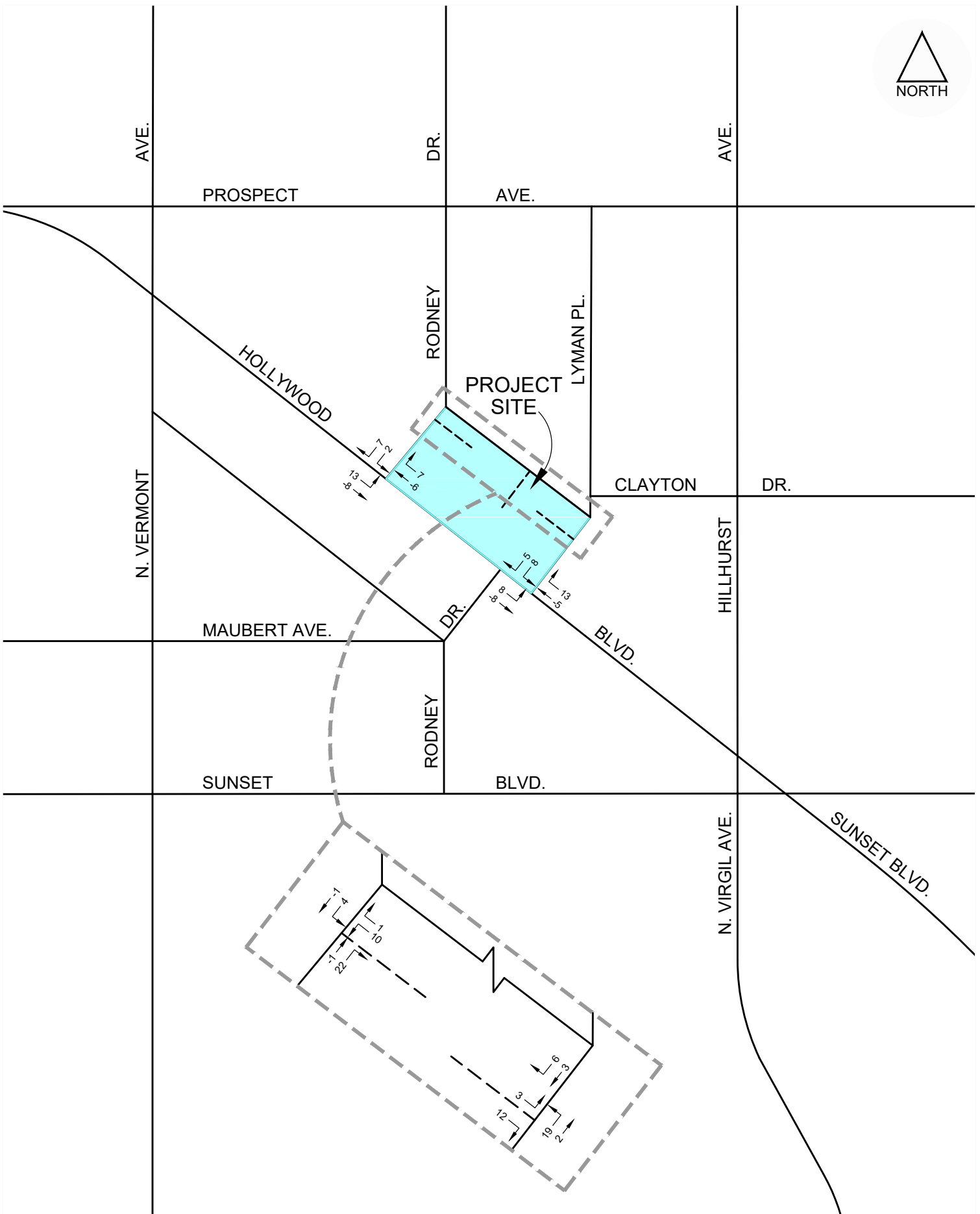


FIGURE 7(b)

12/27/23

FN: J:\2023\JC38106 LA 4579 W Hollywood BI MU TIA\Analysis\Icap7\Project\_AM

PROJECT VEHICLE TRIPS  
WEEKDAY PM PEAK HOUR



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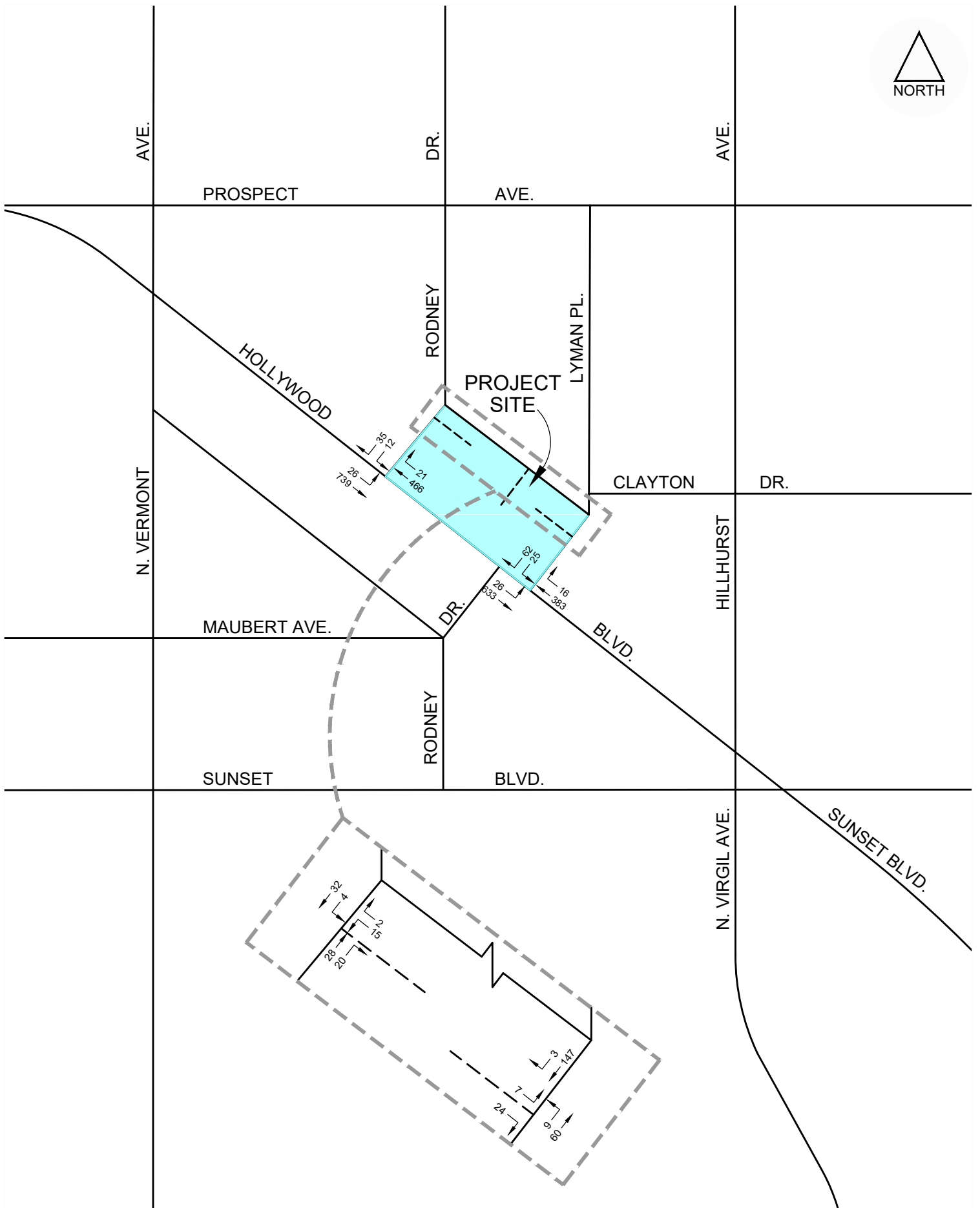


FIGURE 8(a)

1/2/2024  
FN: J:\2023\JC38106 LA 4579 W Hollywood BI MU TIA\Analysis\lcap7\ExistingPP\_AM

EXISTING (2023) PLUS PROJECT TRAFFIC VOLUMES  
WEEKDAY AM PEAK HOUR



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Culver City, California 90230  
Ph (310) 473 6508 F (310) 444 9771  
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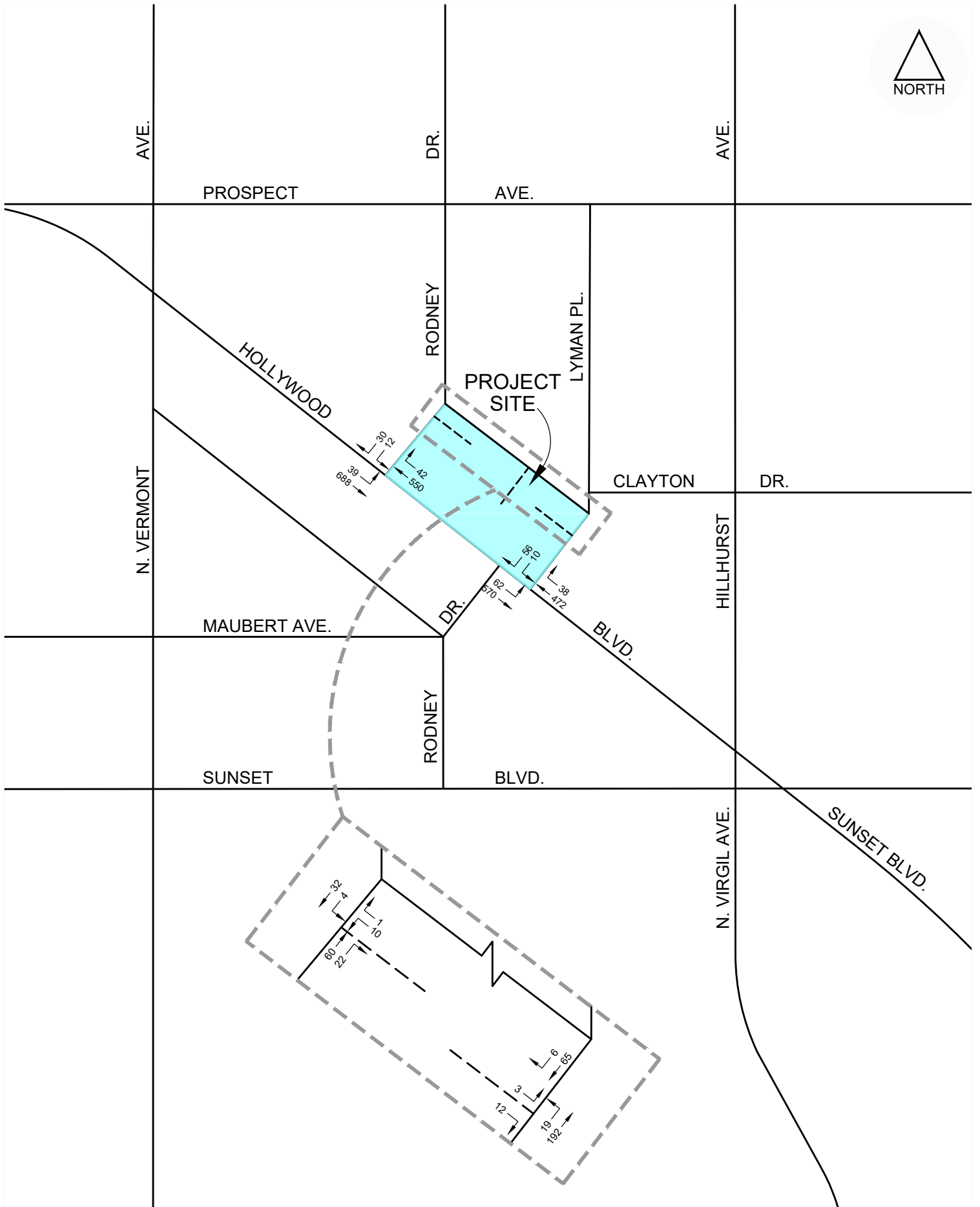


FIGURE 6(b)

1/3/2024  
FN: J:\2023\JC38106 LA 4579 W Hollywood BI MU TIA\Analysis\lcap7\ExistingPP\_PM

EXISTING (2023) PLUS PROJECT TRAFFIC VOLUMES  
WEEKDAY PM PEAK HOUR



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**Table 7: Existing (2023) Traffic Conditions  
Intersection Delay Summary**

Study Intersections		Peak Hour	Existing 2023 Conditions		Existing 2023 Plus Project Conditions		Change in Delay <sup>3</sup>
			Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	
1	Hollywood Boulevard & Rodney Drive*	AM	13.6	B	14.4	B	0.8
		PM	18.5	C	19.3	C	0.8
2	Hollywood Boulevard & Lyman Place*	AM	13.6	B	17.4	C	3.8
		PM	13.3	B	21.1	C	7.8
3	Rodney Drive & Project Driveway*	AM	-	-	9.0	A	-
		PM	-	-	9.1	A	-
4	Lyman Place & Project Driveway*	AM	-	-	9.4	A	-
		PM	-	-	9.1	A	-

\*Unsignalized Intersection- Delay is based on higher delay at stop approach

<sup>1</sup>. Delay in seconds

<sup>2</sup> LOS = Level of Service

<sup>3</sup>. Change in delay reported in seconds

<sup>4</sup>. HCM6th Edition methodology does not support Non-NEMA phasing, therefore, HCM2000 results reported.

Queuing conditions were analyzed at the study intersections. The queue lengths, measured in number of vehicles for the 95th percentile back-of-queue length, are shown in Table 8 for Existing (2023) and Existing (2023) Plus Project conditions. As shown in Table 8, the unsignalized intersections do not currently experience extensive vehicle queuing during the peak hours, with all intersection approaches exhibiting queues of less than two vehicle lengths (50 feet). After completion of the Project, intersection approaches are expected to experience nominal increases in vehicle queue lengths of 0.0 to 0.8 vehicle lengths (0 to 20 feet). The southbound approach onto Hollywood Boulevard from Lyman Place is expected to experience the longest vehicle queues and largest Project-related queue length increases. However, none of the southbound queues will be long enough to block the alley approximately 130 feet to the north of Hollywood Boulevard. The Project, therefore, is not expected to significantly worsen queuing conditions at the unsignalized intersections and would not interfere with access to adjacent properties and/or intersections.



**Table 8: Existing (2023) Traffic Conditions Intersection Queuing Summary**

Unsignalized Study Intersections				Existing Year (2023) Conditions					
				Peak Hour	Approach	Storage Capacity (feet)	Baseline	Plus Project	
							Queue Length <sup>1</sup>	Queue Length <sup>1</sup>	Change <sup>2</sup>
1	AM	SB	130	5	10	5			
		EB	565	0	3	3			
		WB	350	–	–	–			
	PM	SB	130	10	13	3			
		EB	565	3	5	2			
		WB	350	–	–	–			
2	AM	SB	130	33	53	20			
		EB	350	5	5	0			
		WB	480	–	–	–			
	PM	SB	130	18	38	20			
		EB	350	18	20	2			
		WB	480	–	–	–			
3	AM	NB	93	–	–	–			
		SB	37	–	0	0			
		WB	–	–	0	0			
	PM	NB	93	–	–	–			
		SB	37	–	0	0			
		WB	–	–	0	0			
4	AM	NB	65	–	0	0			
		SB	65	–	–	–			
		EB	–	–	3	3			
	PM	NB	65	–	0	0			
		SB	65	–	–	–			
		EB	–	–	3	3			

Notes:  
<sup>1</sup> 95th percentile vehicle queue length in number of feet (Synchro software assumes 25 feet per vehicle).  
<sup>2</sup> Change in vehicle queue length reported in number of feet.  
**XX Bolded/italicized** vehicle queue length indicates that the queue exceeds turn-pocket capacity or distance in through lane to upstream intersection.  
 NB = Northbound; SB = Southbound; WB = Westbound; EB = Eastbound; L = Left-turn; T = Through; R = Right-turn.

**5.2.6 FUTURE (2027) WITHOUT AND WITH PROJECT CONDITIONS**

There are several other projects either under construction or planned for development in the surrounding area that may contribute future traffic volumes to the study locations. For this reason, the analysis of future traffic conditions was expanded to include potential traffic volume increases expected to be generated by these other projects. In order to evaluate future traffic conditions in the Project area, an analysis of Existing (2023) traffic volumes was first conducted, as described previously. For the analysis of future conditions, an ambient traffic growth factor of 1.0 percent per year, compounded annually, was applied to these existing volumes at the two study intersections to develop future year (2027) baseline traffic volumes.

The inclusion of the annual growth factor generally accounts for area-wide traffic volume increases. To ensure a conservative estimate of cumulative traffic conditions, the traffic volumes generated by “related

projects” in the study area were also added to the future baseline traffic volumes. The total future volumes, including those due to related projects, formed the basis for the Future (2027) Without Project condition. Finally, the traffic expected to be generated by the Project was analyzed as an incremental addition to the Future (2027) Without Project condition, resulting in the Future (2027) With Project condition.

#### Ambient Traffic Growth

Based on an analysis of traffic growth projections in the Hollywood Community Plan Area, the LADOT recommended the application of an ambient traffic growth factor of 1.0 percent per year for future traffic growth. This growth factor was used to account for increases in traffic volumes due to potential development projects not yet proposed or outside the study area. Compounded annually, the ambient traffic growth factor was applied to the Existing (2023) traffic volumes to develop the estimated baseline volumes for the future study year of 2027.

#### Related Projects

In addition to the use of the ambient growth rate, listings of potential projects located in the surrounding area (“related projects”) that might be developed within the study time frame were obtained from the LADOT and Department of City Planning. Recently published transportation impact studies and environmental reports for development projects in the area were also reviewed. Per the TAG, the related projects from these sources and within an approximate 0.5-mile radius of the Project site were included. Refinement of the information resulted in a total of eighteen (18) related projects in the surrounding area that could add traffic to the study intersections.

The locations of the related projects are shown in Figure 9, Related Project Location Map. The related project locations, descriptions, and trip generation estimates are summarized in Table 9. The number of vehicle trips expected to be generated by the related projects were obtained from information provided by public agencies and environmental reports, to the extent available.

For the analysis of Future (2027) Without Project traffic conditions, each related project’s generated vehicle trips were distributed and assigned to the study area circulation system, using methodologies similar to those previously described for the Project trip distribution and assignment. Summing the individual related project traffic volume assignments, the total related project traffic volumes at the study intersections were calculated and are shown in Figures 10(a) and 10(b) for the weekday AM and PM peak hours, respectively.

Figure 9: Related Project Location Map

**Table 9: Related Project Locations, Descriptions, and Trip Generation Estimates**

No.	Address/Location	Size	Project Description	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
1.	1515 N. Hillhurst Avenue <sup>1</sup>	202 du 1.30 ksf 5.35 ksf 5.05 ksf 3.03 ksf	<u>City Lights Mixed-Use</u> Residential - Apartments Commercial - Office Commercial - Retail Restaurant Coffee/Donut Shop	1,664	43	92	134	111	73	183
2.	4900 W. Hollywood Boulevard <sup>1</sup>	200 du 25 ksf	<u>Residential Condominium Development</u> Residential - Apartments Commercial - Retail	1,585	24	75	99	89	56	145
3.	1300 N. Vermont Avenue <sup>1</sup>	30,933 ksf	<u>Hollywood Presbyterian Hospital Seismic Retrofit</u> Commercial - Office <i>Existing Use (to be replaced): Hospital and ancillary uses</i>	290	36	5	41	6	30	36
4.	4850 W. Hollywood Boulevard <sup>1</sup>	101 du 8 ksf 2 ksf	<u>LaTerra Select Los Feliz I Mixed-Use</u> Residential - Apartments Restaurant Commercial - Retail	1,108	41	68	109	61	32	93
5.	4760 W. Sunset Boulevard <sup>1</sup>	179,688 ksf 2.3 ksf	<u>Kaiser Medical Center</u> Medical Office Commercial - Retail	4,506	233	61	294	71	179	250
6.	1317 N. New Hampshire Avenue <sup>1</sup>	81 du 11 du	<u>New Hampshire Residential Project</u> Residential - Apartments Affordable Housing Units (Family)	448	9	23	32	21	15	36
7.	4649 W. Maubert Avenue <sup>1</sup>	153 du	Residential - Apartments <i>(Total includes credit for transit and existing use)</i>	620	11	31	42	31	19	50
8.	1666 N. Vermont Avenue <sup>1</sup>	130 du 13.4 ksf	<u>Vermont Mixed-Use</u> Residential - Apartments Grocery Store	1,028	17	32	49	48	37	85
9.	1318 N. Lyman Place <sup>1</sup>	102,780 ksf	<u>Virgil Medical Office Building (Hollywood Presbyterian MC)</u> Medical Office	2,564	227	64	291	76	196	272
10.	1225 N. Vermont Avenue <sup>1</sup>	52 du 6 du 3,245 ksf	<u>1225 N. Vermont Avenue Mixed-Use</u> Residential - Apartments Affordable Housing Units Medical Office	311	11	20	31	20	16	36

11.	4311 W. Sunset Boulevard <sup>2</sup>	98 du 10 du 5.499 ksf	<u>4311 Sunset Boulevard Mixed-Use</u> Residential - Apartments Affordable Housing Units Commercial - Retail	628	14	34	48	41	28	69
12.	1401 N. Vermont Avenue <sup>1</sup>	157 du 20 du 3 ksf	<u>Vermont &amp; Sunset Mixed-Use</u> Residential - Apartments Affordable Housing Units Commercial	618	19	35	54	39	24	63
13.	1419 N. New Hampshire Avenue <sup>3</sup>	55 du 7 du	<u>1419-1423 New Hampshire</u> Residential - Multi-Family Housing (Mid-Rise) Affordable Housing Units	140	4	16	20	14	5	19
14.	4477 W. Hollywood Boulevard <sup>4</sup>	26 du 3 sf 3.211 ksf	<u>El Parador</u> Residential - Multi-Family Housing (Mid-Rise) Affordable Housing Units Commercial - Restaurants	408	18	22	40	25	13	38
15.	1718 N. Vermont Avenue <sup>5</sup>	4.243 ksf	<u>1718 N. Vermont Avenue Commercial Building</u> Commercial - Restaurants	455	23	18	41	23	15	38
16.	1839 N. Kenmore Avenue <sup>6</sup>	6 du	Residential - Single Family	57	1	3	4	4	2	6
17.	4718 W. Franklin Avenue <sup>7</sup>	6 du	Residential - Multi-Family (Low-Rise)	40	0	2	2	2	1	3
18.	1820 N. Berendo Street <sup>8</sup>	7 du 1 du (1) du	<u>1820 N. Berendo Street</u> Residential - Multi-Family (Low-Rise, Apartments) Affordable Housing Units <i>Existing Use (to be removed): Residential - Single Family</i>	42	1	1	2	2	1	3

Notes:

- du = Dwelling Units; ksf = Thousands of Square Feet.
- Trip generation and peak-hour directional distribution of trips based on data for the projects located in Dense Multi-Use Urban Areas and, in some cases, for those located Close to Rail Transit (if data were available).
- <sup>1</sup> Net trip generation and peak-hour directional distributions provided by the LADOT Case Logging and Tracking System (CLATS) related projects database (accessed October 6, 2023).
- <sup>2</sup> Trip generation and peak-hour directional distribution of trips based on affordable housing project information provided in Table 3.3-2 of the LADOT *Transportation Assessment Guidelines* (the "TAG"), local trip generation rates for multifamily mid-rise residential uses in dense multi-use urban areas from Table 3.3-1 of the TAG, and data for Land Use Code (LUC) 221 (Multifamily Housing [Mid-Rise]) and LUC 822 (Strip Retail Plaza [<40k]) contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021).
- <sup>3</sup> Trip generation and peak-hour directional distribution of trips based on affordable housing project information provided in Table 3.3-2 of the TAG, local trip generation rates for multifamily mid-rise residential uses in dense multi-use urban areas from Table 3.3-1 of the TAG, and data for LUC 221 (Multifamily Housing [Mid-Rise]) contained in the ITE *Trip Generation Handbook* (11th Edition, 2021).
- <sup>4</sup> Trip generation and peak-hour directional distribution of trips based on affordable housing project information provided in Table 3.3-2 of the TAG, local trip generation rates for multifamily mid-rise residential uses in dense multi-use urban areas from Table 3.3-1 of the TAG, and data for LUC 221 (Multifamily Housing [Mid-Rise]) and LUC 932 (High-Turnover [Sit-Down] Restaurant) contained in the ITE *Trip Generation Manual* (11th Edition, 2021).
- <sup>5</sup> Trip generation and peak-hour directional distribution of trips based on data for LUC 932 (High-Turnover [Sit-Down] Restaurant) contained in the ITE *Trip Generation Manual* (11th Edition, 2021).
- <sup>6</sup> Trip generation and peak-hour directional distribution of trips based on data for LUC 210 (Single-Family Detached Housing) contained in the ITE *Trip Generation Manual* (11th Edition, 2021).
- <sup>7</sup> Trip generation and peak-hour directional distribution of trips based on data for LUC 220 (Multifamily Housing [Low-Rise]) contained in the ITE *Trip Generation Manual* (11th Edition, 2021).
- <sup>8</sup> Trip generation and peak-hour directional distribution of trips based on affordable housing project information provided in Table 3.3-2 of the TAG, and data for LUC 220 (Multifamily Housing [Low-Rise]) and LUC 210 (Single-Family Detached Housing) contained in the ITE *Trip Generation Manual* (11th Edition, 2021).

### Highway System Improvements

In order to analyze properly future traffic conditions, an investigation was conducted regarding relevant future transportation improvements to the roadway system infrastructure in the Project study area. No traffic improvements were identified as scheduled for implementation that would affect use of the existing street system.

The goals and policies of the City's 2010 Bicycle Plan (City of Los Angeles Department of Planning, adopted March 1, 2011) have been folded into the Mobility Plan 2035. It is a Mobility Plan 2035 objective to complete the proposed bicycle paths, protected cycle tracks, bicycle lanes, routes, and priority Neighborhood Enhanced Network roadway segments by 2035. While some of these improvements have already been realized, the following improvements are scheduled for implementation within the Project study area:

- Hollywood Boulevard will add Tier 1 Protected bicycle lanes in the Project study area. Vehicular lanes may have to be reconfigured to accommodate the bicycle facility upgrades.
- Hollywood Boulevard is classified as a Pedestrian Enhanced District per the LADOT 2035 Mobility Plan and in consideration for incorporating pedestrian type improvements.
- Hollywood Boulevard will add moderate plus transit enhanced streets per the LADOT 2035 Mobility Plan.

Per information reviewed of the LADOT website, the abovementioned bicycle infrastructure improvements are not currently in the planning, design, or construction phases. Therefore, these improvements are unlikely to be installed between now and the Project buildout year of 2027. As such, no changes to the future (2027) study intersection geometrics and/or traffic control conditions due to bicycle facility improvements have been assumed in the operational analysis.

A review of the LADOT Capital Improvement Projects and Bureau of Engineering Street Improvement Master Schedule revealed no projects that would affect operations at any of the study locations. As no highway system improvements were identified, the existing and future intersection geometrics and traffic control conditions are assumed to be the same, as illustrated in Appendix E.

### Analysis of Future (2027) Traffic Conditions, Without and With Project

The analysis of future traffic conditions at the study intersections was performed using the analysis procedures described previously in this report. Future (2027) baseline traffic volumes for the Without Project condition were determined by superimposing area-wide ambient traffic growth and the total related projects traffic volumes onto Existing (2023) traffic volumes. The Future (2027) Without Project traffic volumes are illustrated in Figures 11(a) and 11(b) for the weekday AM and PM peak hours, respectively.

Project traffic volumes [Figures 7(a) and 7(b)], as determined earlier, were then added to the Future (2027) Without Project traffic volumes to develop the Future (2027) With Project traffic volumes. The Future (2027) With Project weekday AM and PM peak-hour traffic volumes are shown in Figures 12(a) and 12(b),



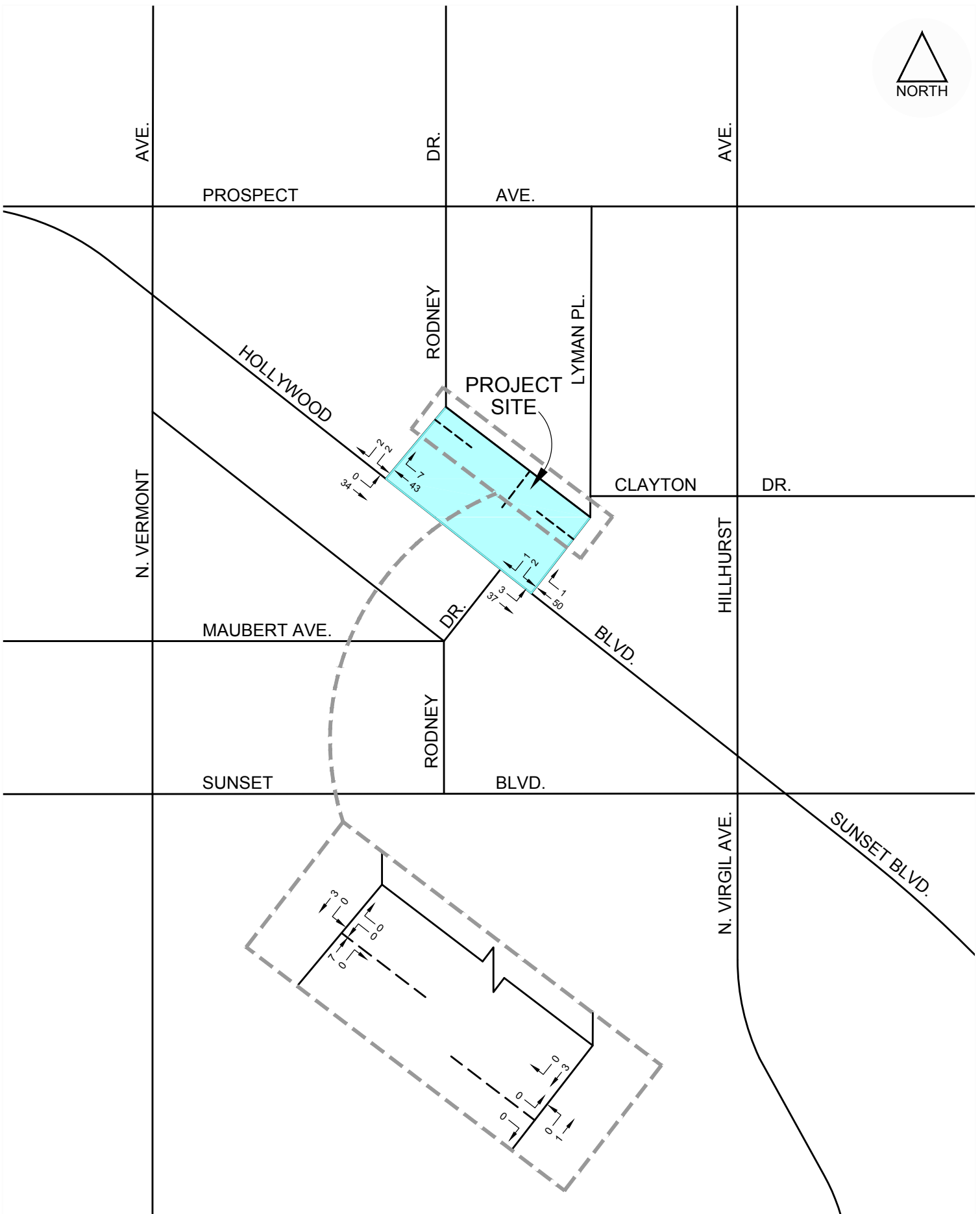


FIGURE 10(a)

1/3/2024  
FN: J:\2023\JC38106 LA 4579 W Hollywood BI MU TIA\Analysis\Icap7\RelProj\_AM

TOTAL RELATED PROJECT VOLUMES  
WEEKDAY AM PEAK HOUR



300 Corporate Pointe, Suite 470  
Culver City, California 90230  
Ph (310) 473 6508 F (310) 444 9771  
WWW.KOACORP.COM

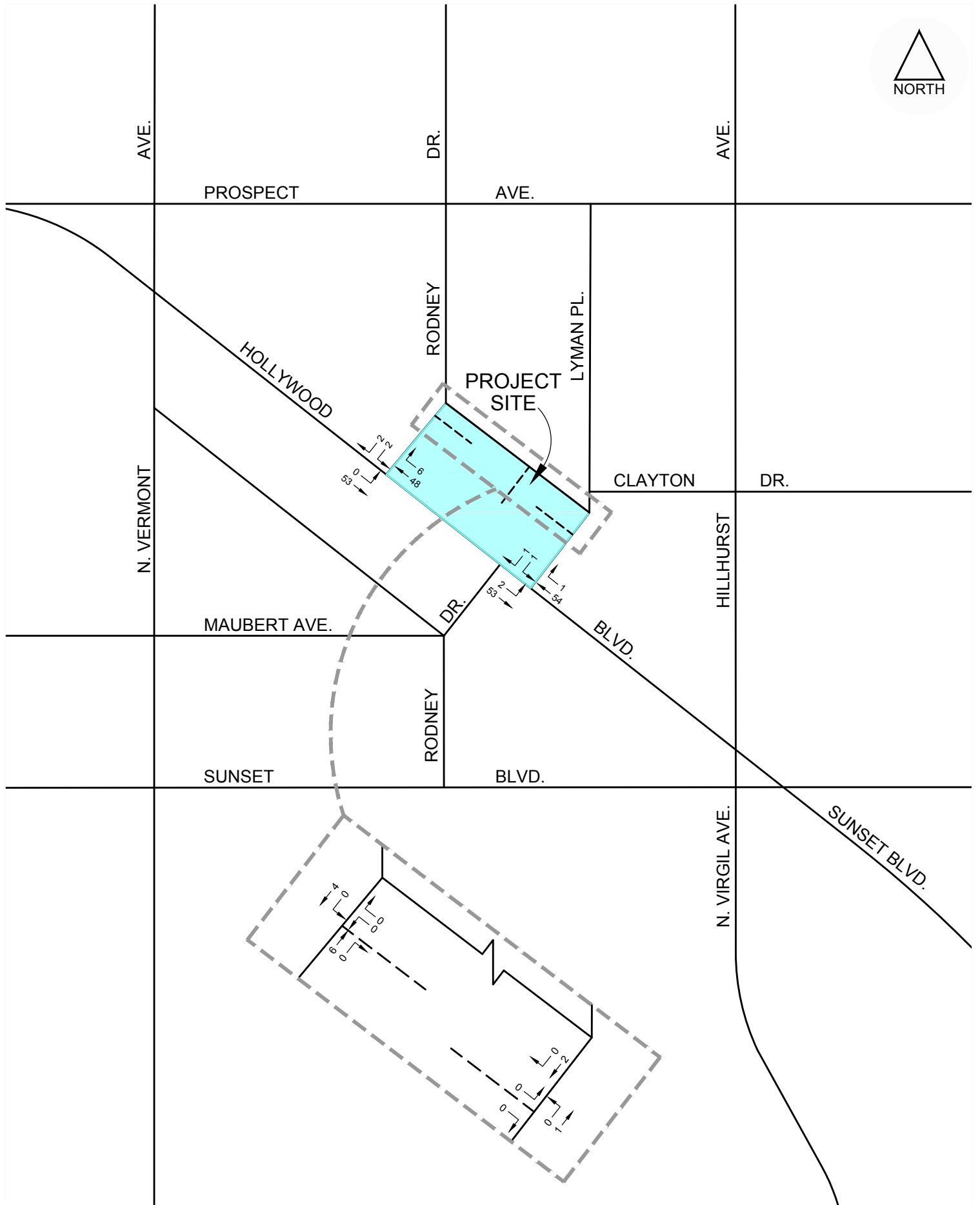


FIGURE 10(b)

FN: J:\2023\JC38106 LA 4579 W Hollywood BI MU TIA\Analysis\cap7\RelProj\_PM 1/3/2024

TOTAL RELATED PROJECT VOLUMES  
WEEKDAY PM PEAK HOUR

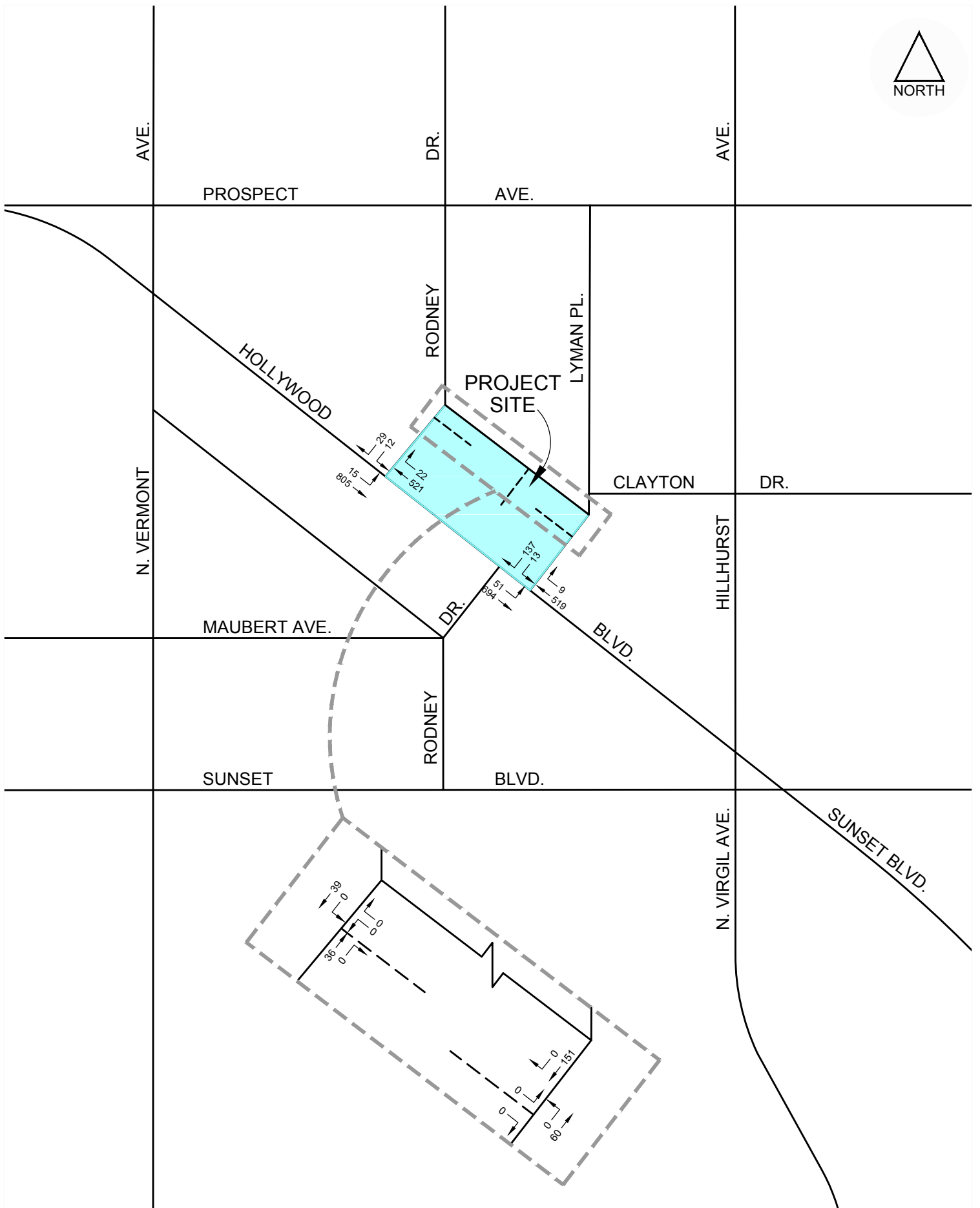


FIGURE 11(a)

1/3/2024  
FN: J:\2023\UC38106 LA 4579 W Hollywood BI MU TIA\Analysis\Icap7\Future\_AM

FUTURE (2027) WITHOUT PROJECT TRAFFIC VOLUMES  
WEEKDAY AM PEAK HOUR



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Culver City, California 90230  
Ph (310) 473 6508 F (310) 444 9771  
WWW.KOACORP.COM

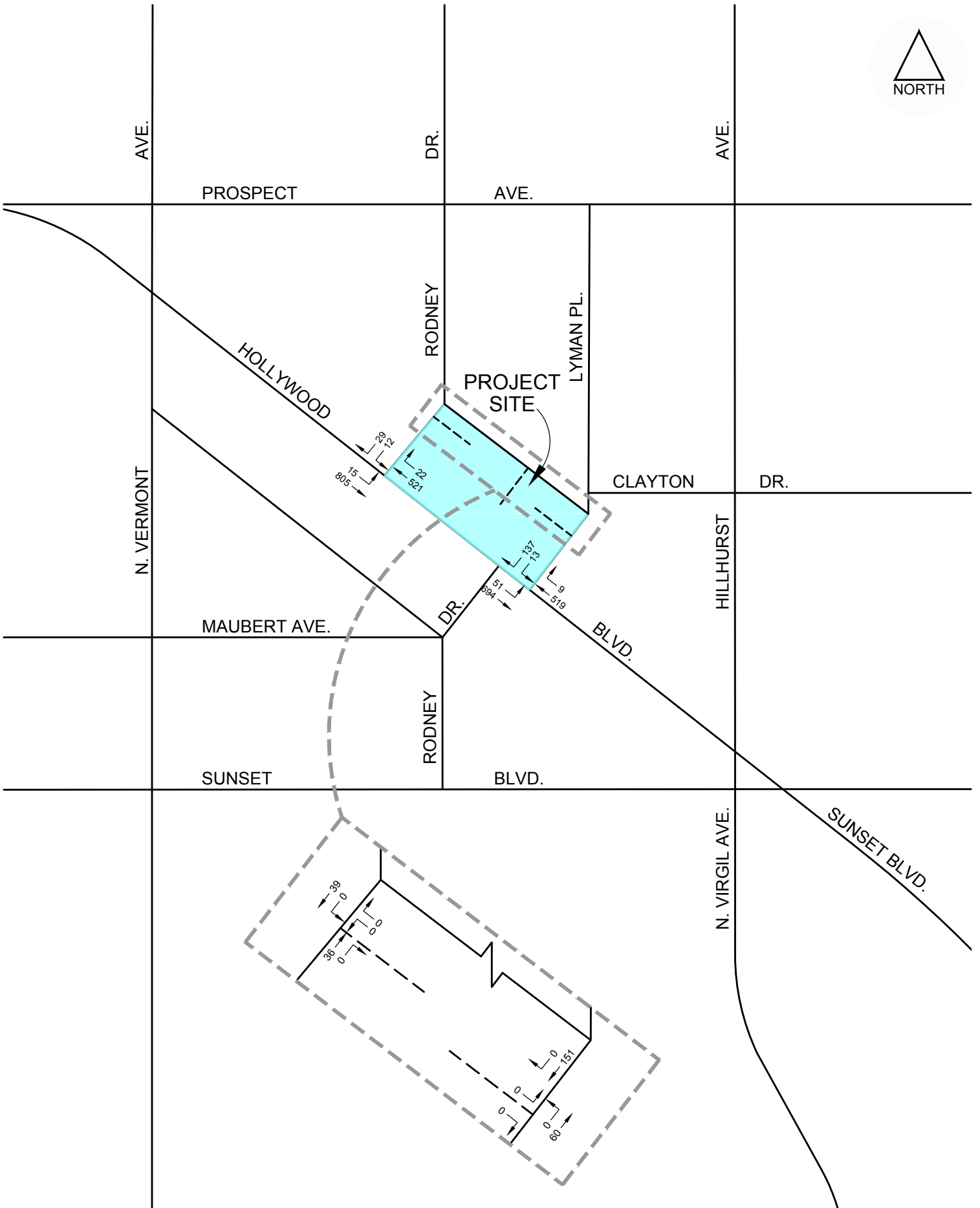


FIGURE 11(b)

FUTURE (2027) WITHOUT PROJECT TRAFFIC VOLUMES  
WEEKDAY PM PEAK HOUR

1/3/2024  
FN: J:\2023\UC38106 LA 4579 W Hollywood BI MU TIA\Analysis\Icap7\Future\_AM



300 Corporate Pointe, Suite 470  
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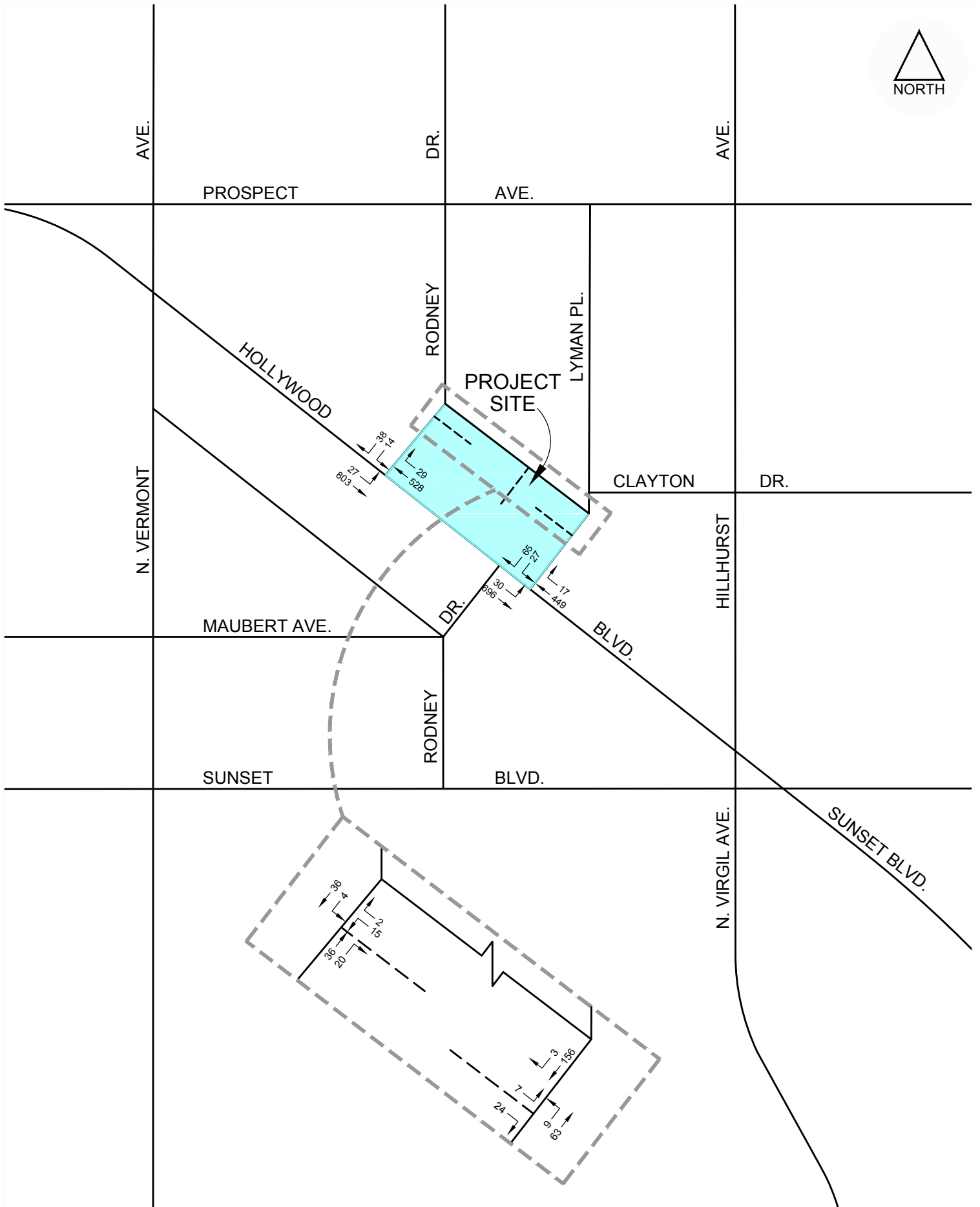


FIGURE 12(a)

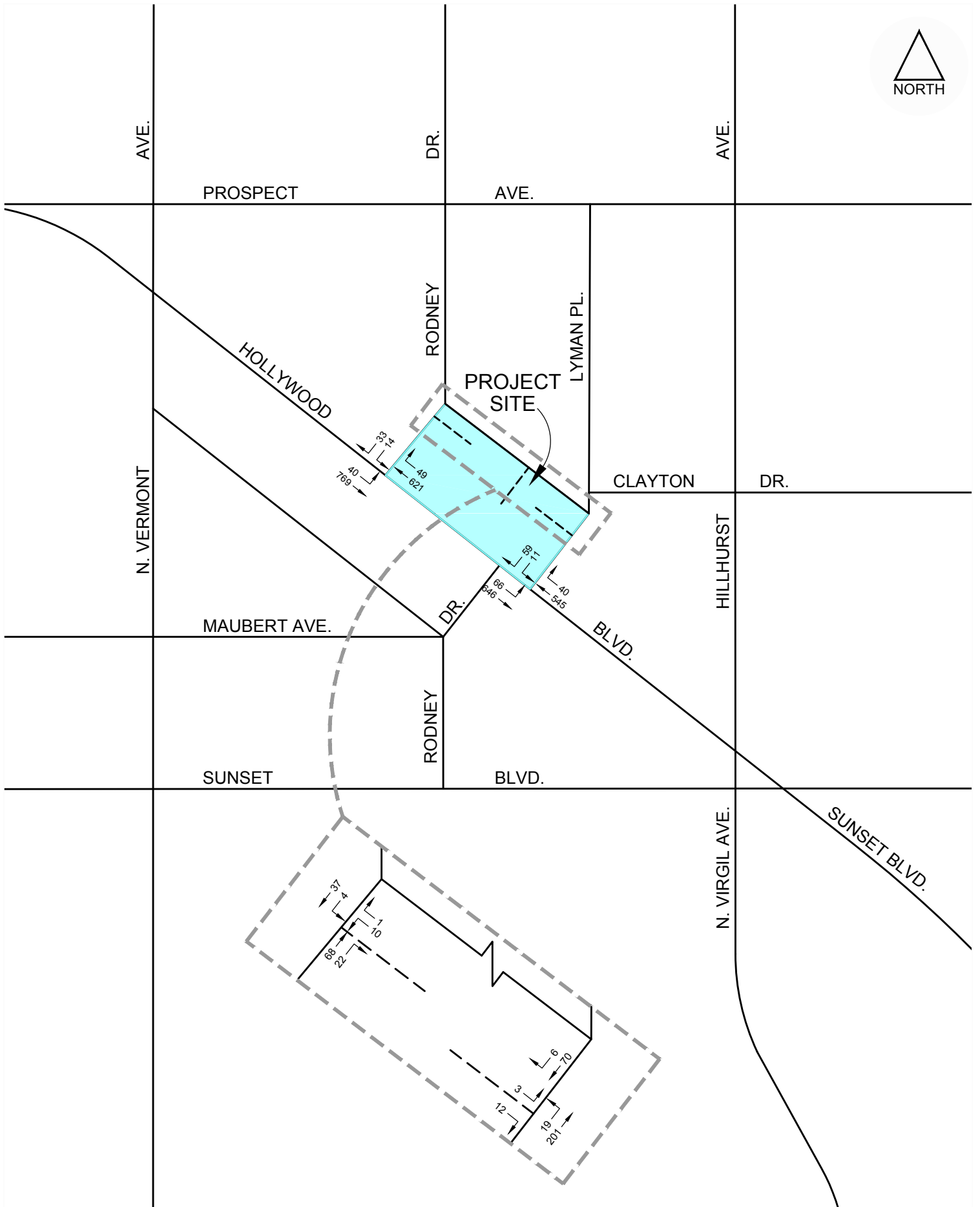


FIGURE 12(b)

1/3/2024  
FN: J:\2023\UC38106 LA 4579 W Hollywood BI MU TIA\Analysis\Icap7\FuturePP\_PM

FUTURE (2027) WITH PROJECT TRAFFIC VOLUMES  
WEEKDAY PM PEAK HOUR



300 Corporate Pointe, Suite 470  
Culver City, California 90230  
Ph (310) 473 6508 F (310) 444 9771  
WWW.KOACORP.COM



respectively. The Future (2027) With Project traffic volumes were incorporated into the Synchro model to determine the future delay and queuing conditions at the study intersections after Project completion and the results are included in Appendix G.

The results of the delay-based quantitative analysis of future traffic conditions at the study intersections are summarized in Table 10. Under Future (2027) Without Project conditions, traffic operations are expected to degrade slightly when compared with existing conditions. The stop-controlled approach of Hollywood Boulevard & Lyman Place would continue to operate at LOS B. However, the stop-controlled approaches of Hollywood Boulevard & Rodney Drive would degrade to operate at LOS C during both peak hours. With Project traffic, operations for the stop-controlled approach Hollywood Boulevard & Lyman Place would deteriorate to LOS C during the PM peak hours. Overall vehicle delay increases at the study intersections will range from 1.1 to 4.6 seconds. Overall, the Project is not expected to substantially increase delays at any of the study intersections.

**Table 10: Future (2027) Traffic Conditions Intersection Delay Summary**

Study Intersections		Peak Hour	Future 2027 Without Project Conditions		Future 2027 Plus Project Conditions		Change in Delay <sup>3</sup>
			Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	
1	Hollywood Boulevard & Rodney Drive*	AM	15.2	C	16.3	C	1.1
		PM	22.2	C	23.4	C	1.2
2	Hollywood Boulevard & Lyman Place*	AM	13.7	B	17.1	C	3.4
		PM	13.6	B	18.2	C	4.6
3	Rodney Drive & Project Driveway*	AM	-	-	9.0	A	-
		PM	-	-	9.2	A	-
4	Lyman Place & Project Driveway*	AM	-	-	9.5	A	-
		PM	-	-	9.1	A	-

\*Unsignalized Intersection- Delay is based on higher delay at stop approach

<sup>1</sup> Delay in seconds

<sup>2</sup> LOS = Level of Service

<sup>3</sup> Change in delay reported in seconds

<sup>4</sup> HCM6th Edition methodology does not support Non-NEMA phasing, therefore, HCM2000 results reported.

Queuing conditions were analyzed at the unsignalized intersections. The queue lengths are shown in Table 11 for Future (2027) Without Project and With Project conditions. As shown in Table 11, under Future (2027) Without Project conditions, the unsignalized intersections are not expected to experience extensive queuing, with all intersection approaches exhibiting queues of less than one vehicle length (25 feet). Following Project completion, most intersection approaches are expected to experience nominal increases in queue lengths of 0.0 to 0.6 vehicle lengths (0 to 15 feet). The southbound (stop-controlled) approach of Hollywood Boulevard & Lyman Place is expected to experience the longest vehicle queues and largest Project-related queue length increases. However, queues will not be long enough to block the alley approximately 130 feet north of Hollywood Boulevard. Thus, the Project is not expected to significantly worsen queuing conditions at the unsignalized intersections and would not interfere with access to adjacent properties and/or intersections.

**Table 11: Future (2027) Traffic Conditions Intersection Queuing Summary**

				Future Year (2026) Conditions			
Unsignalized Study Intersections		Peak Hour	Approach	Storage Capacity (feet)	Without Project	With Project	
					Queue Length <sup>1</sup>	Queue Length <sup>1</sup>	Change <sup>2</sup>
1	Hollywood Boulevard & Rodney Drive	AM	SB	130	8	13	5
			EB	565	3	3	0
			WB	350	–	–	–
		PM	SB	130	15	20	5
			EB	565	3	5	2
			WB	350	–	–	–
2	Hollywood Boulevard & Lyman Place	AM	SB	130	15	30	15
			EB	350	3	3	0
			WB	480	–	–	–
		PM	SB	130	15	28	13
			EB	350	8	8	0
			WB	480	–	–	–
3	Rodney Drive & Project Driveway	AM	NB	93	–	–	–
			SB	37	–	0	0
			WB	–	–	3	0
		PM	NB	93	–	–	–
			SB	37	–	0	0
			WB	–	–	0	0
4	Lyman Place & Project Driveway	AM	NB	65	–	0	0
			SB	65	–	–	–
			EB	–	–	3	3
		PM	NB	65	–	0	0
			SB	65	–	–	–
			EB	–	–	3	3

Notes:

<sup>1</sup> 95th percentile vehicle queue length in number of feet (Synchro software assumes 25 feet per vehicle).

<sup>2</sup> Change in vehicle queue length reported in number of feet.

**XX Bolded/italicized** vehicle queue length indicates that the queue exceeds turn-pocket capacity or distance in through lane to upstream intersection.

NB = Northbound; SB = Southbound; WB = Westbound; EB = Eastbound; L = Left-turn; T = Through; R = Right-turn.

### 5.2.7 PASSENGER LOADING EVALUATION

Due to the increased prevalence of driver-for-hire transportation network companies (TNCs), the TAG requires an evaluation of passenger loading areas for development projects. The majority of passenger loading is expected to occur within the Project's commercial parking surface lot or on the adjacent alley. Passenger loading in these areas will allow passengers to unload in an area with few vehicular conflicts and slow-moving vehicles, allowing loading activities not to interfere with through traffic along Hollywood Boulevard, Rodney Drive, or Lyman Place. In addition, an existing site driveway on Hollywood Boulevard will be removed, which may provide additional on-street parking adjacent to the Project site. Thus, with the multiple locations within and adjacent to the site for safe loading, the Project's passenger loading activities are not anticipated to adversely affect the operations of the adjacent roadways.

## 5.3 PROJECT CONSTRUCTION

The TAG requires an evaluation of potential effects to pedestrian, bicycle, transit, and vehicle circulation resulting from the construction activities of development projects. In order to assist in determining whether further analysis of these construction-related effects is required, the TAG establishes seven screening criteria to identify development projects that may reduce the functionality of nearby transportation facilities. Further analysis of construction activities is required if any of the following screening criteria are met:

1. The development project requires construction activities to take place within the right-of-way of a Boulevard or Avenue, which would necessitate temporary, lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street).
2. The development project requires construction activities to take place within the right-of-way of a Collector or Local Street, which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and overnight closures if on a residential street).
3. In-street construction activities would result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of bicycle parking to an existing land use for more than one day (including day and evening hours and overnight closures if access is lost to residential uses).
4. In-street construction activities would result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours.
5. In-street construction activities would result in the temporary loss, for more than one day, of an existing bus stop or the rerouting of a bus route that serves the development project site.
6. Construction activities would result in the temporary removal and/or loss of on-street metered parking for more than 30 days.
7. The development project would involve a discretionary action to construct new buildings or additions of more than 1,000 square feet that require access for hauling construction materials and equipment from streets of less than 24 feet wide in a hillside area.

Most construction activities for the Project are anticipated to be contained within the Project site. Concrete pours may require the temporary closure of a portion of the roadway width along Hollywood Boulevard, Rodney Drive, or Lyman Place, adjacent to the site. The duration of these closures is expected to be short-term. Pedestrian circulation around the site will remain accessible during most phases of construction, as overhead sidewalk protection will be erected along the sidewalk adjacent to the Project site. However, the Project will remove of the existing driveway on Hollywood Boulevard and install bicycle parking stalls near Lyman Place. This will involve the short-term closure of the sidewalk adjacent to the Project site. Although

the short-term sidewalk closure technically blocks an ADA pedestrian access route, the presence of a sidewalk on the other sides of Hollywood Boulevard will continue to ensure appropriate ADA access to transit facilities is provided along these roadways. Construction staging may occupy the parking lane adjacent to the Project site. This may require the displacement of some on-street parking. All construction activity is temporary; therefore, any disruptions would be relatively short-term in nature.

In addition, the Project will prepare a Construction Staging and Traffic Management Plan, to be approved by the LADOT. This plan will detail the measures enacted to mitigate negative effects on traffic during construction related to designated haul routes and staging areas, traffic control procedures, emergency access provisions, and construction crew parking. The Project shall obtain prior LADOT approval for any lane closures, detours, on-street staging areas, or other temporary changes in traffic control due to construction activities and will enact appropriate temporary traffic control procedures. Haul routes for Project construction will be coordinated with the City of Los Angeles Department of Building and Safety (LADBS) to minimize the effects of construction traffic to congested roadways and residential streets. With the implementation of these measures, the Project construction would not adversely affect the pedestrian, bicycle, transit, and vehicular circulation around the Project site and no further analysis is required.

#### 5.4 RESIDENTIAL STREET CUT-THROUGH ANALYSIS

The TAG seeks to identify whether cut-through traffic resulting from a development project would considerably increase average daily traffic (ADT) along residential Local Streets near the development site. Cut-through trips result from the traffic diverting from congested arterial streets to roadways with residential use frontage that are designated as Local Streets. The TAG establishes preliminary screening criteria to identify development projects that may contribute a significant amount of cut-through traffic to nearby residential streets. Further analysis may be required if both of the following screening criteria are met:

1. The development project would generate a net increase of 250 or more daily vehicle trips.
2. The development project includes a discretionary action that would be under review by the Department of City Planning.

As described previously, the Project proposes a total of 181 multifamily residential dwelling units, 20 of which would be reserved for affordable housing, and up to 15,398 square feet of ground-floor commercial space. Per the VMT Calculator, these uses will generate 739 net daily vehicle trips without consideration of the Project's proposed TDM features. The Project also requires review by the Department of City Planning. Therefore, an assessment of the roadways in the vicinity of the Project area must be conducted to determine whether Project traffic is likely to be shifted from the arterial roadways to residential Local Streets. The following three conditions must be present when selecting residential street segments for analysis:

- The development project is located along a currently congested Boulevard or Avenue and adds trips that may lead to trip diversion to parallel routes along residential Local Streets.
- The development project is projected to add a substantial amount of traffic to the congested Boulevard(s), Avenue(s), or Collector(s) that could potentially cause a shift to alternative route(s).
- Nearby local residential street(s) provide motorists with a viable alternative route.

The Project is located on the north side of Hollywood Boulevard, which is classified as an Avenue I per the Mobility Plan 2035. Vehicular access is proposed via the adjacent local streets and alley at the rear of the

Project site. Per the TAG, it is City policy to locate new development project driveways on lower-volume side streets and not arterials. Therefore, trips to and from new development projects with driveways located on neighborhood streets are not considered “cut-through” traffic. Thus, the Project will not contribute to residential Local Street traffic intrusion.

## 5.5 FREEWAY SAFETY ANALYSIS SCREENING

The *Interim Guidance for Freeway Safety Analysis* was developed by LADOT to address Caltrans comments regarding freeway off-ramp safety considerations, especially as they pertain to freeway off-ramp queueing and speed differentials. The analysis guidance presented in the memorandum are used to evaluate whether conditions along Caltrans off-ramp facilities resulting from a project represent a potential safety impact under CEQA. The freeway safety analysis screening for determining if a development project is required to conduct a freeway ramp analysis is one criterion:

*Will the development project add 25 or more vehicle trips to any freeway off-ramp in either the AM or PM peak hour?*

The Project’s weekday peak-hour trip generation estimates (presented in the Project Access, Safety, and Circulation Evaluation section of this report) indicate that the Project will generate at most 69 inbound vehicle trips during a peak hour (AM peak hour). Per the Project trip distribution percentages shown in Figures 6(a) and 6(b), once these trips are distributed to the larger surrounding roadway network, no individual freeway off-ramp will experience 25 vehicle trip increases during either peak hour. Since the Project will not add 25 or more trips to any freeway off-ramp in either the AM or PM peak period, the Project does not require a freeway ramp analysis.

## 6. MITIGATION MEASURES AND RECOMMENDED ACTIONS

Project transportation impacts were analyzed for CEQA and non-CEQA related issues in this transportation assessment report. As indicated in the preceding analyses, the Project is not expected to conflict with City plans, programs, ordinances, or policies; cause substantial VMT; or substantially increase hazards. Thus, no CEQA transportation-related mitigation measures are required for the Project.

Additionally, the Project is not anticipated to adversely affect pedestrian, bicycle, and transit access; cause Project access or circulation constraints; generate substantial construction interference to pedestrian, bicycle, transit, and vehicle circulation; result in residential street cut-through burdens; or cause freeway off-ramp safety concerns. Therefore, based on the non-CEQA analysis, no recommended actions were deemed necessary to address deficiencies in the circulation system surrounding the Project site.



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**APPENDIX A**

**TRANSPORTATION ASSESSMENT MEMORANDUM OF UNDERSTANDING  
(SIGNED DECEMBER 13, 2023)**

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## Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

### I. PROJECT INFORMATION

Project Name: 4579 W. Hollywood Boulevard Mixed-Use Project

Project Address: 4579, 4601, 4609, 4613, 4619, 4627 W. Hollywood Boulevard & 1561 Lyman Place, Los Angeles, CA 90027

Project Description: Construction of a new mixed-use building with 181 multifamily dwellings (20 of which will be reserved for affordable housing) and 15,398 square feet of commercial floor area (including 4,861 square feet of retail clothing store floor area, 9,030 square feet of high-turnover restaurant floor area, and leasing office), replacing a 22,835 square-foot commercial retail building. Access to the site will be provided via driveways on Rodney Drive and Lyman Place.

LADOT Project Case Number: CEN23-56162 Project Site Plan attached? (Required)  Yes  No

### II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature<sup>1</sup>, that are being considered for this project:

<input checked="" type="checkbox"/> Reduced Parking Supply <sup>2</sup>	<input checked="" type="checkbox"/> Bicycle Parking and Amenities	<input type="checkbox"/> Parking Cash Out
---	---	---

List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc) below that are also being considered and would require LADOT staff's determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure's eligibility for this project.

1 \_\_\_\_\_ 3 \_\_\_\_\_  
 2 \_\_\_\_\_ 4 \_\_\_\_\_

### III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other ITE TGM 11th Edition, LADOT Affordable Housing Rates

Trip Generation Adjustment (Exact amount of credit subject to approval by LADOT)	Yes	No
Transit Usage	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Existing Active or Previous Land Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Internal Trip	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pass-By Trip	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transportation Demand Management (See above)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? (Required)  Yes  No

	IN	OUT	TOTAL
AM Trips	24	45	69
PM Trips	21	2	23

NET Daily Vehicle Trips (DVT)	
_____ DVT (ITE __ ed.)	
729 DVT (VMT Calculator ver. 14 )	

<sup>1</sup> At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or State law.

<sup>2</sup> Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or the City's Transit Oriented Community Guidelines.



**IV. STUDY AREA AND ASSUMPTIONS**

Project Buildout Year: 2027 Ambient Growth Rate: 1.0 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? (Required)  Yes  No

**STUDY INTERSECTIONS and/or STREET SEGMENTS:**

(May be subject to LADOT revision after access, safety, and circulation evaluation.)

- |   |  |
|---|--|
| 1 <u>Hollywood Boulevard &amp; Rodney Drive</u> | 3 <u>Rodney Drive &amp; Project Driveway</u> |
| 2 <u>Hollywood Boulevard &amp; Lyman Place</u>  | 4 <u>Lyman Place &amp; Project Driveway</u>  |
| 5 _____   | 6 _____                                      |

Provide a separate list if more than six study intersections and/or street segments.

Is this Project located on a street within the High Injury Network?  Yes  No

If a study intersection is located within a ¼-mile of an adjacent municipality’s jurisdiction, signature approval from said municipality is required prior to MOU approval.

**V. ACCESS ASSESSMENT**

- a. Does the project exceed 1,000 net DVT?  Yes  No
- b. Is the project’s frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City’s General Plan?  Yes  No
- c. Is the project’s building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City’s General Plan?  Yes  No

**VI. ACCESS ASSESSMENT CRITERIA**

If Yes to any of the above questions a., b., or c., the Transportation Assessment must assess the project’s potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. Complete **Attachment C.1: Access Assessment Criteria** and attach to the draft Transportation Assessment to support the analysis. For the full scope of analysis, see Section 3.2 of the Transportation Assessment Guidelines.

**VII. SITE PLAN AND MAP OF STUDY AREA**

Please note that the site plan should be submitted to the Department of City Planning for cursory review.

Does the attached site plan and/or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*Project Vehicle Peak Hour trips at each study intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*Project Vehicle Peak Hour trips at each project access point	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*Project trip distribution percentages at each study intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian access points and any pedestrian paths	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian loading zones	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Delivery loading zone or area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle parking onsite	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle parking offsite (in public right-of-way)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*For mixed-use projects, also show the project trips and project trip distribution by land use category.





City of Los Angeles Transportation Assessment MOU

Does the project property have frontage along an arterial street (designated as either an Avenue or Boulevard?)

Yes  No

If yes, provide the distance between the crossing control devices (e.g. signalized crosswalk, or controlled mid-block crossing) along any arterial within 1,320 feet of the property.

425 (feet) at <u>Hollywood Blvd, New Hampshire Ave to Vermont Ave</u>	655 (feet) at <u>Vermont Ave, Maubert Ave to Hollywood Blvd</u>
620 (feet) at <u>Hollywood Blvd, Vermont Ave to Rodney Dr</u>	95 (feet) at <u>Vermont Ave, Hollywood Blvd to Prospect Ave</u>
400 (feet) at <u>Hollywood Blvd, Rodney Dr to Lyman Pl</u>	580 (feet) at <u>Vermont Ave, Prospect Ave to Melbourne Ave</u>
490 (feet) at <u>Hollywood Blvd, Lyman Pl to Hillhurst Ave</u>	840 (feet) at <u>Virgil Ave, Fountain Ave to Sunset Blvd</u>
835 (feet) at <u>Vermont Ave, Fountain Ave to Sunset Blvd</u>	1,140 (feet) at <u>Hillhurst Ave, Hollywood Blvd to Prospect Ave</u>
230 (feet) at <u>Vermont Ave, Sunset Blvd to Maubert Ave</u>	585 (feet) at <u>Hillhurst Ave, Prospect Ave to Melbourne Ave</u>

Also, Sunset Blvd - 310 feet (Vermont Ave to Children's Hospital mid-block), 230 feet (Children's Hospital mid-block to Rodney Dr), and 580 feet (Rodney Dr to Virgil Ave).

For each street along the property frontage, provide: **Hollywood Boulevard: 5-lane Avenue I with striped median (TWLTL)**  
**the roadway configuration:** **Crossing Distance: 70 feet curb-to-curb (~30 feet to striped median with ~10-foot wide TWLTL median)**

- |   |   |                          |   |                          |
|---|---|--------------------------|---|--------------------------|
| Rodney Drive: 2-lane Local Street undivided | ● | 2-Lane                   | ● | 5-Lane w/ striped median |
| Crossing Distance: 30 feet curb-to-curb     | ● | 3-Lane w/ striped median | ● | 5-Lane w/ raised median  |
| Lyman Place: 2-lane Local Street undivided  | ● | 3-Lane w/ raised median  | ● | 6-Lane                   |
| Crossing Distance: 36 feet curb-to-curb     | ● | 4-Lane                   | ● | Other: _____             |

and crossing distance: \_\_\_\_\_ ft total \_\_\_\_\_ ft to median \_\_\_\_\_ ft to median

**V. Project Construction**

Will the project require any construction activity within the city right-of-way?  Yes  No

If yes, will the project require temporary closure of any of the following city facilities?

- sidewalk YES
- bike lane
- parking lane YES
- travel lane
- bus stop
- bicycle parking (racks or corrals)
- bike share or other micro-mobility station
- car share station
- parklet
- other: \_\_\_\_\_

**VIII. FREEWAY SAFETY ANALYSIS SCREENING**

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour?  Yes  No  
 Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

**IX. CONTACT INFORMATION**

	<u>CONSULTANT</u>	<u>DEVELOPER</u>
Name:	<u>Ryan Kelly</u>	<u>WTARCH</u>
Address:	<u>300 Corporate Pointe, Ste. 470, Culver City, CA 90230</u>	<u>2801 Hyperion Avenue, Ste. 103, Los Angeles, CA 90027</u>
Phone Number:	<u>(310) 981-4375</u>	<u>(323) 664-4500</u>
E-Mail:	<u>rkelly@koacorp.com</u>	<u>warren@wtarch.com</u>

Approved by:	X	Digitally signed by Ryan Kelly Date: 2023.12.13 13:28:40 -08'00' <b>Ryan Kelly</b>	12/13/2023	X	Digitally signed by Eileen Hunt Date: 2023.12.13 14:14:57 -08'00' <b>Eileen Hunt</b>	12/13/2023
		Consultant's Representative	Date		LADOT Representative	**Date
Adjacent Municipality:			Approved by:			
			(if applicable)		Representative	Date

\*\*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.



**Attachment C.1: Access Assessment Worksheet**



**Access Assessment Worksheet**

This Worksheet supports the analysis needed to assess the project’s potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. If the project exceeds the screening criteria in Section V of the MOU, complete and attach to the draft Transportation Assessment to support the analysis. For the full scope of analysis, see Section 3.2 of the Transportation Assessment Guidelines.:

**I. PROJECT INFORMATION**

Project Name: 4579 W. Hollywood Boulevard Mixed-Use Project

Project Address: 4579, 4601, 4609, 4613, 4619, 4627 W. Hollywood Boulevard & 1561 Lyman Place, Los Angeles, CA 90027

Project Description: Construction of a new mixed-use building with 181 multifamily dwellings (20 of which will be reserved for affordable housing) and 15,396 square feet of commercial floor area (including 4,861 square feet of retail clothing store floor area, 9,030 square feet of high-turnover restaurant floor area, and leasing office), replacing a 22,835 square-foot commercial retail building. Access to the site will be provided via driveways on Rodney Drive and Lyman Pl.

LADOT Project Case Number: \_\_\_\_\_

**II. PEDESTRIAN/ PERSON TRIP GENERATION**

Source of Pedestrian/Person Trip Generation Rate(s)?  ITE 10<sup>th</sup> Edition  Other: ITE TGM 11th Ed & NCHRP 684 Internal Trip Capture Tool

	Land Use	Size/Unit	Daily Person Trips
Proposed	Residential (Multifamily [Mid-Rise] & Affordable)	181 du	267
	Commercial Retail (Apparel)	4,861 sf	61
	Commercial Restaurant (High-Turnover)	9,030 sf	317
	<i>Total new trips:</i>		645

Pedestrian/Person trip generation table including a description of the proposed land uses, trip credits, person trip assumptions, comparison studies used for reference, etc. attached?  Yes  No

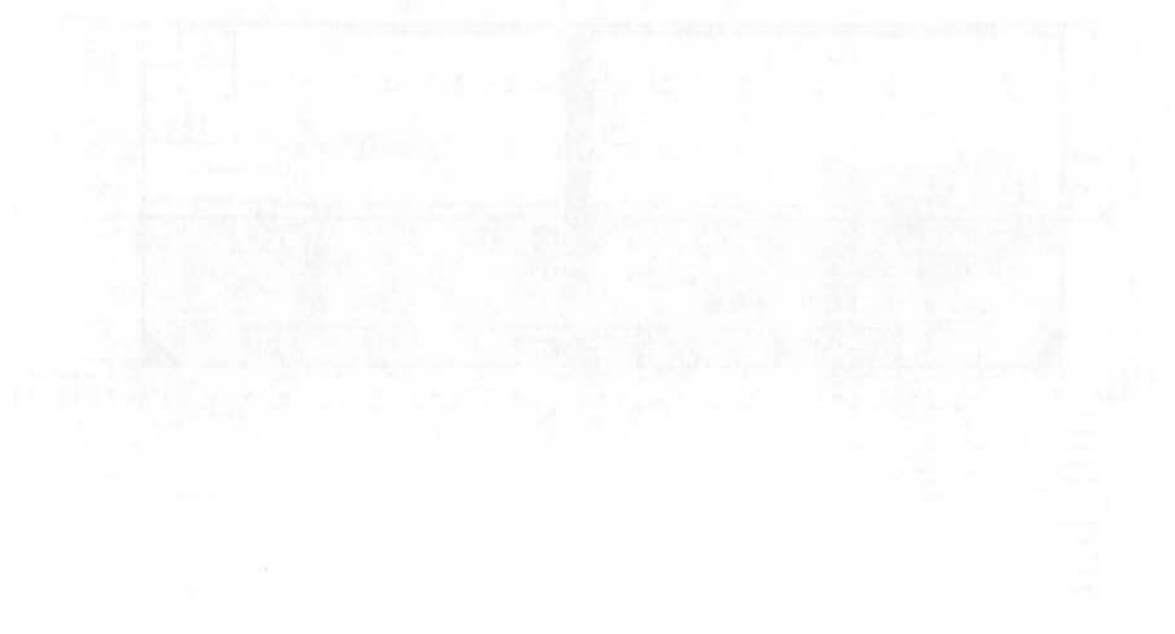
**III. PEDESTRIAN ATTRACTORS INVENTORY**

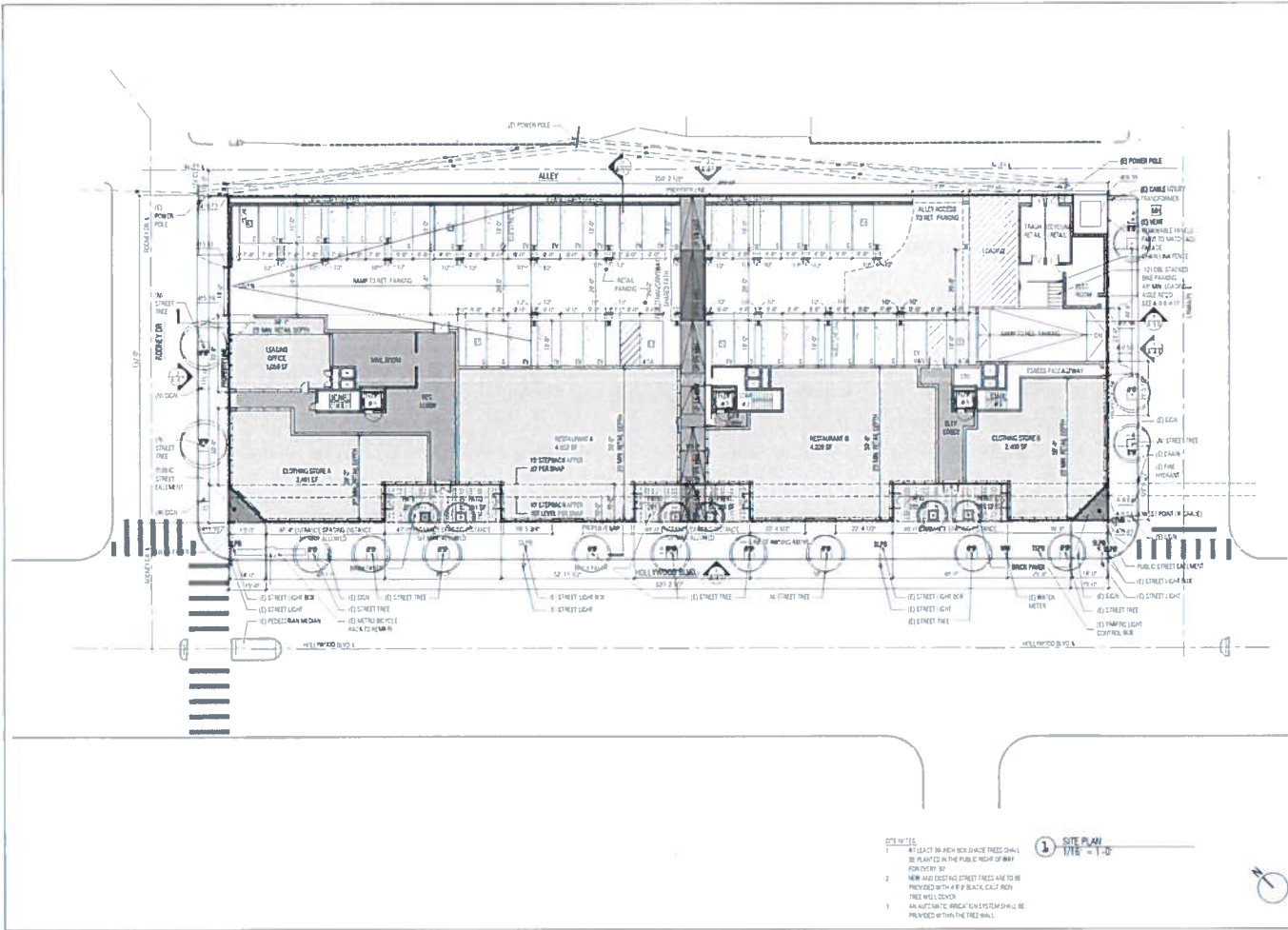
Attach Pedestrian Map for the area (1,320 foot radius from edge of the project site) depicting:

- site pedestrian entrance(s)
- Existing or proposed passenger loading zones
- pedestrian generation/distribution values
  - Geographic Distribution: N 10 % S 35 % E 20 % W 35 %
- transit boarding and alighting of transit stops (should include Metro rail stations; Metro, DASH, and other municipal bus stops)

**ATTACHMENT 1**

**CONCEPTUAL SITE PLAN**





- SEE NOTES
1. AT LEAST TWO (2) BOX GRATE TREES SHALL BE PLANTED IN THE PUBLIC RIGHT OF WAY FOR EVERY 50'
  2. NEW AND EXISTING STREET TREES ARE TO BE PROVIDED WITH #4 BLACK CAST IRON TREE WELLS COVER
  3. AN AUTOMATIC SPRINKLER SYSTEM SHALL BE PROVIDED WITHIN THE TREE WELLS

1 SITE PLAN  
TYPE - T-2

HOLLYWOOD BLVD APARTMENTS  
1071 - 1071 1/2 HOLLYWOOD BLVD  
LOS ANGELES, CA 90028

13 SEP 2022  
PROPOSED  
SITE PLAN

A-2.5  
1/17/22 - 1/27/22

**ATTACHMENT 2**

**PROJECT WEEKDAY TRIP GENERATION SUMMARY**

Attachment 2: 4579 W. Hollywood Boulevard Mixed-Use Project - Weekday Trip Generation Summary<sup>1</sup>

Land Use	ITE Code	Intensity	Average Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<b>Trip Generation Rates</b>									
Multifamily Housing (Mid-Rise)	221	1 du	4.54	23%	77%	0.37	61%	39%	0.39
Strip Retail Plaza (<40k)	822	1 ksf	54.45	60%	45%	2.36	50%	50%	6.59
High-Turnover (Sit-Down) Restaurant	932	1 ksf	107.20	55%	45%	9.57	61%	39%	9.05
Affordable Housing - Family (Inside TPA Area)	--	1 du	4.16	37%	63%	0.49	56%	44%	0.35
<b>Trip Generation Summary</b>									
Description	Size	Average Weekday	AM Peak Hour			PM Peak Hour			
<b>Proposed Uses</b>									
<b>Residential</b>									
Multifamily Housing (Mid-Rise) Baseline Vehicle Trips	161 du	731	18	46	60	38	28	63	
Affordable Housing (Family) Baseline Vehicle Trips	20 du	83	4	6	16	9	5	4	
Residential Total Baseline Vehicle Trips	181 du	413	18	12	16	42	28	20	
Residential Person Trips <sup>3</sup>		1,279	26	12	110	66	44	110	
Residential Internal Person Trips <sup>4</sup>		267	2	16	16	16	12	28	
Residential External Person Trips <sup>4</sup>		1,012	26	66	92	50	12	12	
Residential External Trips by Vehicle (including pass-by trips) <sup>4</sup>		477	12	18	16	25	18	18	
Residential External Trips by Transit <sup>4</sup>		81	7	5	7	9	5	4	
Residential External Trips by Walk/Bicycle <sup>4</sup>		186	5	12	17	9	6	18	
Residential External Trips by Vehicle (with pass-by trip adjustment) <sup>5</sup>		477	12	18	16	25	18	18	
<b>Commercial</b>									
Retail Store	4,861 ksf	265	4	4	17	16	18	12	
Retail Total Person Trips <sup>3</sup>		413	11	6	17	25	28	12	
Retail Total Internal Person Trips <sup>4</sup>		210	2	2	1	16	14	16	
Retail Total External Person Trips <sup>4</sup>		203	5	4	13	9	11	20	
Retail External Trips by Vehicle (including pass-by trips) <sup>4</sup>		92	4	7	8	1	6	5	
Retail External Trips by Transit <sup>4</sup>		18	4	0	1	1	4	7	
Retail External Trips by Walk/Bicycle <sup>4</sup>		43	7	4	1	2	2	4	
Retail External Trips by Vehicle (with pass-by trip adjustment) <sup>5</sup>		18	7	4	1	2	1	6	
High-Turnover (Sit-Down) Restaurant	9,030 ksf	968	12	18	66	50	32	12	
Restaurant Total Person Trips <sup>3</sup>		1,516	28	61	135	78	12	128	
Restaurant Total Internal Person Trips <sup>4</sup>		323	16	2	16	16	22	16	
Restaurant Total External Person Trips <sup>4</sup>		1,193	12	12	117	42	28	12	
Restaurant External Trips by Vehicle (including pass-by trips) <sup>4</sup>		553	27	27	54	25	11	12	
Restaurant External Trips by Transit <sup>4</sup>		81	5	6	16	9	7	4	
Restaurant External Trips by Walk/Bicycle <sup>4</sup>		219	11	17	22	11	5	18	
Restaurant External Trips by Vehicle (with pass-by trip adjustment) <sup>5</sup>		442	22	27	16	25	11	18	
<b>Proposed Project Total External Trips by Vehicle (including Pass-By Trips)</b>		<b>1,122</b>	<b>43</b>	<b>90</b>	<b>103</b>	<b>57</b>	<b>33</b>	<b>90</b>	
<b>Proposed Project Total External Trips by Vehicle</b>		<b>965</b>	<b>78</b>	<b>53</b>	<b>89</b>	<b>49</b>	<b>78</b>	<b>78</b>	
<b>Existing Use</b>									
<b>Commercial</b>									
Retail Store	22,835 ksf	1,243	12	22	54	75	18	150	
Retail Total Person Trips <sup>7</sup>		1,950	12	18	84	118	118	236	
Retail Total Internal Person Trips <sup>8</sup>		0	0	0	0	0	0	0	
Retail Total External Person Trips <sup>8</sup>		1,950	12	18	84	118	118	236	
Retail External Trips by Vehicle (including pass-by trips) <sup>8</sup>		413	28	18	16	55	12	110	
Retail External Trips by Transit <sup>8</sup>		152	4	4	7	9	5	18	
Retail External Trips by Walk/Bicycle <sup>8</sup>		359	5	6	16	22	22	44	
Retail External Trips by Vehicle (with pass-by trip adjustment) <sup>9</sup>		457	12	5	20	25	27	12	
<b>Existing Use Total External Trips by Vehicle (including Pass-By Trips)</b>		<b>914</b>	<b>24</b>	<b>16</b>	<b>49</b>	<b>55</b>	<b>55</b>	<b>110</b>	
<b>Existing Use Total External Trips by Vehicle</b>		<b>457</b>	<b>12</b>	<b>8</b>	<b>89</b>	<b>28</b>	<b>78</b>	<b>55</b>	
<b>Proposed Project Total External Trips by Vehicle (including Pass-By Trips)</b>		<b>208</b>	<b>19</b>	<b>44</b>	<b>63</b>	<b>2</b>	<b>-22</b>	<b>-20</b>	
<b>Proposed Project Total External Trips by Vehicle</b>		<b>965</b>	<b>24</b>	<b>45</b>	<b>89</b>	<b>21</b>	<b>8</b>	<b>78</b>	

Notes

- ITE *Trip Generation Manual* (11th Edition, 2021) trip generation rates and directional distributions applied for Land Use Codes (LUC) 221 (Multifamily Housing [Mid-Rise]), 822 (Strip Retail Plaza [<40k]), and 932 (High Turnover [Sit-Down] Restaurant) to develop baseline vehicle trips for each proposed land use. The General Urban/Suburban setting was used as the rates are based on more robust datasets. Trip generation and directional distributions for the affordable housing dwelling units were provided in the LADOT *Transportation Assessment Guidelines* (August 2022). Rates were selected for "inside TPA Area" and "family" affordable housing types to reflect the Project site location. As the ITE General Urban/Suburban and LADOT affordable housing trip generation rates do not account for internal capture or substantial alternative mode usage, further adjustments were applied to the baseline vehicle trip calculations.
- The ITE *Trip Generation Handbook* (3rd Edition, 2017) recommended methodology for estimating the trip generation of a mixed-use development was utilized for the project. The ITE methodology follows the recommended procedures from the National Cooperative Highway Research Program (NCHRP) Report 684 *Enhancing Internal Trip Capture Estimation for Mixed Use Developments* (Transportation Research Board, 2011). The NCHRP 684 Internal Trip Capture Estimation Tool spreadsheet provided on the ITE website was used, with worksheets attached on the following pages for the proposed uses.
- du = Dwelling Units, ksf = Thousands of Square Feet of Gross Leasable Floor Area or Gross Floor Area
- See attached Table 7.A: Conversion of Vehicle Trip Ends to Person Trip Ends and Table 7.P: Conversion of Vehicle Trip Ends to Person Trip Ends from the NCHRP 684 Internal Trip Capture Estimation Tool for the proposed project uses.
- See attached Table 9.A (D): Internal and External Trips Summary (Entering Trips), Table 9.A (O): Internal and External Trips Summary (Exiting Trips), Table 9.P (D): Internal and External Trips Summary (Entering Trips), and Table 9.P (O): Internal and External Trips Summary (Exiting Trips) from the NCHRP 684 Internal Trip Capture Estimation Tool for the proposed project uses.
- No pass-by trips assumed for the residential and apparel store land use components.
- Per Attachment J of the LADOT *Transportation Assessment Guidelines* (August 2022), an average pass-by trip rate of 20 percent was applied for the proposed high turnover (sit-down) restaurant, and an average pass-by trip rate of 50 percent was applied for the proposed and existing retail uses (as they are less than 50,000 square feet in floor area).
- See attached Table 7.A: Conversion of Vehicle Trip Ends to Person Trip Ends and Table 7.P: Conversion of Vehicle Trip Ends to Person Trip Ends from the NCHRP 684 Internal Trip Capture Estimation Tool for the existing use.
- See attached Table 9.A (D): Internal and External Trips Summary (Entering Trips), Table 9.A (O): Internal and External Trips Summary (Exiting Trips), Table 9.P (D): Internal and External Trips Summary (Entering Trips), and Table 9.P (O): Internal and External Trips Summary (Exiting Trips) from the NCHRP 684 Internal Trip Capture Estimation Tool for the existing use.
- The ITE *Trip Generation Handbook* provides no guidance for estimating daily trips for mixed-use developments. Therefore, daily trips for each land use's subcategory (person trips, internal person trips, external person trips, external trips by mode) were estimated by developing a Daily to (AM+PM peak hour) factor using the land use's baseline vehicle trips and then applying this factor to each subcategory's combined (AM+PM) peak hour trips. For commercial land uses with pass-by adjustments, the daily external trips by vehicle (with pass-by trip adjustment) were determined by applying the appropriate pass-by adjustment to the daily external trips by vehicle (including pass-by trips).



NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	4579 W. Hollywood Blvd. Mixed-Use Project	Organization:	KOA Corporation
Project Location:	4579 W. Hollywood Boulevard, Los Angeles	Performed By:	RJK
Scenario Description:	Proposed Project	Date:	18-Oct-23
Analysis Year:	2027	Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822	4,881	sf	11	7	4
Restaurant	932	9,030	sf	86	47	39
Cinema/Entertainment				0		
Residential	221, Aff.	181	du	70	18	52
Hotel				0		
All Other Land Uses <sup>2</sup>				0		
				167	72	95

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office						
Retail	1.57	8%	19%	1.57	8%	19%
Restaurant	1.57	8%	19%	1.57	8%	19%
Cinema/Entertainment						
Residential	1.57	8%	19%	1.57	8%	19%
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		1	0	1	0
Restaurant	0	1		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	15	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	282	113	149
Internal Capture Percentage	15%	18%	13%
External Vehicle-Trips <sup>5</sup>	103	43	60
External Transit-Trips <sup>6</sup>	18	8	10
External Non-Motorized Trips <sup>6</sup>	42	18	24

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	18%	33%
Restaurant	22%	3%
Cinema/Entertainment	N/A	N/A
Residential	7%	20%
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1



<b>Project Name:</b>	4579 W. Hollywood Blvd. Mixed-Use Project
<b>Analysis Period:</b>	AM Street Peak Hour

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.57	7	11	1.57	4	6
Restaurant	1.57	47	74	1.57	39	61
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.57	18	28	1.57	52	82
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office	0	0	0	0	0	0
Retail	0	0	0	0	1	0
Restaurant	19	0	0	0	1	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	1	15	0	0	0
Hotel	0	0	0	0	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office	0	4	17	0	0	0
Retail	0	0	37	0	1	0
Restaurant	0	1	0	0	1	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	2	15	0	0	0
Hotel	0	0	0	0	0	0

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	2	9	11	4	1	2
Restaurant	16	58	74	27	5	11
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	26	28	12	2	5
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	2	4	6	2	0	1
Restaurant	2	59	61	27	5	11
Cinema/Entertainment	0	0	0	0	0	0
Residential	16	66	82	31	5	12
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A  
<sup>2</sup>Person-Trips  
<sup>3</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator  
\*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	4579 W. Hollywood Blvd. Mixed-Use Project	Organization:	KOA Corporation
Project Location:	4579 W. Hollywood Boulevard, Los Angeles	Performed By:	RJK
Scenario Description:	Proposed Project	Date:	18-Oct-23
Analysis Year:	2027	Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822	4,861	sf	32	16	16
Restaurant	932	9,030	sf	82	50	32
Cinema/Entertainment				0		
Residential	221, Aff.	181	du	70	42	28
Hotel				0		
All Other Land Uses <sup>2</sup>				0		
				184	108	76

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office						
Retail	1.57	8%	19%	1.57	8%	19%
Restaurant	1.57	8%	19%	1.57	8%	19%
Cinema/Entertainment						
Residential	1.57	8%	19%	1.57	8%	19%
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		7	0	7	0
Restaurant	0	13		0	9	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	9	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	288	169	119
Internal Capture Percentage	33%	28%	40%
External Vehicle-Trips <sup>5</sup>	90	57	33
External Transit-Trips <sup>6</sup>	16	10	6
External Non-Motorized Trips <sup>6</sup>	35	22	13

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	64%	56%
Restaurant	21%	44%
Cinema/Entertainment	N/A	N/A
Residential	24%	27%
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	4579 W. Hollywood Blvd. Mixed-Use Project
Analysis Period:	PM Street Peak Hour

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.57	16	25	1.57	16	25
Restaurant	1.57	50	78	1.57	32	50
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.57	42	66	1.57	28	44
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office	0	0	0	0	3	0
Retail	1	0	4	0	3	1
Restaurant	2	21	0	0	3	0
Cinema/Entertainment	0	0	0	0	3	0
Residential	0	13	0	0	0	1
Hotel	0	0	0	0	3	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office	0	0	0	0	3	0
Retail	0	0	23	0	30	0
Restaurant	0	13	0	0	11	0
Cinema/Entertainment	0	1	2	0	3	0
Residential	0	0	11	0	0	0
Hotel	0	0	4	0	3	0

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	16	9	25	4	1	2
Restaurant	16	62	78	29	5	11
Cinema/Entertainment	0	0	0	0	0	0
Residential	16	50	66	24	4	9
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	14	11	25	5	1	2
Restaurant	22	28	50	13	2	5
Cinema/Entertainment	0	0	0	0	0	0
Residential	12	32	44	15	3	6
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup> Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>2</sup> Person-Trips

<sup>3</sup> Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

\*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	42.0%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	10.0%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	14.0%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%



NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	4579 W. Hollywood Blvd. Mixed-Use Project	Organization:	KOA Corporation
Project Location:	4579 W. Hollywood Boulevard, Los Angeles	Performed By:	RJK
Scenario Description:	Existing Use	Date:	18-Oct-23
Analysis Year:	2023	Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822	22,835	sf	54	32	22
Restaurant				0		
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses <sup>2</sup>				0		
				54	32	22

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office						
Retail	1.57	8%	18%	1.57	8%	18%
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail	0					
Restaurant	0	0				
Cinema/Entertainment	0	0	0			
Residential	0	0	0	0		
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	84	50	34
Internal Capture Percentage	0%	0%	0%
External Vehicle-Trips <sup>5</sup>	40	24	16
External Transit-Trips <sup>6</sup>	7	4	3
External Non-Motorized Trips <sup>6</sup>	15	9	6

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	0%	0%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1



<b>Project Name:</b>	4579 W. Hollywood Blvd. Mixed-Use Project
<b>Analysis Period:</b>	AM Street Peak Hour

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.57	32	50	1.57	22	34
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office	0	0	0	0	0	0
Retail	10	0	0	0	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office	0	16	0	0	0	0
Retail	0	0	0	0	0	0
Restaurant	0	4	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	2	0	0	0	0

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	0	50	50	24	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	0	34	34	16	3	6
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A  
<sup>2</sup>Person-Trips  
<sup>3</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator  
\*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	4579 W. Hollywood Blvd. Mixed-Use Project	Organization:	KOA Corporation
Project Location:	4579 W. Hollywood Boulevard, Los Angeles	Performed By:	RJK
Scenario Description:	Existing Use	Date:	18-Oct-23
Analysis Year:	2023	Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822	22,835	sf	150	75	75
Restaurant				0		
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses <sup>2</sup>				0		
				150	75	75

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ <sup>4</sup>	% Transit	% Non-Motorized
Office						
Retail	1.57	8%	18%	1.57	8%	18%
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	236	118	118
Internal Capture Percentage	0%	0%	0%
External Vehicle-Trips <sup>5</sup>	110	55	55
External Transit-Trips <sup>6</sup>	18	9	9
External Non-Motorized Trips <sup>6</sup>	44	22	22

Table 8-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	0%	0%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

Project Name:	4579 W. Hollywood Blvd. Mixed-Use Project
Analysis Period:	PM Street Peak Hour

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.57	75	118	1.57	75	118
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office	0	0	0	0	0	0
Retail	0	34	0	0	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office	0	0	0	0	0	0
Retail	0	0	0	0	0	0
Restaurant	0	59	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	12	0	0	0	0
Hotel	0	2	0	0	0	0

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	0	118	118	55	9	22
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	0	118	118	55	9	22
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P  
<sup>2</sup>Person-Trips  
<sup>3</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator  
\*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	42.0%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

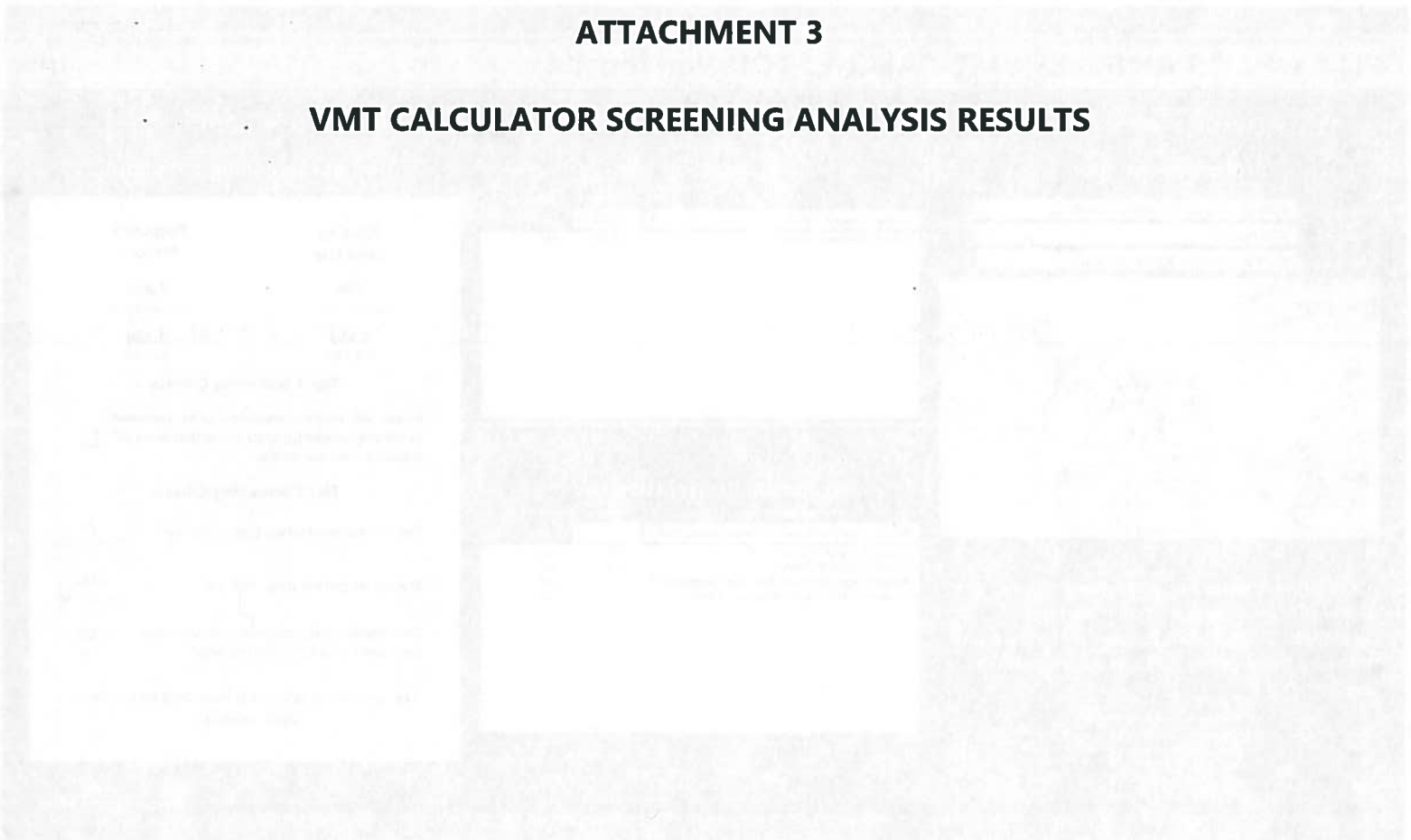
Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	10.0%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	14.0%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%



## ATTACHMENT 3

### VMT CALCULATOR SCREENING ANALYSIS RESULTS





# CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

## Project Information

Project: 4579 W. Hollywood Boulevard Mixed-Use  
 Scenario: With Project  
 Address: 4579 W HOLLYWOOD BLVD. 90027



## Existing Land Use

Land Use Type	Value	Unit
Retail   General Retail	22,835	ksf
Retail   General Retail	22,835	ksf

Click here to add a single custom land use type (will be included in the above list)

## Proposed Project Land Use

Land Use Type	Value	Unit
Retail   High-Turnover Sit-Down Restaurant		ksf
Housing   Multi-Family	161	DU
Retail   General Retail	4,861	ksf
Retail   High-Turnover Sit-Down Restaurant	9.03	ksf
Housing   Affordable Housing - Family	20	DU

Click here to add a single custom land use type (will be included in the above list)

## Project Screening Summary

Existing Land Use	Proposed Project
734 Daily Vehicle Trips	1,463 Daily Vehicle Trips
4,653 Daily VMT	9,394 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	729 Net Daily Trips
The net increase in daily VMT ≤ 0	4,741 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	13,891 ksf
<b>The proposed project is required to perform VMT analysis.</b>	



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes  No



**Related Project Locations, Descriptions, and Trip Generation Rates  
(4579 W. Hollywood Boulevard Mixed-Use Project)**

No	Address/Location	Size	Project Description	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
1.	1515 N. Hillhurst Avenue <sup>1</sup>	202 du 1.30 ksf 5.35 ksf 5.05 ksf 3.03 ksf	City Lights Mixed-Use Residential - Apartments Commercial - Office Commercial - Retail Restaurant Coffee/Denut Shop	1,664	43	92	134	134	73	183
2.	4900 W. Hollywood Boulevard <sup>1</sup>	200 du 25 ksf	Residential Condominium Development Residential - Apartments Commercial - Retail	4,586	24	36	48	48	56	179
3.	1300 N. Vermont Avenue <sup>1</sup>	30,933 ksf	Hollywood Presbyterian Hospital Seismic Retrofit Commercial - Office Existing Use (to be replaced): Hospital and ancillary uses	290	36	5	48	6	30	36
4.	4850 W. Hollywood Boulevard <sup>1</sup>	101 du 8 ksf 2 ksf	LaTerra Select Los Feliz I Mixed-Use Residential - Apartments Restaurant Commercial - Retail	1,108	41	68	109	61	32	93
6.	4760 W. Sunset Boulevard <sup>1</sup>	179,688 ksf 2.3 ksf	Kaiser Medical Center Medical Office Commercial - Retail	4,506	233	61	294	21	179	250
6.	1317 N. New Hampshire Avenue <sup>1</sup>	81 du 11 du	New Hampshire Residential Project Residential - Apartments Affordable Housing Units (Family)	448	9	24	48	21	15	36
7.	4649 W. Maubert Avenue <sup>1</sup>	153 du	Residential - Apartments (Total includes credit for transit and existing use)	620	11	31	42	31	19	61
	1666 N. Vermont Avenue <sup>1</sup>	130 du 13.4 ksf	Vermont Mixed-Use Residential - Apartments Grocery Store	4,586	17	32	48	48	32	36
5.	1318 N. Lyman Place <sup>1</sup>	102,780 ksf	Virgil Medical Office Building (Hollywood Presbyterian MC) Medical Office	2,564	227	64	291	76	196	227
10.	1225 N. Vermont Avenue <sup>1</sup>	52 du 6 du 3,245 ksf	1225 N. Vermont Avenue Mixed-Use Residential - Apartments Affordable Housing Units Medical Office	311	19	20	41	20	16	35
18.	4311 W. Sunset Boulevard <sup>2</sup>	98 du 18 du 5,499 ksf	4311 Sunset Boulevard Mixed-Use Residential - Apartments Affordable Housing Units Commercial - Retail	628	19	34	41	41	28	69
18.	1401 N. Vermont Avenue <sup>1</sup>	157 du 20 du 3 ksf	Vermont & Sunset Mixed-Use Residential - Apartments Affordable Housing Units Commercial	618	19	35	1	39	28	69
13.	1419 N. New Hampshire Avenue <sup>3</sup>	55 du 7 du	1419-1423 New Hampshire Residential - Multi-Family Housing (Mid-Rise) Affordable Housing Units	179	9	36	40	48	5	36
14.	4477 W. Hollywood Boulevard <sup>4</sup>	26 du 3 sf 3,211 ksf	El Parador Residential - Multi-Family Housing (Mid-Rise) Affordable Housing Units Commercial - Restaurants	408	18	22	40	25	13	13
15.	1718 N. Vermont Avenue <sup>5</sup>	4,243 ksf	1718 N. Vermont Avenue Commercial Building Commercial - Restaurants	455	23	18	18	23	18	38
16.	1839 N. Kenmore Avenue <sup>6</sup>	6 du	Residential - Single Family	57	0	3	4	4	2	0
17.	4718 W. Franklin Avenue <sup>7</sup>	6 du	Residential - Multi-Family (Low-Rise)	40	0	2	2	2	1	3
18.	1820 N. Berendo Street <sup>8</sup>	7 du 1 du (1) du	1820 N. Berendo Street Residential - Multi-Family (Low-Rise, Apartments) Affordable Housing Units Existing Use (to be removed): Residential - Single Family	28	1	1	2	2	1	1

Notes

du = Dwelling Units; ksf = Thousands of Square Feet

<sup>1</sup> Trip generation and peak-hour directional distribution of trips based on data for the projects located in Dense Multi-Use Urban Areas and, in some cases, for those located Close to Rail Transit (if data were available)

<sup>2</sup> Net trip generation and peak-hour directional distribution provided by the LADOT Case Logging and Tracking System (CLATS) related projects database, accessed October 6, 2023

<sup>3</sup> Trip generation and peak-hour directional distribution of trips based on affordable housing project information provided in Table 3.3.2 of the LADOT Transportation Assessment Guidelines (TAG), local trip generation rates for multi-family mid-rise residential uses in dense multi-use urban areas from Table 3.3.1 of the TAG, and data for Land Use Code (LUC) 221 (Multi-Family Housing [Mid-Rise]) and LUC 822 (Strip Retail Plaza [Retail]) contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual, (11th Edition, 2021)

<sup>4</sup> Trip generation and peak-hour directional distribution of trips based on affordable housing project information provided in Table 3.3.2 of the TAG, local trip generation rates for multi-family mid-rise residential uses in dense multi-use urban areas from Table 3.3.1 of the TAG, and data for LUC 221 (Multi-Family Housing [Mid-Rise]) and LUC 932 (High Turnover [Sit Down] Restaurant) contained in the ITE Trip Generation Manual, (11th Edition, 2021)

<sup>5</sup> Trip generation and peak-hour directional distribution of trips based on data for LUC 932 (High Turnover [Sit Down] Restaurant) contained in the ITE Trip Generation Manual, (11th Edition, 2021)

<sup>6</sup> Trip generation and peak-hour directional distribution of trips based on data for LUC 210 (Single-Family Detached Housing) contained in the ITE Trip Generation Manual, (11th Edition, 2021)

<sup>7</sup> Trip generation and peak-hour directional distribution of trips based on data for LUC 220 (Multi-Family Housing [Low-Rise]) contained in the ITE Trip Generation Manual, (11th Edition, 2021)

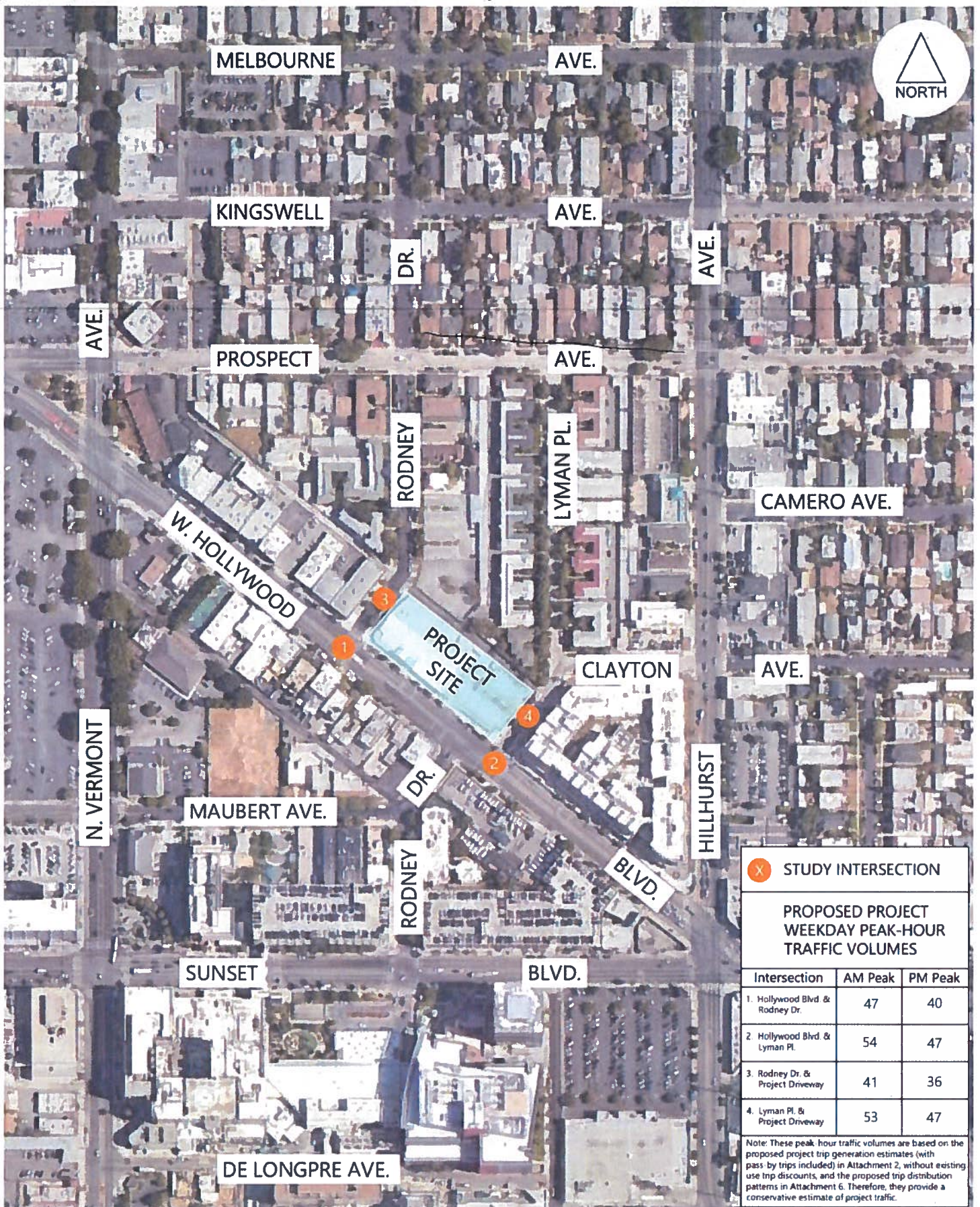
<sup>8</sup> Trip generation and peak-hour directional distribution of trips based on affordable housing project information provided in Table 3.3.2 of the TAG, and data for LUC 220 (Multi-Family Housing [Low-Rise]) and LUC 210 (Single-Family Detached Housing) contained in the ITE Trip Generation Manual, (11th Edition, 2021)

**ATTACHMENT 5**

**PROJECT SITE VICINITY AND PROPOSED STUDY INTERSECTIONS**







**X STUDY INTERSECTION**

**PROPOSED PROJECT WEEKDAY PEAK-HOUR TRAFFIC VOLUMES**

Intersection	AM Peak	PM Peak
1. Hollywood Blvd & Rodney Dr.	47	40
2. Hollywood Blvd. & Lyman Pl.	54	47
3. Rodney Dr. & Project Driveway	41	36
4. Lyman Pl. & Project Driveway	53	47

Note: These peak hour traffic volumes are based on the proposed project trip generation estimates (with pass by trips included) in Attachment 2, without existing use trip discounts, and the proposed trip distribution patterns in Attachment 6. Therefore, they provide a conservative estimate of project traffic.

ATTACHMENT 5

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 FN J:\2023\JC36106 LA 4578 W Hollywood BI MU TIA\Documents\Figs\STUDY-INTS

PROJECT SITE VICINITY AND PROPOSED STUDY INTERSECTIONS



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 WWW.KOACORP.COM

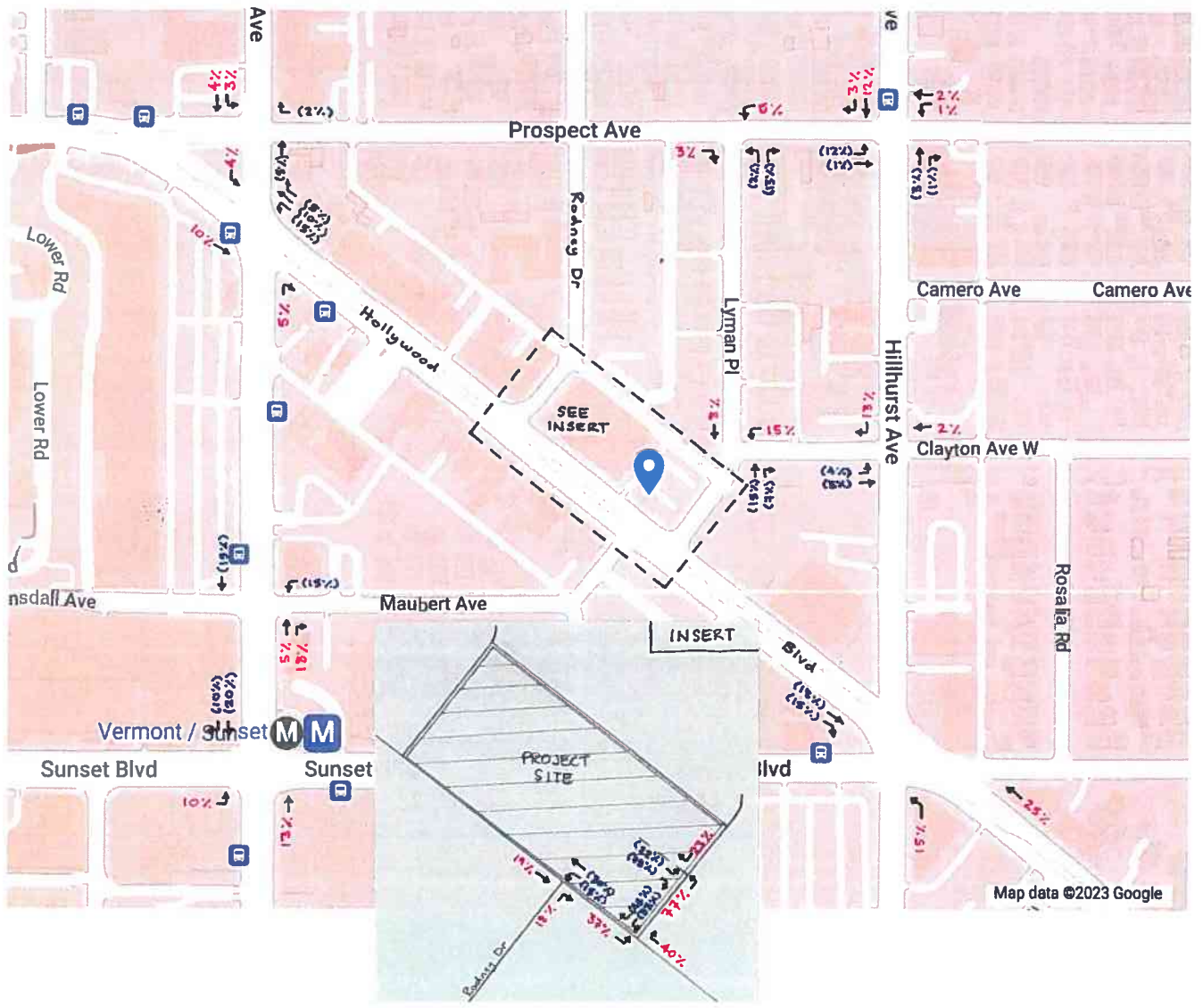


**ATTACHMENT 6(a)**

**PROJECT TRIP DISTRIBUTION PERCENTAGES  
RESIDENTIAL USES**



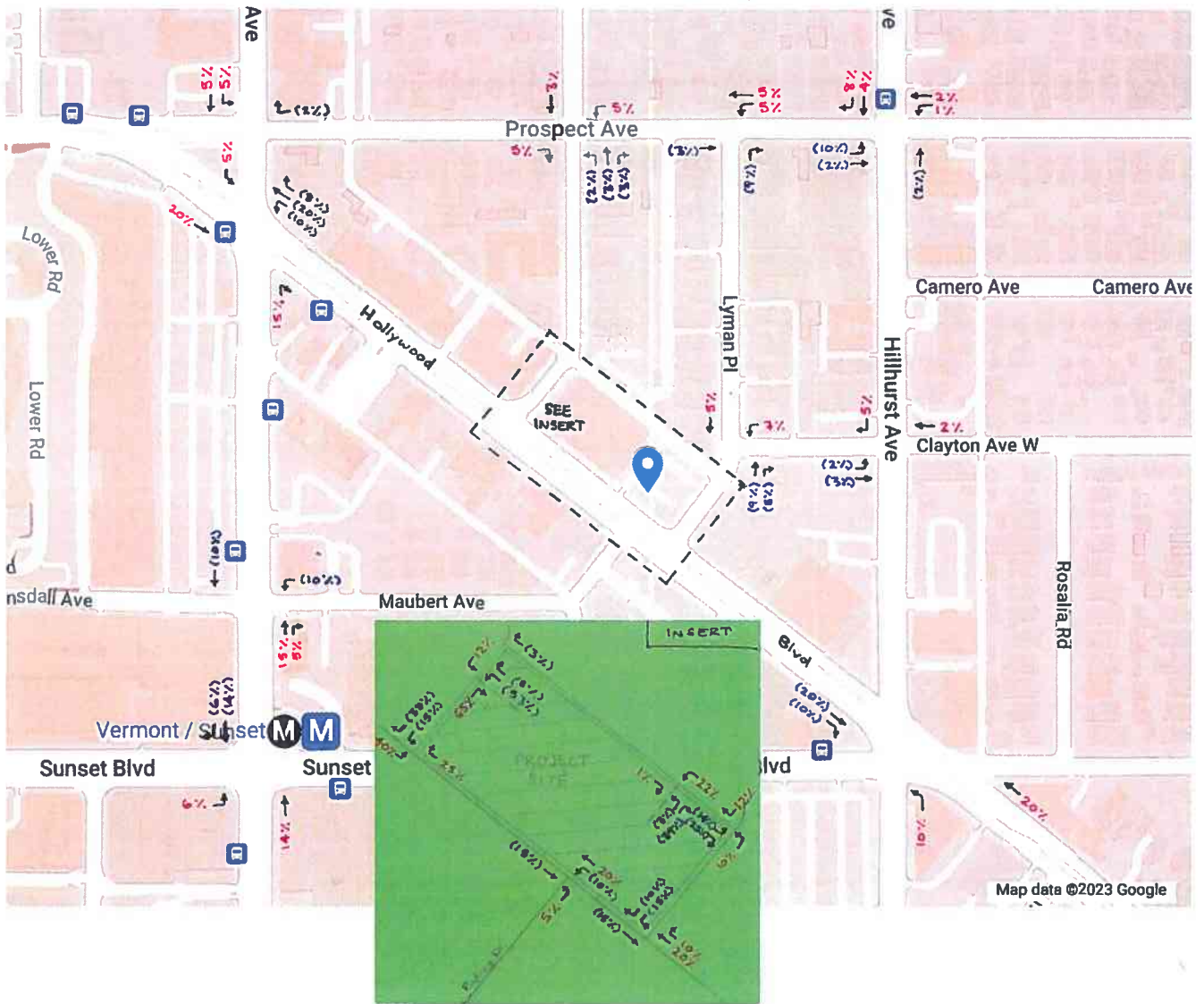
**ATTACHMENT 6 (a)  
PROJECT TRIP DISTRIBUTION PERCENTAGES  
RESIDENTIAL USES**



**ATTACHMENT 6(b)**

**PROJECT TRIP DISTRIBUTION PERCENTAGES  
COMMERCIAL USES**

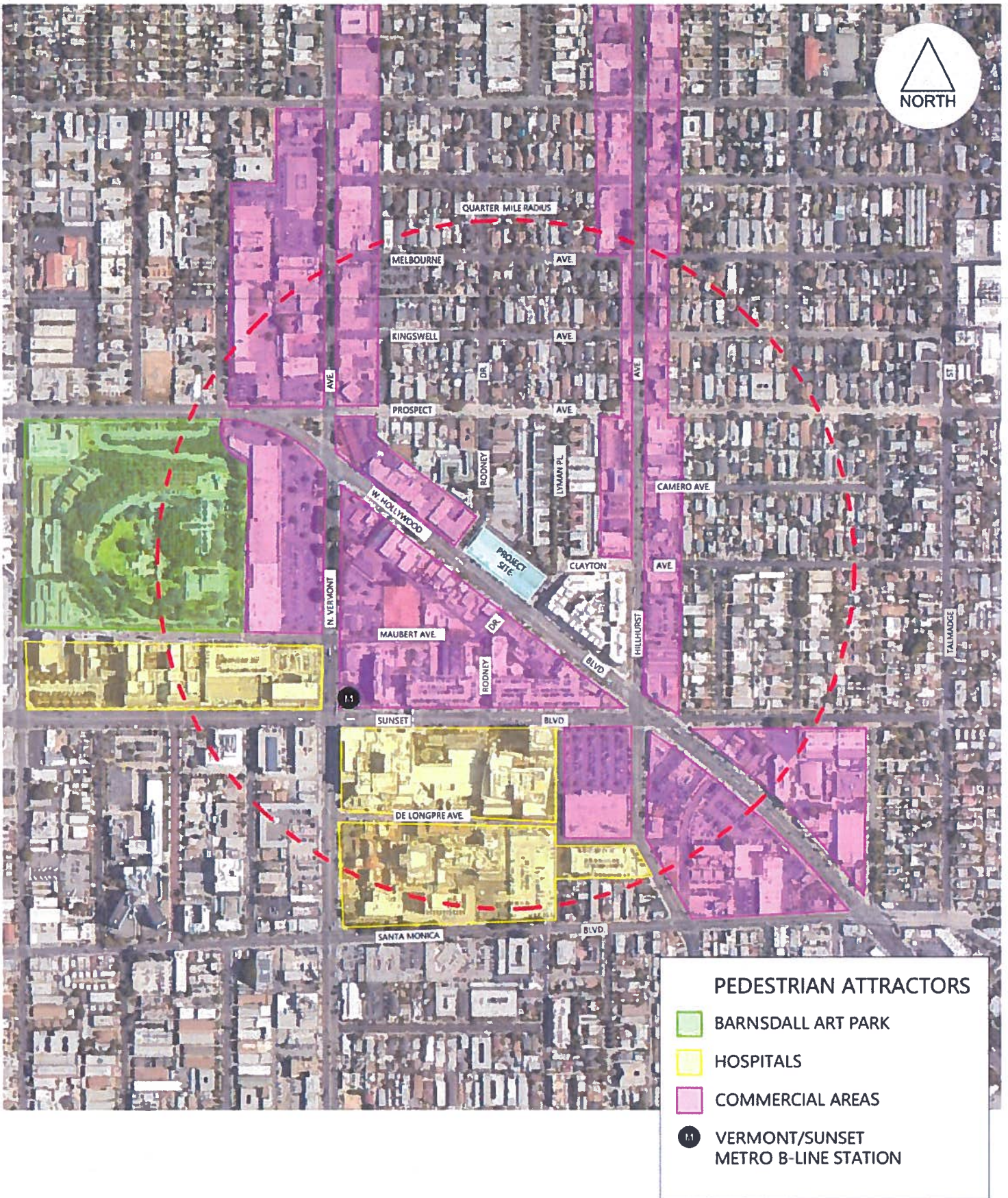
ATTACHMENT 6(b)  
 PROJECT TRIP DISTRIBUTION PERCENTAGES  
 COMMERCIAL USES



**ATTACHMENT 7**

**PROJECT STUDY AREA  
PEDESTRIAN ATTRACTORS MAP**





ATTACHMENT 7

PROJECT STUDY AREA AND PEDESTRIAN ATTRACTORS MAP



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**APPENDIX B**

**LADOT ATTACHMENT D: PLAN CONSISTENCY WORKSHEET**





## Attachment D: Plan, Policy, and Program Consistency Worksheet

### Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

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

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in **bold text** ((i.e.  **Yes** or  **No**), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

#### I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

**Yes**  No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

Yes  **No**

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

**Yes**  No

#### II. PLAN CONSISTENCY ANALYSIS

##### A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:



Plan, Policy, and Program Consistency Worksheet

**Mobility Plan 2035 Policy 2.1** – Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

**Mobility Plan 2035 Policy 2.3** – Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

**Mobility Plan 2035 Policy 3.2** – People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.

**Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone?  Yes  No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation.  Yes  No  N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?  Yes  No  N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?  Yes  No  N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

<b>Rodney Dr.</b>	Frontage 1 Existing PROW'/Curb' : Existing <u>30'/15'</u> Required <u>30'/18'</u> Proposed <u>30'/18'</u>
	Frontage 2 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____
	Frontage 3 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____
	Frontage 4 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?



## Plan, Policy, and Program Consistency Worksheet

- Transit Enhanced Network ✓
- Bicycle Enhanced Network ✓
- Bicycle Lane Network
- Pedestrian Enhanced District ✓
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.<sup>1</sup>

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

**Yes, Hollywood & Rodney**

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

## B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

### B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

**Mobility Plan 2035 Policy 2.1** – *Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

**Mobility Plan 2035 Policy 2.3** – *Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

**Mobility Plan 2035 Policy 3.2** – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

**Mobility Plan 2035 Policy 2.10** – *Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

### **Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

B.1 Does the project propose, above and beyond any PROW changes needed to comply with Section 12.37 of the LAMC as discussed in Section II.A, physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of developer-initiated physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking

<sup>1</sup> LADOT Transportation Assessment Support Map <https://arcg.is/fubbd>



Plan, Policy, and Program Consistency Worksheet

- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

Yes  No

**B.2 Driveway Access**

These questions address potential conflict with:

***Mobility Plan 2035 Policy 2.10 – Loading Areas.*** Facilitate the provision of adequate on and off-site street loading areas.

***Mobility Plan 2035 Program PL.1. Driveway Access.*** Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.

***Citywide Design Guidelines - Guideline 2:*** Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.

**Site Planning Best Practices:**

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT’s Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or
- the total number of new driveways exceeds 1 driveway per every 200 feet<sup>2</sup> along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or

<sup>2</sup> for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.



## Plan, Policy, and Program Consistency Worksheet

- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

Yes  No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

### Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.<sup>3</sup>

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

Yes  No  N/A

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

Yes  No  N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the

<sup>3</sup> LADOT Transportation Assessment Support Map <https://arcg.is/fubbD>





Plan, Policy, and Program Consistency Worksheet

environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

**C. Network Access**

**C. 1 Alley, Street and Stairway Access**

These questions address potential conflict with:

***Mobility Plan Policy 3.9 Increased Network Access: Discourage the vacation of public rights-of-way.***

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

Yes  No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

Yes  No  N/A

**C.2 New Cul-de-sacs**

These questions address potential conflict with:

***Mobility Plan 2035 Policy 3.10 Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.***

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

Yes  No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

Yes  No  N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

**D. Parking Supply and Transportation Demand Management**

These questions address potential conflict with:

***Mobility Plan 2035 Policy 3.8 – Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.***

***Mobility Plan 2035 Policy 4.8 – Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.***



## Plan, Policy, and Program Consistency Worksheet

**Mobility Plan 2035 Policy 4.13** – Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount<sup>4</sup> as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

Yes  No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

Yes  No  N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a ‘cash-out’ option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

Yes  No

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

Yes  No

D.5 If the answer to D.4. is YES, does the project comply with the City’s TDM Ordinance in Section 12.26 J of the LAMC?

Yes  No  N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of

<sup>4</sup> The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.



Plan, Policy, and Program Consistency Worksheet

bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

**E. Consistency with Regional Plans**

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City’s efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in **Section 2.2.3** of the TAG?  
 Yes  No

E.2 If the Answer to **E.1 is YES**, does the Project or Plan result in a significant VMT impact?  
 Yes  No  N/A

E.3 If the Answer to **E.1 is NO**, does the Project result in a net increase in VMT?  
 Yes  No  N/A

If the Answer to **E.2 or E.3 is NO**, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG’s RTP/SCS.

E.4 If the Answer to **E.2 or E.3 is YES**, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult **Section 2.2.4** of the Transportation Assessment Guidelines (TAG). **Section 2.2.4** provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG’s most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.



## Plan, Policy, and Program Consistency Worksheet

**References**

BOE [Street Standard Dimensions S-470-1](#)

[http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1\\_20151021\\_150849.pdf](http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf)

LADCP [Citywide Design Guidelines](#).

[https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide\\_Design\\_Guidelines.pdf](https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf)

LADOT Transportation Assessment Support Map <https://arcg.is/fubbd>

Mobility Plan 2035

[https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility\\_Plan\\_2035.pdf](https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf)

SCAG. Connect SoCal, 2020-2045 RTP/SCS, <https://www.connectsoocal.org/Pages/default.aspx>

## ***ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES***

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

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## APPENDIX C

### LADOT VMT CALCULATOR OUTPUT REPORTS



# CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



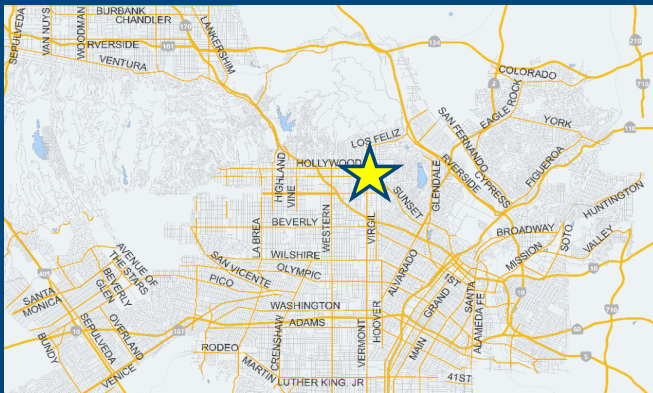
*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

Project:

Scenario:  [WWW](#)

Address:



**Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?**

Yes  No

## Existing Land Use

Land Use Type	Value	Unit
Retail   General Retail	22.835	ksf
Retail   General Retail	22.835	ksf

Click here to add a single custom land use type (will be included in the above list)

## Proposed Project Land Use

Land Use Type	Value	Unit
Retail   High-Turnover Sit-Down Restaurant	9.03	ksf
Housing   Multi-Family	161	DU
Retail   General Retail	4.861	ksf
Retail   High-Turnover Sit-Down Restaurant	9.03	ksf
Housing   Affordable Housing - Family	20	DU

Click here to add a single custom land use type (will be included in the above list)

## Project Screening Summary

Existing Land Use	Proposed Project
<b>701</b> Daily Vehicle Trips	<b>1,440</b> Daily Vehicle Trips
<b>4,507</b> Daily VMT	<b>9,332</b> Daily VMT
<b>Tier 1 Screening Criteria</b>	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
<b>Tier 2 Screening Criteria</b>	
The net increase in daily trips < 250 trips	<b>739</b> Net Daily Trips
The net increase in daily VMT ≤ 0	<b>4,825</b> Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	<b>13,891</b> ksf
<b>The proposed project is required to perform VMT analysis.</b>	



# CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

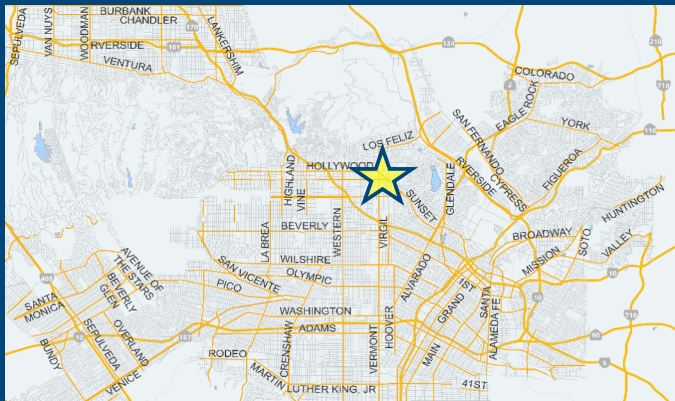


## Project Information

Project:

Scenario:

Address: 4579 W HOLLYWOOD BLVD, 90027



Proposed Project Land Use Type	Value	Unit
Housing   Multi-Family	161	DU
Retail   General Retail	4.861	ksf
Retail   High-Turnover Sit-Down Restaurant	9.03	ksf
Housing   Affordable Housing - Family	20	DU

## TDM Strategies

Select each section to show individual strategies  
Use  to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No
<b>A</b> Parking		
<b>B</b> Transit		
<b>C</b> Education & Encouragement		
<b>D</b> Commute Trip Reductions		
<b>E</b> Shared Mobility		
<b>F</b> Bicycle Infrastructure		
Implement/Improve On-street Bicycle Facility	Select Proposed Prj or Mitigation to include this strategy	
	<input type="checkbox"/> Proposed Prj	<input type="checkbox"/> Mitigation
Include Bike Parking Per LAMC	Select Proposed Prj or Mitigation to include this strategy	
	<input checked="" type="checkbox"/> Proposed Prj	<input type="checkbox"/> Mitigation
Include Secure Bike Parking and Showers	Select Proposed Prj or Mitigation to include this strategy	
	<input type="checkbox"/> Proposed Prj	<input type="checkbox"/> Mitigation
<b>G</b> Neighborhood Enhancement		

## Analysis Results

Proposed Project	With Mitigation
<b>1,251</b> Daily Vehicle Trips	<b>1,251</b> Daily Vehicle Trips
<b>8,115</b> Daily VMT	<b>8,115</b> Daily VMT
<b>5.0</b> Household VMT per Capita	<b>5.0</b> Household VMT per Capita
<b>N/A</b> Work VMT per Employee	<b>N/A</b> Work VMT per Employee
<b>Significant VMT Impact?</b>	
<b>Household: No</b> Threshold = 6.0 15% Below APC	<b>Household: No</b> Threshold = 6.0 15% Below APC
<b>Work: N/A</b> Threshold = 7.6 15% Below APC	<b>Work: N/A</b> Threshold = 7.6 15% Below APC



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: March 6, 2024

Project Name:

Project Scenario:

Project Address: 4579 W HOLLYWOOD BLVD, 90027



Version 1.4

Project Information			
Land Use Type		Value	Units
<b>Housing</b>	<i>Single Family</i>	0	DU
	<b>Multi Family</b>	161	DU
	<i>Townhouse</i>	0	DU
	<i>Hotel</i>	0	Rooms
	<i>Motel</i>	0	Rooms
<b>Affordable Housing</b>	<b>Family</b>	20	DU
	<i>Senior</i>	0	DU
	<i>Special Needs</i>	0	DU
	<i>Permanent Supportive</i>	0	DU
<b>Retail</b>	<b>General Retail</b>	4.861	ksf
	<i>Furniture Store</i>	0.000	ksf
	<i>Pharmacy/Drugstore</i>	0.000	ksf
	<i>Supermarket</i>	0.000	ksf
	<i>Bank</i>	0.000	ksf
	<i>Health Club</i>	0.000	ksf
	<b>High-Turnover Sit-Down Restaurant</b>	9.030	ksf
	<i>Fast-Food Restaurant</i>	0.000	ksf
	<i>Quality Restaurant</i>	0.000	ksf
	<i>Auto Repair</i>	0.000	ksf
	<i>Home Improvement</i>	0.000	ksf
	<i>Free-Standing Discount</i>	0.000	ksf
	<i>Movie Theater</i>	0	Seats
	<i>Office</i>	<i>General Office</i>	0.000
<i>Medical Office</i>		0.000	ksf
<i>Industrial</i>	<i>Light Industrial</i>	0.000	ksf
	<i>Manufacturing</i>	0.000	ksf
	<i>Warehousing/Self-Storage</i>	0.000	ksf
<i>School</i>	<i>University</i>	0	Students
	<i>High School</i>	0	Students
	<i>Middle School</i>	0	Students
	<i>Elementary</i>	0	Students
	<i>Private School (K-12)</i>	0	Students
<i>Other</i>		0	Trips

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: March 6, 2024

Project Name:

Project Scenario:

Project Address: 4579 W HOLLYWOOD BLVD, 90027



Version 1.4

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: March 6, 2024

Project Name:

Project Scenario:

Project Address: 4579 W HOLLYWOOD BLVD, 90027



Version 1.4

<b>Analysis Results</b>			
Total Employees: 46			
Total Population: 426			
<b>Proposed Project</b>		<b>With Mitigation</b>	
1,251	Daily Vehicle Trips	1,251	Daily Vehicle Trips
8,115	Daily VMT	8,115	Daily VMT
5	Household VMT per Capita	5	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
<b>Significant VMT Impact?</b>			
<b>APC: Central</b>			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
<b>Proposed Project</b>		<b>With Mitigation</b>	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: March 6, 2024

Project Name:

Project Scenario:

Project Address: 4579 W HOLLYWOOD BLVD, 90027



Version 1.4

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
<b>Parking</b>	Reduce parking supply	City code parking provision (spaces)	383	383
		Actual parking provision (spaces)	263	263
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: March 6, 2024

Project Name:

Project Scenario:

Project Address: 4579 W HOLLYWOOD BLVD, 90027



Version 1.4

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
<b>Transit</b>	<i>Reduce transit headways</i>	<i>Reduction in headways (increase in frequency) (%)</i>	0%	
		<i>Existing transit mode share (as a percent of total daily trips) (%)</i>	0%	
		<i>Lines within project site improved (&lt;50%, &gt;=50%)</i>	0	
	<i>Implement neighborhood shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees and residents eligible (%)</i>	0%	0%
	<i>Transit subsidies</i>	<i>Employees and residents eligible (%)</i>	0%	0%
<i>Amount of transit subsidy per passenger (daily equivalent) (\$)</i>		\$0.00	\$0.00	
<b>Education &amp; Encouragement</b>	<i>Voluntary travel behavior change program</i>	<i>Employees and residents participating (%)</i>	0%	
	<i>Promotions and marketing</i>	<i>Employees and residents participating (%)</i>	0%	
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: March 6, 2024

Project Name:

Project Scenario:

Project Address: 4579 W HOLLYWOOD BLVD, 90027



Version 1.4

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
<b>Commute Trip Reductions</b>	<i>Required commute trip reduction program</i>	<i>Employees participating (%)</i>	0%	0%
	<i>Alternative Work Schedules and Telecommute</i>	<i>Employees participating (%)</i>	0%	0%
		<i>Type of program</i>	0	0
		<i>Degree of implementation (low, medium, high)</i>	0	0
	<i>Employer sponsored vanpool or shuttle</i>	<i>Employees eligible (%)</i>	0%	0%
		<i>Employer size (small, medium, large)</i>	0	0
	<i>Ride-share program</i>	<i>Employees eligible (%)</i>	0%	0%
<b>Shared Mobility</b>	<i>Car share</i>	<i>Car share project setting (Urban, Suburban, All Other)</i>	0	0
	<i>Bike share</i>	<i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i>	0	0
	<i>School carpool program</i>	<i>Level of implementation (Low, Medium, High)</i>	0	0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: March 6, 2024

Project Name:

Project Scenario:

Project Address: 4579 W HOLLYWOOD BLVD, 90027



Version 1.4

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
<b>Bicycle Infrastructure</b>	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	<b>Include Bike parking per LAMC</b>	<b>Meets City Bike Parking Code (Yes/No)</b>	Yes	Yes
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, &amp; repair station (Yes/No)</i>	0	0
<b>Neighborhood Enhancement</b>	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: March 6, 2024

Project Name:

Project Scenario:

Project Address: 4579 W HOLLYWOOD BLVD, 90027



Version 1.4

### TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		<b>Parking</b>	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	
Unbundle parking	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Parking cash-out	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Price workplace parking	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Residential area parking permits	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
<b>Transit</b>	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Education &amp; Encouragement</b>	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Commute Trip Reductions</b>	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Shared Mobility</b>	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: March 6, 2024

Project Name:

Project Scenario:

Project Address: 4579 W HOLLYWOOD BLVD, 90027



Version 1.4

### TDM Adjustments by Trip Purpose & Strategy, Cont.

#### Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		<b>Bicycle Infrastructure</b>	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

### Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	<b>COMBINED TOTAL</b>	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
<b>MAX. TDM EFFECT</b>	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

Note:  $(1 - [(1-A) * (1-B) \dots])$  reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: March 6, 2024

Project Name:

Project Scenario:

Project Address: 4579 W HOLLYWOOD BLVD, 90027



Version 1.4

### MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	161	-24.8%	121	8.7	1,401	1,053
Home Based Other Production	446	-40.4%	266	5.3	2,364	1,410
Non-Home Based Other Production	421	-5.7%	397	7.7	3,242	3,057
Home-Based Work Attraction	66	-34.8%	43	8.2	541	353
Home-Based Other Attraction	700	-47.7%	366	5.2	3,640	1,903
Non-Home Based Other Attraction	263	-6.1%	247	6.3	1,657	1,556

### MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.0%	105	916	-13.0%	105	916
Home Based Other Production	-13.0%	231	1,226	-13.0%	231	1,226
Non-Home Based Other Production	-13.0%	345	2,658	-13.0%	345	2,658
Home-Based Work Attraction	-13.0%	37	307	-13.0%	37	307
Home-Based Other Attraction	-13.0%	318	1,655	-13.0%	318	1,655
Non-Home Based Other Attraction	-13.0%	215	1,353	-13.0%	215	1,353

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 426

Total Employees: 46

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	<b>2,142</b>	<b>2,142</b>
<i>Total Home Based Work Attraction VMT</i>	<b>307</b>	<b>307</b>
<i>Total Home Based VMT Per Capita</i>	<b>5.0</b>	<b>5.0</b>
<i>Total Work Based VMT Per Employee</i>	<b>N/A</b>	<b>N/A</b>



---

## APPENDIX D

### TRAFFIC COUNT DATA SHEETS

City of Los Angeles  
 N/S: Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 01\_LAC\_Rod\_Hol AM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 1

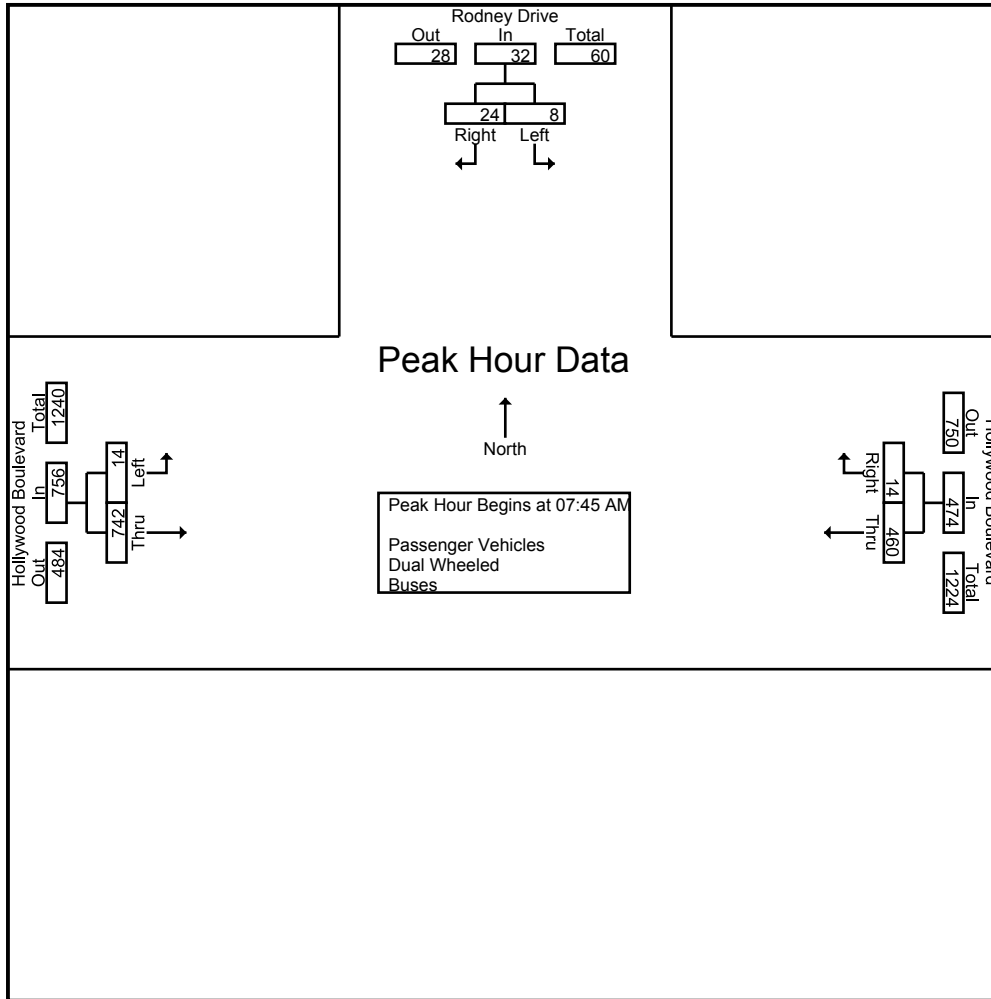
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Rodney Drive Southbound			Hollywood Boulevard Westbound			Hollywood Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	4	2	6	43	0	43	1	76	77	126
07:15 AM	1	3	4	57	1	58	2	102	104	166
07:30 AM	1	2	3	102	2	104	0	113	113	220
07:45 AM	1	7	8	112	3	115	3	196	199	322
Total	7	14	21	314	6	320	6	487	493	834
08:00 AM	2	6	8	118	4	122	4	170	174	304
08:15 AM	3	5	8	123	4	127	5	204	209	344
08:30 AM	2	6	8	107	3	110	2	172	174	292
08:45 AM	1	5	6	103	4	107	4	165	169	282
Total	8	22	30	451	15	466	15	711	726	1222
09:00 AM	0	6	6	116	4	120	7	121	128	254
09:15 AM	3	6	9	109	7	116	2	134	136	261
09:30 AM	5	4	9	97	13	110	2	135	137	256
09:45 AM	0	7	7	91	13	104	9	144	153	264
Total	8	23	31	413	37	450	20	534	554	1035
Grand Total	23	59	82	1178	58	1236	41	1732	1773	3091
Apprch %	28	72		95.3	4.7		2.3	97.7		
Total %	0.7	1.9	2.7	38.1	1.9	40	1.3	56	57.4	
Passenger Vehicles	23	59	82	1136	58	1194	41	1655	1696	2972
% Passenger Vehicles	100	100	100	96.4	100	96.6	100	95.6	95.7	96.2
Dual Wheeled	0	0	0	20	0	20	0	29	29	49
% Dual Wheeled	0	0	0	1.7	0	1.6	0	1.7	1.6	1.6
Buses	0	0	0	22	0	22	0	48	48	70
% Buses	0	0	0	1.9	0	1.8	0	2.8	2.7	2.3

Start Time	Rodney Drive Southbound			Hollywood Boulevard Westbound			Hollywood Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	1	7	8	112	3	115	3	196	199	322
08:00 AM	2	6	8	118	4	122	4	170	174	304
08:15 AM	3	5	8	123	4	127	5	204	209	344
08:30 AM	2	6	8	107	3	110	2	172	174	292
Total Volume	8	24	32	460	14	474	14	742	756	1262
% App. Total	25	75		97	3		1.9	98.1		
PHF	.667	.857	1.00	.935	.875	.933	.700	.909	.904	.917

City of Los Angeles  
 N/S: Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 01\_LAC\_Rod\_Hol AM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	1	7	8	112	3	115	3	196	199
+15 mins.	2	6	8	118	4	122	4	170	174
+30 mins.	3	5	8	123	4	127	5	204	209
+45 mins.	2	6	8	107	3	110	2	172	174
Total Volume	8	24	32	460	14	474	14	742	756
% App. Total	25	75		97	3		1.9	98.1	
PHF	.667	.857	1.000	.935	.875	.933	.700	.909	.904

City of Los Angeles  
 N/S: Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 01\_LAC\_Rod\_Hol AM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Rodney Drive Southbound			Hollywood Boulevard Westbound			Hollywood Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	4	2	6	40	0	40	1	72	73	119
07:15 AM	1	3	4	56	1	57	2	93	95	156
07:30 AM	1	2	3	100	2	102	0	106	106	211
07:45 AM	1	7	8	110	3	113	3	187	190	311
Total	7	14	21	306	6	312	6	458	464	797
08:00 AM	2	6	8	116	4	120	4	164	168	296
08:15 AM	3	5	8	118	4	122	5	198	203	333
08:30 AM	2	6	8	101	3	104	2	164	166	278
08:45 AM	1	5	6	100	4	104	4	158	162	272
Total	8	22	30	435	15	450	15	684	699	1179
09:00 AM	0	6	6	110	4	114	7	117	124	244
09:15 AM	3	6	9	107	7	114	2	129	131	254
09:30 AM	5	4	9	94	13	107	2	131	133	249
09:45 AM	0	7	7	84	13	97	9	136	145	249
Total	8	23	31	395	37	432	20	513	533	996
Grand Total	23	59	82	1136	58	1194	41	1655	1696	2972
Apprch %	28	72		95.1	4.9		2.4	97.6		
Total %	0.8	2	2.8	38.2	2	40.2	1.4	55.7	57.1	

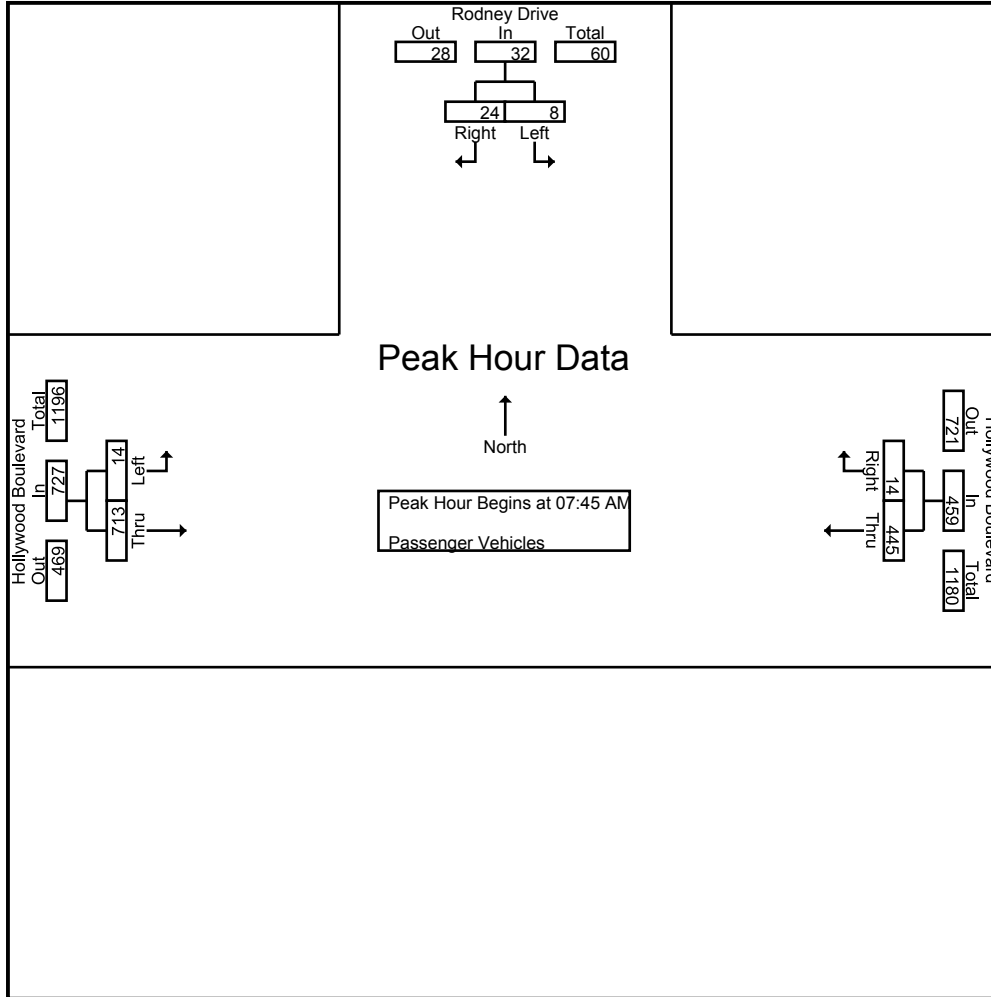
Start Time	Rodney Drive Southbound			Hollywood Boulevard Westbound			Hollywood Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:45 AM	1	7	8	110	3	113	3	187	190	311
08:00 AM	2	6	8	116	4	120	4	164	168	296
08:15 AM	3	5	8	118	4	122	5	198	203	333
08:30 AM	2	6	8	101	3	104	2	164	166	278
Total Volume	8	24	32	445	14	459	14	713	727	1218
% App. Total	25	75		96.9	3.1		1.9	98.1		
PHF	.667	.857	1.00	.943	.875	.941	.700	.900	.895	.914

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

City of Los Angeles  
 N/S: Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 01\_LAC\_Rod\_Hol AM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	1	7	8	110	3	113	3	187	190
+15 mins.	2	6	8	116	4	120	4	164	168
+30 mins.	3	5	8	118	4	122	5	198	203
+45 mins.	2	6	8	101	3	104	2	164	166
Total Volume	8	24	32	445	14	459	14	713	727
% App. Total	25	75		96.9	3.1		1.9	98.1	
PHF	.667	.857	1.000	.943	.875	.941	.700	.900	.895

City of Los Angeles  
 N/S: Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 01\_LAC\_Rod\_Hol AM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 1

Groups Printed- Dual Wheeled

Start Time	Rodney Drive Southbound			Hollywood Boulevard Westbound			Hollywood Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	1	0	1	0	1	1	2
07:15 AM	0	0	0	0	0	0	0	5	5	5
07:30 AM	0	0	0	0	0	0	0	3	3	3
07:45 AM	0	0	0	1	0	1	0	4	4	5
Total	0	0	0	2	0	2	0	13	13	15
08:00 AM	0	0	0	1	0	1	0	4	4	5
08:15 AM	0	0	0	4	0	4	0	1	1	5
08:30 AM	0	0	0	4	0	4	0	5	5	9
08:45 AM	0	0	0	0	0	0	0	3	3	3
Total	0	0	0	9	0	9	0	13	13	22
09:00 AM	0	0	0	5	0	5	0	0	0	5
09:15 AM	0	0	0	1	0	1	0	1	1	2
09:30 AM	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	3	0	3	0	2	2	5
Total	0	0	0	9	0	9	0	3	3	12
Grand Total	0	0	0	20	0	20	0	29	29	49
Apprch %	0	0	0	100	0	100	0	100	100	
Total %	0	0	0	40.8	0	40.8	0	59.2	59.2	

Start Time	Rodney Drive Southbound			Hollywood Boulevard Westbound			Hollywood Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:45 AM	0	0	0	1	0	1	0	4	4	5
08:00 AM	0	0	0	1	0	1	0	4	4	5
08:15 AM	0	0	0	4	0	4	0	1	1	5
08:30 AM	0	0	0	4	0	4	0	5	5	9
Total Volume	0	0	0	10	0	10	0	14	14	24
% App. Total	0	0	0	100	0	100	0	100	100	
PHF	.000	.000	.000	.625	.000	.625	.000	.700	.700	.667

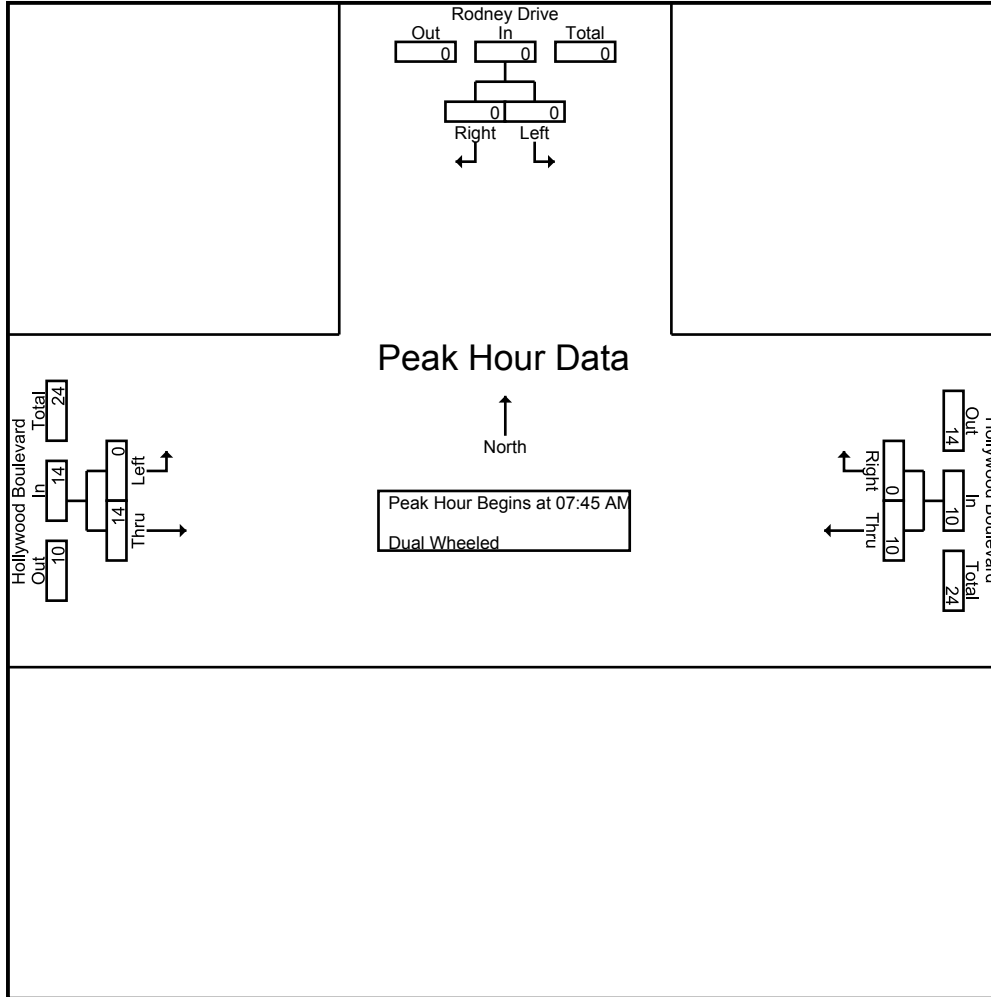
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM



City of Los Angeles  
 N/S: Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 01\_LAC\_Rod\_Hol AM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	0	0	1	0	1	0	4	4
+15 mins.	0	0	0	1	0	1	0	4	4
+30 mins.	0	0	0	4	0	4	0	1	1
+45 mins.	0	0	0	4	0	4	0	5	5
Total Volume	0	0	0	10	0	10	0	14	14
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.625	.000	.625	.000	.700	.700

City of Los Angeles  
 N/S: Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 01\_LAC\_Rod\_Hol AM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 1

Groups Printed- Buses

Start Time	Rodney Drive Southbound			Hollywood Boulevard Westbound			Hollywood Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	2	0	2	0	3	3	5
07:15 AM	0	0	0	1	0	1	0	4	4	5
07:30 AM	0	0	0	2	0	2	0	4	4	6
07:45 AM	0	0	0	1	0	1	0	5	5	6
Total	0	0	0	6	0	6	0	16	16	22
08:00 AM	0	0	0	1	0	1	0	2	2	3
08:15 AM	0	0	0	1	0	1	0	5	5	6
08:30 AM	0	0	0	2	0	2	0	3	3	5
08:45 AM	0	0	0	3	0	3	0	4	4	7
Total	0	0	0	7	0	7	0	14	14	21
09:00 AM	0	0	0	1	0	1	0	4	4	5
09:15 AM	0	0	0	1	0	1	0	4	4	5
09:30 AM	0	0	0	3	0	3	0	4	4	7
09:45 AM	0	0	0	4	0	4	0	6	6	10
Total	0	0	0	9	0	9	0	18	18	27
Grand Total	0	0	0	22	0	22	0	48	48	70
Apprch %	0	0	0	100	0		0	100		
Total %	0	0	0	31.4	0	31.4	0	68.6	68.6	

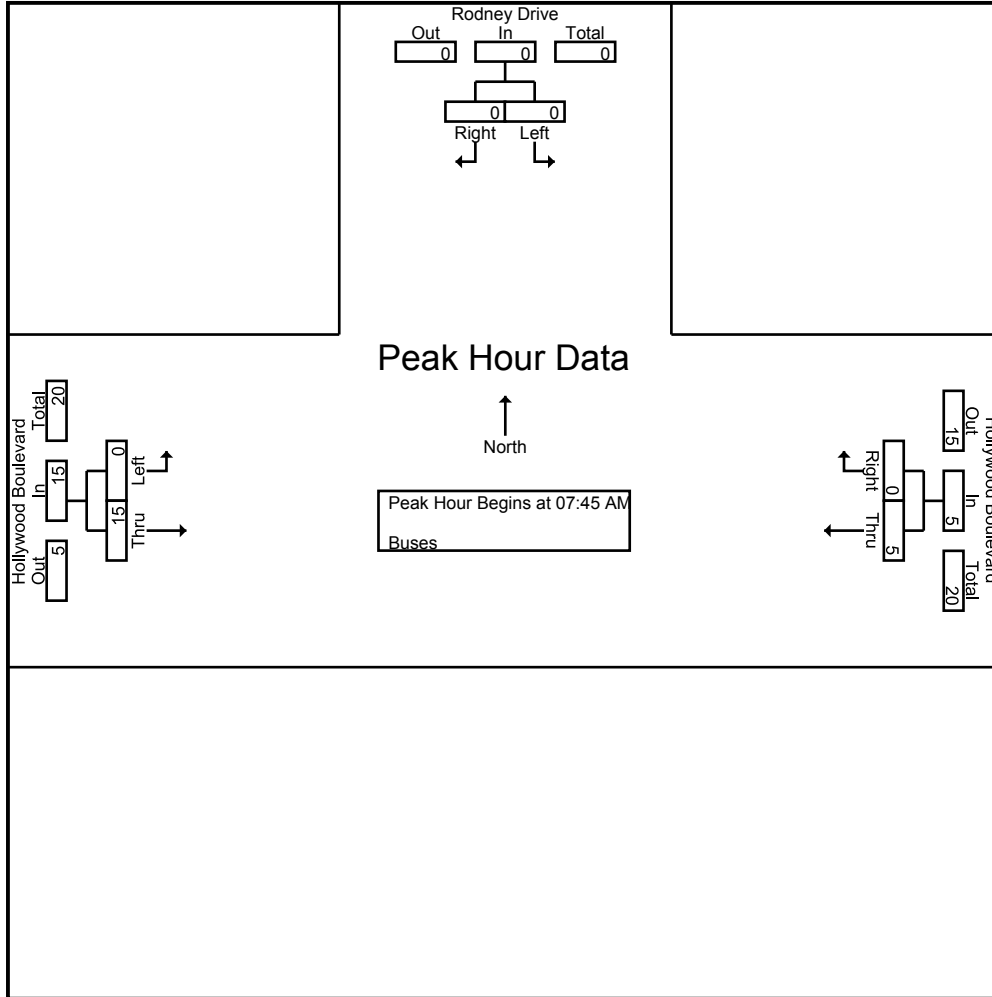
Start Time	Rodney Drive Southbound			Hollywood Boulevard Westbound			Hollywood Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:45 AM	0	0	0	1	0	1	0	5	5	6
08:00 AM	0	0	0	1	0	1	0	2	2	3
08:15 AM	0	0	0	1	0	1	0	5	5	6
08:30 AM	0	0	0	2	0	2	0	3	3	5
Total Volume	0	0	0	5	0	5	0	15	15	20
% App. Total	0	0	0	100	0		0	100		
PHF	.000	.000	.000	.625	.000	.625	.000	.750	.750	.833

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

City of Los Angeles  
 N/S: Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 01\_LAC\_Rod\_Hol AM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	0	0	1	0	1	0	5	5
+15 mins.	0	0	0	1	0	1	0	2	2
+30 mins.	0	0	0	1	0	1	0	5	5
+45 mins.	0	0	0	2	0	2	0	3	3
Total Volume	0	0	0	5	0	5	0	15	15
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.625	.000	.625	.000	.750	.750

City of Los Angeles  
 N/S: Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 01\_LAC\_Rod\_Hol PM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Rodney Drive Southbound			Hollywood Boulevard Westbound			Hollywood Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
03:00 PM	1	2	3	98	3	101	8	155	163	267
03:15 PM	1	7	8	106	5	111	9	159	168	287
03:30 PM	3	5	8	130	8	138	8	140	148	294
03:45 PM	2	7	9	126	6	132	11	133	144	285
Total	7	21	28	460	22	482	36	587	623	1133
04:00 PM	2	7	9	110	5	115	9	166	175	299
04:15 PM	0	9	9	127	2	129	12	163	175	313
04:30 PM	3	5	8	120	8	128	9	163	172	308
04:45 PM	4	10	14	116	6	122	9	151	160	296
Total	9	31	40	473	21	494	39	643	682	1216
05:00 PM	4	5	9	110	6	116	8	172	180	305
05:15 PM	3	6	9	164	9	173	5	197	202	384
05:30 PM	1	7	8	138	10	148	4	164	168	324
05:45 PM	2	5	7	144	10	154	9	163	172	333
Total	10	23	33	556	35	591	26	696	722	1346
Grand Total	26	75	101	1489	78	1567	101	1926	2027	3695
Apprch %	25.7	74.3		95	5		5	95		
Total %	0.7	2	2.7	40.3	2.1	42.4	2.7	52.1	54.9	
Passenger Vehicles	26	75	101	1466	77	1543	101	1862	1963	3607
% Passenger Vehicles	100	100	100	98.5	98.7	98.5	100	96.7	96.8	97.6
Dual Wheeled	0	0	0	8	1	9	0	23	23	32
% Dual Wheeled	0	0	0	0.5	1.3	0.6	0	1.2	1.1	0.9
Buses	0	0	0	15	0	15	0	41	41	56
% Buses	0	0	0	1	0	1	0	2.1	2	1.5

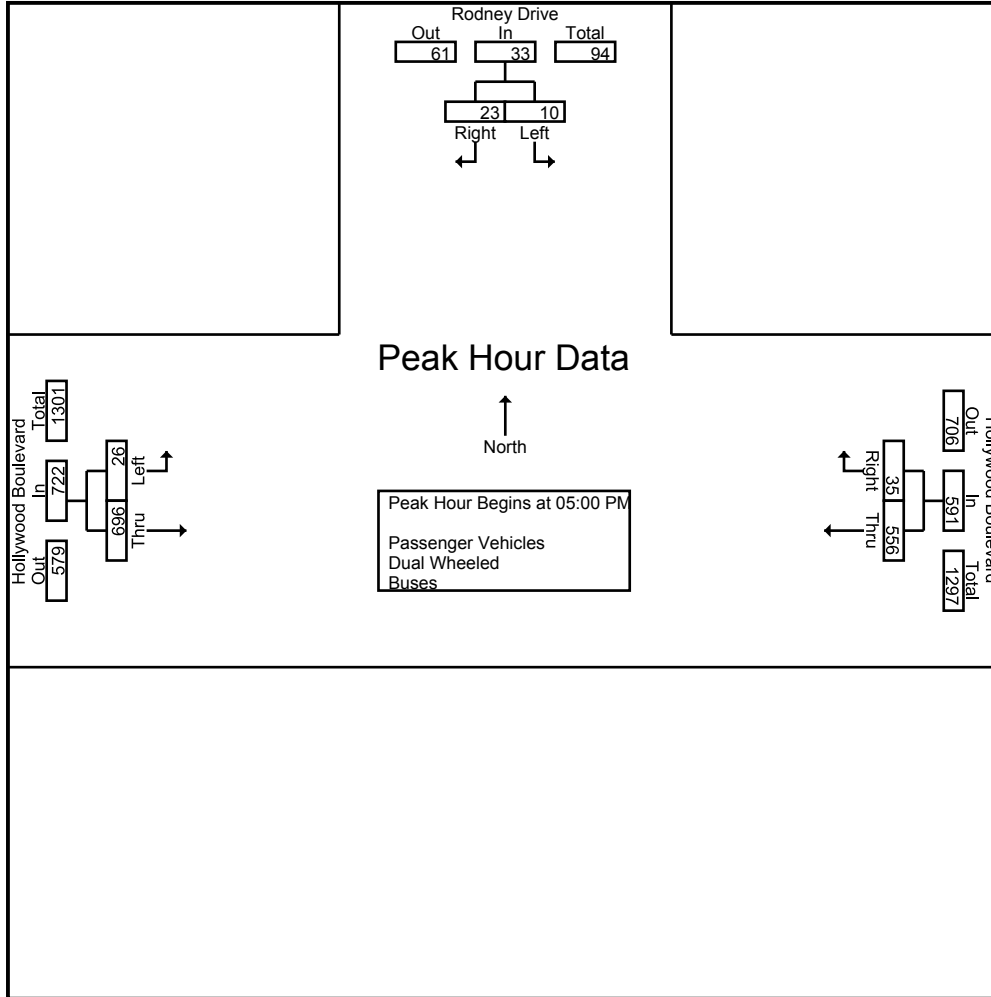
Start Time	Rodney Drive Southbound			Hollywood Boulevard Westbound			Hollywood Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
05:00 PM	4	5	9	110	6	116	8	172	180	305
05:15 PM	3	6	9	164	9	173	5	197	202	384
05:30 PM	1	7	8	138	10	148	4	164	168	324
05:45 PM	2	5	7	144	10	154	9	163	172	333
Total Volume	10	23	33	556	35	591	26	696	722	1346
% App. Total	30.3	69.7		94.1	5.9		3.6	96.4		
PHF	.625	.821	.917	.848	.875	.854	.722	.883	.894	.876

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

City of Los Angeles  
 N/S: Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 01\_LAC\_Rod\_Hol PM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM			05:00 PM			05:00 PM		
+0 mins.	2	7	9	110	6	116	8	172	180
+15 mins.	0	9	9	<b>164</b>	9	<b>173</b>	5	<b>197</b>	<b>202</b>
+30 mins.	3	5	8	138	<b>10</b>	148	4	164	168
+45 mins.	<b>4</b>	<b>10</b>	<b>14</b>	144	10	154	<b>9</b>	163	172
Total Volume	9	31	40	556	35	591	26	696	722
% App. Total	22.5	77.5		94.1	5.9		3.6	96.4	
PHF	.563	.775	.714	.848	.875	.854	.722	.883	.894

City of Los Angeles  
 N/S: Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 01\_LAC\_Rod\_Hol PM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Rodney Drive Southbound			Hollywood Boulevard Westbound			Hollywood Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
03:00 PM	1	2	3	96	3	99	8	147	155	257
03:15 PM	1	7	8	105	5	110	9	153	162	280
03:30 PM	3	5	8	126	8	134	8	135	143	285
03:45 PM	2	7	9	126	6	132	11	129	140	281
Total	7	21	28	453	22	475	36	564	600	1103
04:00 PM	2	7	9	106	5	111	9	159	168	288
04:15 PM	0	9	9	126	2	128	12	160	172	309
04:30 PM	3	5	8	118	8	126	9	155	164	298
04:45 PM	4	10	14	113	5	118	9	146	155	287
Total	9	31	40	463	20	483	39	620	659	1182
05:00 PM	4	5	9	109	6	115	8	165	173	297
05:15 PM	3	6	9	162	9	171	5	192	197	377
05:30 PM	1	7	8	137	10	147	4	160	164	319
05:45 PM	2	5	7	142	10	152	9	161	170	329
Total	10	23	33	550	35	585	26	678	704	1322
Grand Total	26	75	101	1466	77	1543	101	1862	1963	3607
Apprch %	25.7	74.3		95	5		5.1	94.9		
Total %	0.7	2.1	2.8	40.6	2.1	42.8	2.8	51.6	54.4	

Start Time	Rodney Drive Southbound			Hollywood Boulevard Westbound			Hollywood Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
05:00 PM	4	5	9	109	6	115	8	165	173	297
05:15 PM	3	6	9	162	9	171	5	192	197	377
05:30 PM	1	7	8	137	10	147	4	160	164	319
05:45 PM	2	5	7	142	10	152	9	161	170	329
Total Volume	10	23	33	550	35	585	26	678	704	1322
% App. Total	30.3	69.7		94	6		3.7	96.3		
PHF	.625	.821	.917	.849	.875	.855	.722	.883	.893	.877

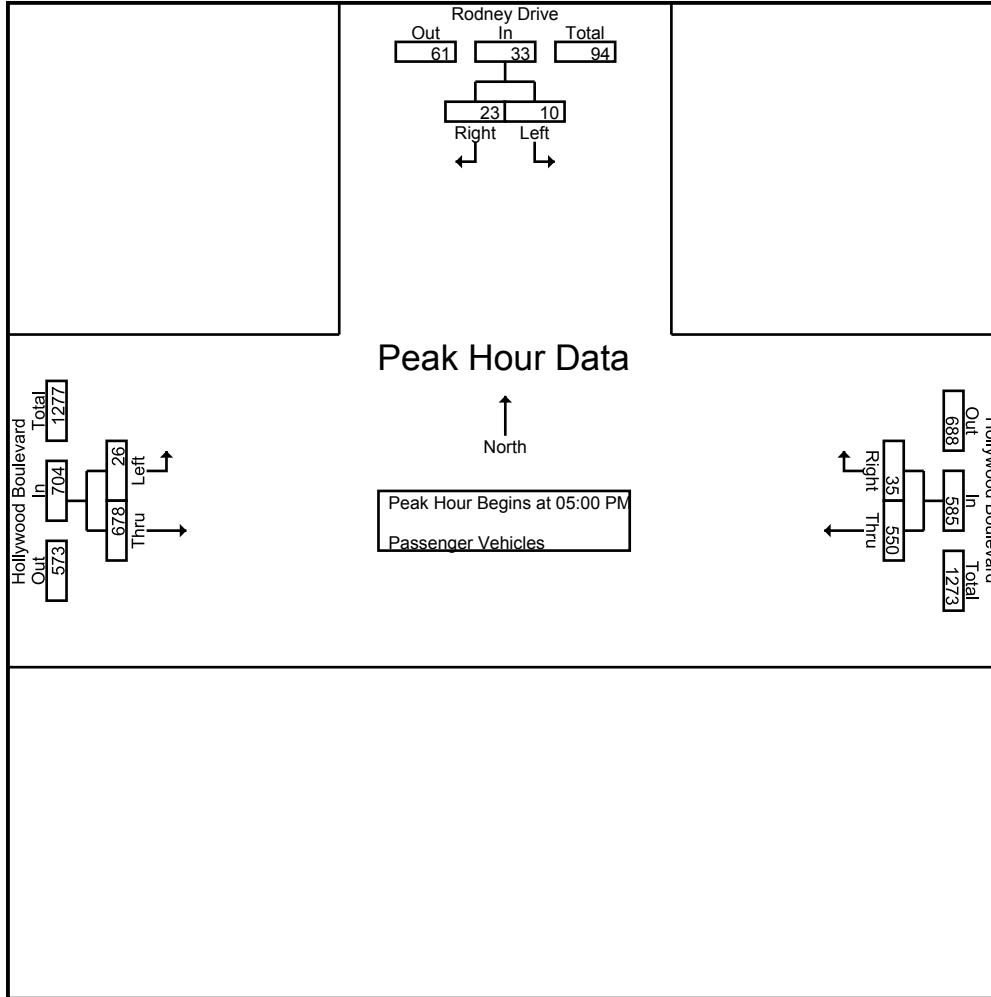
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM



City of Los Angeles  
 N/S: Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 01\_LAC\_Rod\_Hol PM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	4	5	9	109	6	115	8	165	173
+15 mins.	3	6	9	162	9	171	5	192	197
+30 mins.	1	7	8	137	10	147	4	160	164
+45 mins.	2	5	7	142	10	152	9	161	170
Total Volume	10	23	33	550	35	585	26	678	704
% App. Total	30.3	69.7		94	6		3.7	96.3	
PHF	.625	.821	.917	.849	.875	.855	.722	.883	.893

City of Los Angeles  
 N/S: Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 01\_LAC\_Rod\_Hol PM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 1

Groups Printed- Dual Wheeled

Start Time	Rodney Drive Southbound			Hollywood Boulevard Westbound			Hollywood Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
03:00 PM	0	0	0	1	0	1	0	4	4	5
03:15 PM	0	0	0	1	0	1	0	2	2	3
03:30 PM	0	0	0	1	0	1	0	1	1	2
03:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	3	0	3	0	8	8	11
04:00 PM	0	0	0	2	0	2	0	2	2	4
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	4	4	4
04:45 PM	0	0	0	1	1	2	0	1	1	3
Total	0	0	0	3	1	4	0	8	8	12
05:00 PM	0	0	0	0	0	0	0	3	3	3
05:15 PM	0	0	0	1	0	1	0	2	2	3
05:30 PM	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	1	0	1	0	1	1	2
Total	0	0	0	2	0	2	0	7	7	9
Grand Total	0	0	0	8	1	9	0	23	23	32
Apprch %	0	0	0	88.9	11.1		0	100		
Total %	0	0	0	25	3.1	28.1	0	71.9	71.9	

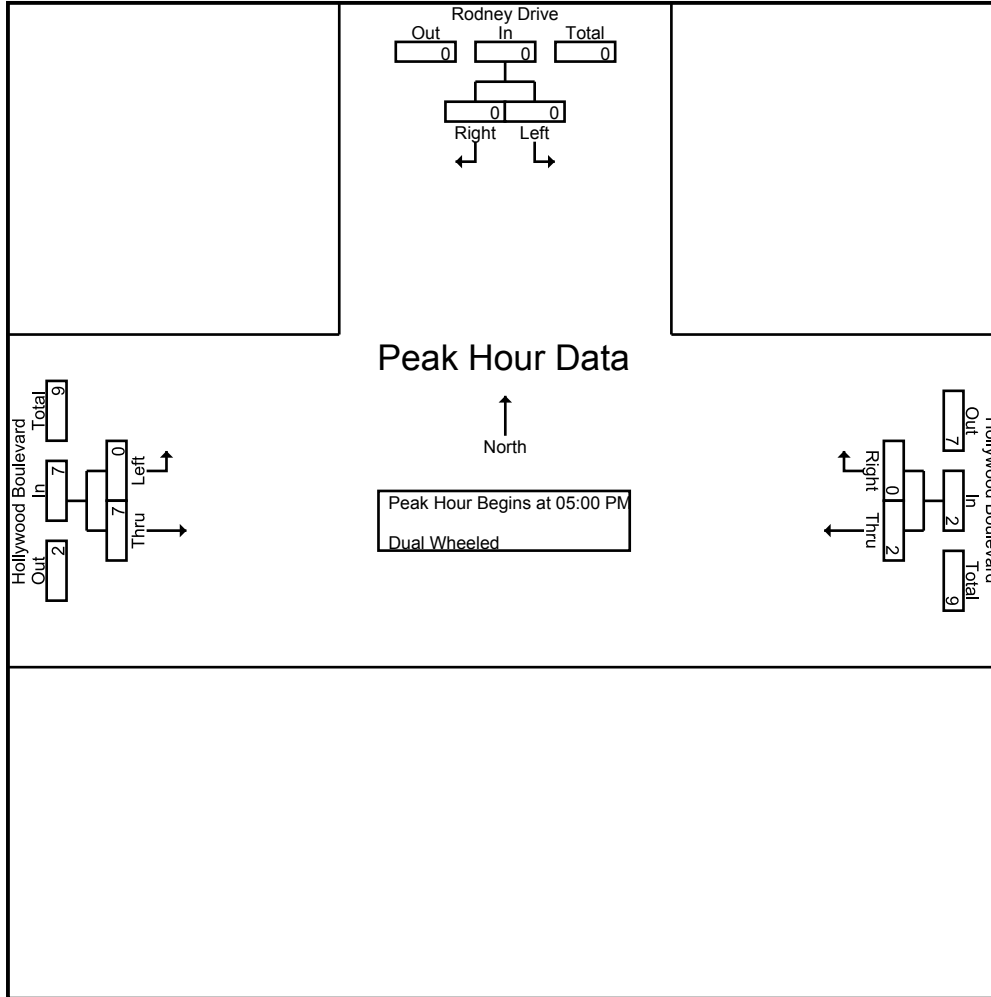
Start Time	Rodney Drive Southbound			Hollywood Boulevard Westbound			Hollywood Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
05:00 PM	0	0	0	0	0	0	0	3	3	3
05:15 PM	0	0	0	1	0	1	0	2	2	3
05:30 PM	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	1	0	1	0	1	1	2
Total Volume	0	0	0	2	0	2	0	7	7	9
% App. Total	0	0	0	100	0		0	100		
PHF	.000	.000	.000	.500	.000	.500	.000	.583	.583	.750

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

City of Los Angeles  
 N/S: Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 01\_LAC\_Rod\_Hol PM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	0	0	0	0	3	3
+15 mins.	0	0	0	1	0	1	0	2	2
+30 mins.	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	1	0	1	0	1	1
Total Volume	0	0	0	2	0	2	0	7	7
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.500	.000	.500	.000	.583	.583

City of Los Angeles  
 N/S: Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 01\_LAC\_Rod\_Hol PM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 1

Groups Printed- Buses

Start Time	Rodney Drive Southbound			Hollywood Boulevard Westbound			Hollywood Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
03:00 PM	0	0	0	1	0	1	0	4	4	5
03:15 PM	0	0	0	0	0	0	0	4	4	4
03:30 PM	0	0	0	3	0	3	0	4	4	7
03:45 PM	0	0	0	0	0	0	0	3	3	3
Total	0	0	0	4	0	4	0	15	15	19
04:00 PM	0	0	0	2	0	2	0	5	5	7
04:15 PM	0	0	0	1	0	1	0	2	2	3
04:30 PM	0	0	0	2	0	2	0	4	4	6
04:45 PM	0	0	0	2	0	2	0	4	4	6
Total	0	0	0	7	0	7	0	15	15	22
05:00 PM	0	0	0	1	0	1	0	4	4	5
05:15 PM	0	0	0	1	0	1	0	3	3	4
05:30 PM	0	0	0	1	0	1	0	3	3	4
05:45 PM	0	0	0	1	0	1	0	1	1	2
Total	0	0	0	4	0	4	0	11	11	15
Grand Total	0	0	0	15	0	15	0	41	41	56
Apprch %	0	0	0	100	0	100	0	100		
Total %	0	0	0	26.8	0	26.8	0	73.2	73.2	

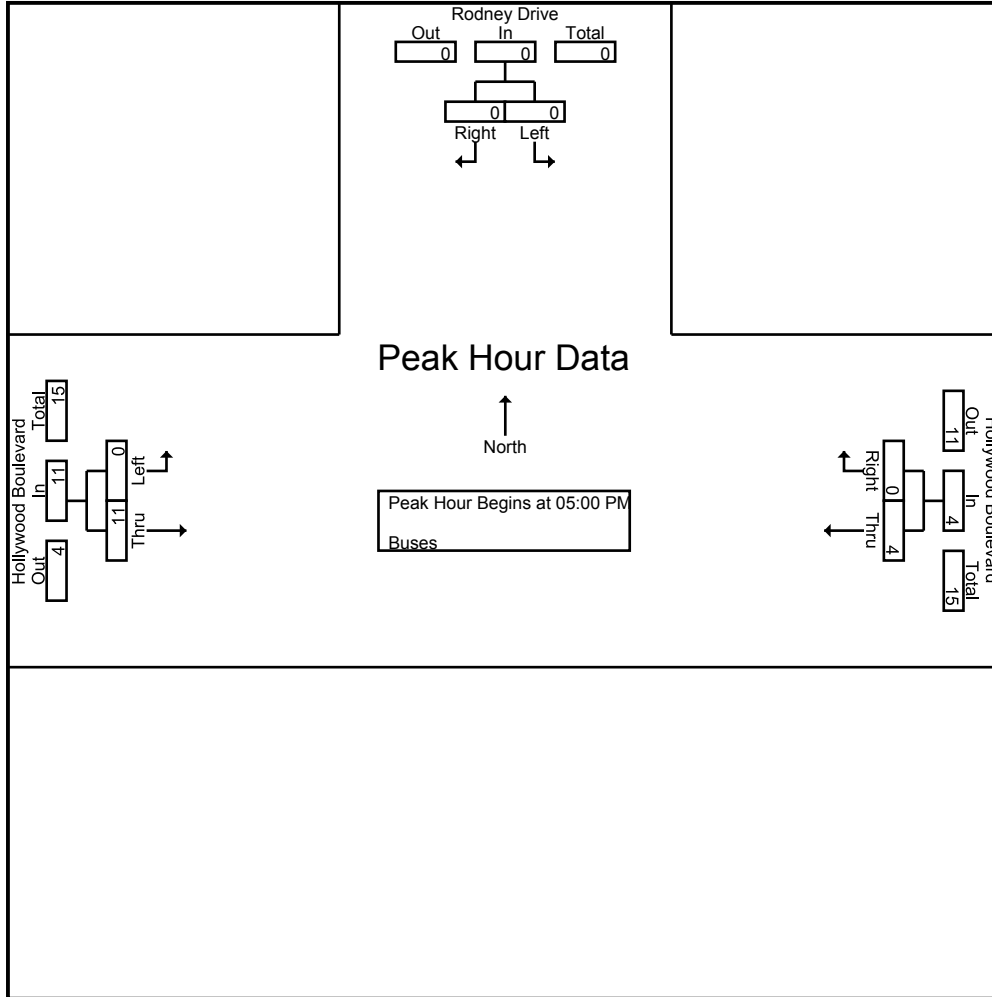
Start Time	Rodney Drive Southbound			Hollywood Boulevard Westbound			Hollywood Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
05:00 PM	0	0	0	1	0	1	0	4	4	5
05:15 PM	0	0	0	1	0	1	0	3	3	4
05:30 PM	0	0	0	1	0	1	0	3	3	4
05:45 PM	0	0	0	1	0	1	0	1	1	2
Total Volume	0	0	0	4	0	4	0	11	11	15
% App. Total	0	0	0	100	0	100	0	100		
PHF	.000	.000	.000	1.00	.000	1.00	.000	.688	.688	.750

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

City of Los Angeles  
 N/S: Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 01\_LAC\_Rod\_Hol PM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	1	0	1	0	4	4
+15 mins.	0	0	0	1	0	1	0	3	3
+30 mins.	0	0	0	1	0	1	0	3	3
+45 mins.	0	0	0	1	0	1	0	1	1
Total Volume	0	0	0	4	0	4	0	11	11
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	1.000	.000	1.000	.000	.688	.688



**City Of Los Angeles**  
**Department Of Transportation**  
**MANUAL TRAFFIC COUNT SUMMARY**

STREET:

North/South Rodney Drive

East/West Hollywood Boulevard

Day: Wednesday Date: October 4, 2023 Weather: CLEAR

Hours: 7-10AM 3-6PM Staff: CUI

School Day: YES District: Hollywood I/S CODE 0

	N/B	S/B	E/B	W/B
<b>DUAL-WHEELED BIKES</b>	0	0	52	29
<b>BUSES</b>	0	2	8	16
<b>BUSES</b>	0	0	89	37

	N/B TIME	S/B TIME	E/B TIME	W/B TIME
AM PK 15 MIN	0 7.00	9 9.15	209 8.15	127 8.15
PM PK 15 MIN	0 3.00	14 4.45	202 5.15	173 5.15
AM PK HOUR	0 7.00	32 7.45	756 7.45	477 7.45
PM PK HOUR	0 3.00	40 4.00	722 5.00	592 5.00

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	7	0	14	21
8-9	8	0	22	30
9-10	8	0	23	31
3-4	7	0	21	28
4-5	9	0	31	40
5-6	10	0	23	33
<b>TOTAL</b>	<b>49</b>	<b>0</b>	<b>134</b>	<b>183</b>

**TOTAL**

**XING S/L**

**XING N/L**

N-S	Ped	Sch	Ped	Sch
21	0	0	22	7
30	0	0	52	3
31	0	0	44	5
28	0	0	75	8
40	0	0	49	2
33	0	0	81	4
<b>183</b>	<b>0</b>	<b>0</b>	<b>323</b>	<b>29</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	6	487	0	493
8-9	15	711	0	726
9-10	20	534	0	554
3-4	36	587	0	623
4-5	39	643	0	682
5-6	26	696	0	722
<b>TOTAL</b>	<b>142</b>	<b>3658</b>	<b>0</b>	<b>3800</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	3	314	6	323
8-9	1	451	15	467
9-10	1	413	37	451
3-4	0	460	22	482
4-5	2	473	21	496
5-6	1	556	35	592
<b>TOTAL</b>	<b>8</b>	<b>2667</b>	<b>136</b>	<b>2811</b>

**TOTAL**

**XING W/L**

**XING E/L**

E-W	Ped	Sch	Ped	Sch
816	0	0	37	11
1193	1	0	65	3
1005	0	0	90	7
1105	2	0	79	8
1178	1	0	54	1
1314	0	0	92	1
<b>6611</b>	<b>4</b>	<b>0</b>	<b>417</b>	<b>31</b>



City of Los Angeles  
 Department of Transportation  
**BICYCLE COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Rodney Drive				
<b>East/West:</b>	Hollywood Boulevard				
<b>Day:</b>	Wednesday	<b>Date:</b>	10/4/2023	<b>Weather:</b>	CLEAR
<b>School Day:</b>	Yes	<b>District:</b>	Hollywood	<b>I/S Code:</b>	0
<b>Hours:</b>	7-10 AM, 3-6 PM		<b>Staff:</b>	CUI	

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	0	0	0	0	0
8-9	1	0	0	1	1
9-10	0	0	1	1	1
3-4	0	0	0	0	0
4-5	0	0	0	0	0
5-6	0	0	0	0	0
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>2</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	0	1	0	1
9-10	0	2	0	2
3-4	0	1	0	1
4-5	0	1	0	1
5-6	0	2	0	2
<b>TOTAL</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total	E-W
7-8	0	0	1	1	2
8-9	0	5	0	5	6
9-10	0	3	0	3	5
3-4	0	1	0	1	2
4-5	0	3	0	3	4
5-6	0	3	0	3	5
<b>TOTAL</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>16</b>	<b>24</b>

**REMARKS (6 hour total):**

	NB	SB	EB	WB	TOTAL
- Female Riders	0	0	0	1	1
- No helmet riders	0	2	4	9	15
- Sidewalk Riding	0	0	2	5	7
- Wrong way riding	0	0	2	0	2

NB: Northbound, SB: Southbound, EB: Eastbound, WB: Westbound, I/S: Intersection

Source: CUI

LADOT 2015 CMP

City of Los Angeles  
 Department of Transportation  
**PEDESTRIAN COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Rodney Drive				
<b>East/West:</b>	Hollywood Boulevard				
<b>Day:</b>	Wednesday	<b>Date:</b>	10/4/2023	<b>Weather:</b>	CLEAR
<b>School Day:</b>	YES	<b>District:</b>	Hollywood	<b>I/S Code:</b>	0
<b>Hours:</b>	7-10 AM, 3-6 PM	<b>Staff:</b>	CUI		

**AM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	2	0	5	0	7
7:15-7:30	8	0	10	0	18
7:30-7:45	7	0	12	0	19
7:45-8:00	12	0	21	0	33
8:00-8:15	10	0	15	0	25
8:15-8:30	12	0	12	1	25
8:30-8:45	14	0	19	0	33
8:45-9:00	19	0	22	0	41
9:00-9:15	9	0	26	0	35
9:15-9:30	10	0	18	0	28
9:30-9:45	15	0	25	0	40
9:45-10:00	15	0	28	0	43

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	29	0	48	0	77
8 - 9	55	0	68	1	124
9 - 10	49	0	97	0	146
<b>TOTAL</b>	<b>133</b>	<b>0</b>	<b>213</b>	<b>1</b>	<b>347</b>

**PM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	23	0	17	0	40
3:15-3:30	12	0	20	2	34
3:30-3:45	22	0	16	0	38
3:45-4:00	26	0	34	0	60
4:00-4:15	14	0	15	1	30
4:15-4:30	7	0	10	0	17
4:30-4:45	5	0	4	0	9
4:45-5:00	25	0	26	0	51
5:00-5:15	20	0	28	0	48
5:15-5:30	31	0	24	0	55
5:30-5:45	13	0	16	0	29
5:45-6:00	21	0	25	0	46

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	83	0	87	2	172
4 - 5	51	0	55	1	107
5 - 6	85	0	93	0	178
<b>TOTAL</b>	<b>219</b>	<b>0</b>	<b>235</b>	<b>3</b>	<b>457</b>

**REMARKS (6 hour total):**

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
1	0	1	0	2
0	0	0	0	0

**N:** North, **S:** South, **E:** East, **W:** West, **I/S:** Intersection

Source:

LADOT 2015 CMP

City of Los Angeles  
 N/S: Lyman Place/Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 02\_LAC\_Lyman\_Hol AM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 1

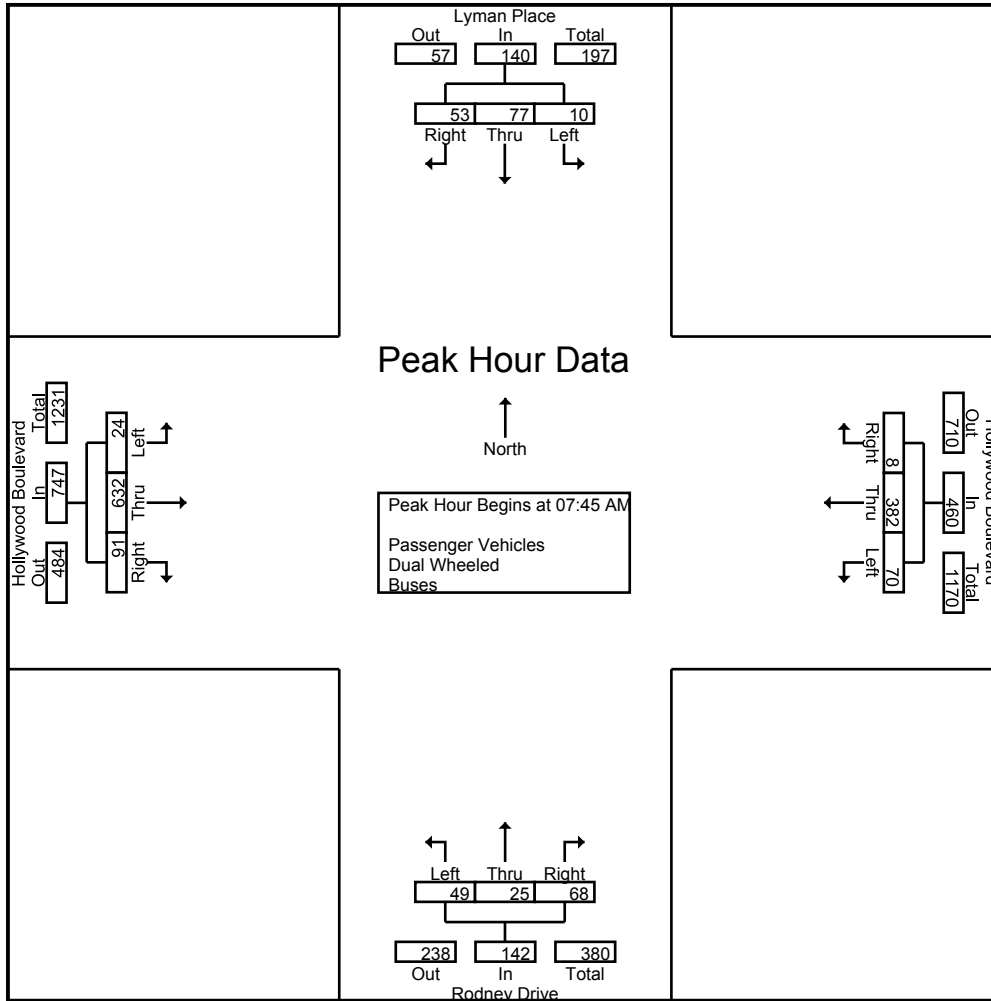
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Lyman Place Southbound				Hollywood Boulevard Westbound				Rodney Drive Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	34	8	42	40	39	0	79	2	4	7	13	1	64	18	83	217
07:15 AM	3	29	6	38	26	44	5	75	9	5	1	15	2	83	18	103	231
07:30 AM	3	17	8	28	18	71	4	93	24	17	30	71	3	103	5	111	303
07:45 AM	3	26	16	45	22	82	3	107	20	9	28	57	8	158	32	198	407
Total	9	106	38	153	106	236	12	354	55	35	66	156	14	408	73	495	1158
08:00 AM	1	16	16	33	18	106	1	125	8	4	15	27	4	145	23	172	357
08:15 AM	4	20	13	37	15	97	3	115	12	7	16	35	6	182	20	208	395
08:30 AM	2	15	8	25	15	97	1	113	9	5	9	23	6	147	16	169	330
08:45 AM	1	9	9	19	13	93	2	108	3	4	10	17	4	138	16	158	302
Total	8	60	46	114	61	393	7	461	32	20	50	102	20	612	75	707	1384
09:00 AM	0	10	7	17	21	110	4	135	4	6	0	10	4	103	20	127	289
09:15 AM	2	12	10	24	9	89	2	100	11	5	2	18	6	114	14	134	276
09:30 AM	4	3	16	23	14	90	3	107	4	3	5	12	11	107	11	129	271
09:45 AM	2	12	23	37	13	83	3	99	2	3	6	11	10	115	25	150	297
Total	8	37	56	101	57	372	12	441	21	17	13	51	31	439	70	540	1133
Grand Total	25	203	140	368	224	1001	31	1256	108	72	129	309	65	1459	218	1742	3675
Apprch %	6.8	55.2	38		17.8	79.7	2.5		35	23.3	41.7		3.7	83.8	12.5		
Total %	0.7	5.5	3.8	10	6.1	27.2	0.8	34.2	2.9	2	3.5	8.4	1.8	39.7	5.9	47.4	
Passenger Vehicles	25	203	140	368	223	956	31	1210	108	71	128	307	65	1386	216	1667	3552
% Passenger Vehicles	100	100	100	100	99.6	95.5	100	96.3	100	98.6	99.2	99.4	100	95	99.1	95.7	96.7
Dual Wheeled	0	0	0	0	0	23	0	23	0	1	1	2	0	25	2	27	52
% Dual Wheeled	0	0	0	0	0	2.3	0	1.8	0	1.4	0.8	0.6	0	1.7	0.9	1.5	1.4
Buses	0	0	0	0	1	22	0	23	0	0	0	0	0	48	0	48	71
% Buses	0	0	0	0	0.4	2.2	0	1.8	0	0	0	0	0	3.3	0	2.8	1.9

Start Time	Lyman Place Southbound				Hollywood Boulevard Westbound				Rodney Drive Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	26	16	45	22	82	3	107	20	9	28	57	8	158	32	198	407
08:00 AM	1	16	16	33	18	106	1	125	8	4	15	27	4	145	23	172	357
08:15 AM	4	20	13	37	15	97	3	115	12	7	16	35	6	182	20	208	395
08:30 AM	2	15	8	25	15	97	1	113	9	5	9	23	6	147	16	169	330
Total Volume	10	77	53	140	70	382	8	460	49	25	68	142	24	632	91	747	1489
% App. Total	7.1	55	37.9		15.2	83	1.7		34.5	17.6	47.9		3.2	84.6	12.2		
PHF	.625	.740	.828	.778	.795	.901	.667	.920	.613	.694	.607	.623	.750	.868	.711	.898	.915

City of Los Angeles  
 N/S: Lyman Place/Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 02\_LAC\_Lyman\_Hol AM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM				08:15 AM				07:30 AM				07:45 AM			
+0 mins.	0	34	8	42	15	97	3	115	24	17	30	71	8	158	32	198
+15 mins.	3	29	6	38	15	97	1	113	20	9	28	57	4	145	23	172
+30 mins.	3	17	8	28	13	93	2	108	8	4	15	27	6	182	20	208
+45 mins.	3	26	16	45	21	110	4	135	12	7	16	35	6	147	16	169
Total Volume	9	106	38	153	64	397	10	471	64	37	89	190	24	632	91	747
% App. Total	5.9	69.3	24.8		13.6	84.3	2.1		33.7	19.5	46.8		3.2	84.6	12.2	
PHF	.750	.779	.594	.850	.762	.902	.625	.872	.667	.544	.742	.669	.750	.868	.711	.898

City of Los Angeles  
 N/S: Lyman Place/Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 02\_LAC\_Lyman\_Hol AM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
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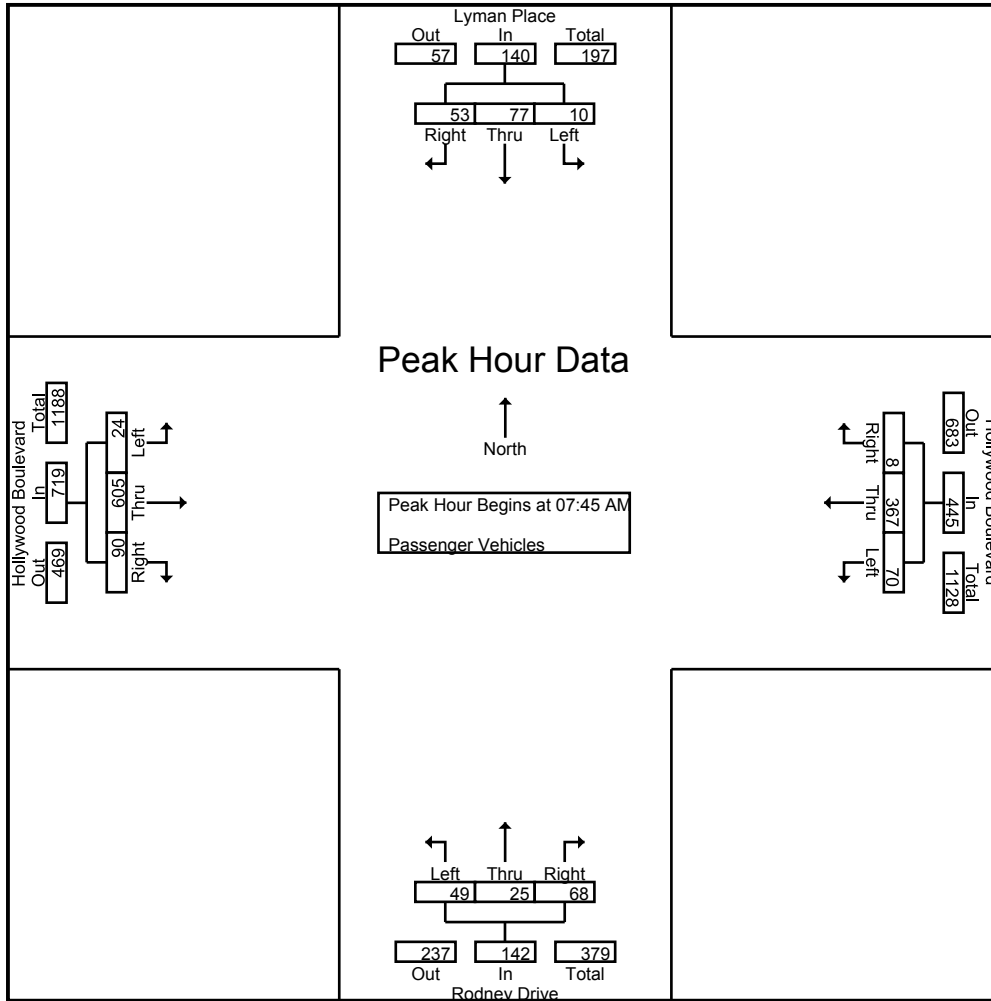
Groups Printed- Passenger Vehicles

Start Time	Lyman Place Southbound				Hollywood Boulevard Westbound				Rodney Drive Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	34	8	42	40	33	0	73	2	4	7	13	1	60	18	79	207
07:15 AM	3	29	6	38	26	43	5	74	9	5	1	15	2	73	18	93	220
07:30 AM	3	17	8	28	18	69	4	91	24	17	29	70	3	96	5	104	293
07:45 AM	3	26	16	45	22	80	3	105	20	9	28	57	8	150	31	189	396
Total	9	106	38	153	106	225	12	343	55	35	65	155	14	379	72	465	1116
08:00 AM	1	16	16	33	18	104	1	123	8	4	15	27	4	140	23	167	350
08:15 AM	4	20	13	37	15	92	3	110	12	7	16	35	6	176	20	202	384
08:30 AM	2	15	8	25	15	91	1	107	9	5	9	23	6	139	16	161	316
08:45 AM	1	9	9	19	13	90	2	105	3	4	10	17	4	132	16	152	293
Total	8	60	46	114	61	377	7	445	32	20	50	102	20	587	75	682	1343
09:00 AM	0	10	7	17	21	104	4	129	4	5	0	9	4	99	20	123	278
09:15 AM	2	12	10	24	8	87	2	97	11	5	2	18	6	110	13	129	268
09:30 AM	4	3	16	23	14	87	3	104	4	3	5	12	11	103	11	125	264
09:45 AM	2	12	23	37	13	76	3	92	2	3	6	11	10	108	25	143	283
Total	8	37	56	101	56	354	12	422	21	16	13	50	31	420	69	520	1093
Grand Total	25	203	140	368	223	956	31	1210	108	71	128	307	65	1386	216	1667	3552
Apprch %	6.8	55.2	38		18.4	79	2.6		35.2	23.1	41.7		3.9	83.1	13		
Total %	0.7	5.7	3.9	10.4	6.3	26.9	0.9	34.1	3	2	3.6	8.6	1.8	39	6.1	46.9	

Start Time	Lyman Place Southbound				Hollywood Boulevard Westbound				Rodney Drive Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	26	16	45	22	80	3	105	20	9	28	57	8	150	31	189	396
08:00 AM	1	16	16	33	18	104	1	123	8	4	15	27	4	140	23	167	350
08:15 AM	4	20	13	37	15	92	3	110	12	7	16	35	6	176	20	202	384
08:30 AM	2	15	8	25	15	91	1	107	9	5	9	23	6	139	16	161	316
Total Volume	10	77	53	140	70	367	8	445	49	25	68	142	24	605	90	719	1446
% App. Total	7.1	55	37.9		15.7	82.5	1.8		34.5	17.6	47.9		3.3	84.1	12.5		
PHF	.625	.740	.828	.778	.795	.882	.667	.904	.613	.694	.607	.623	.750	.859	.726	.890	.913

City of Los Angeles  
 N/S: Lyman Place/Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 02\_LAC\_Lyman\_Hol AM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	3	26	16	45	22	80	3	105	20	9	28	57	8	150	31	189
+15 mins.	1	16	16	33	18	104	1	123	8	4	15	27	4	140	23	167
+30 mins.	4	20	13	37	15	92	3	110	12	7	16	35	6	176	20	202
+45 mins.	2	15	8	25	15	91	1	107	9	5	9	23	6	139	16	161
Total Volume	10	77	53	140	70	367	8	445	49	25	68	142	24	605	90	719
% App. Total	7.1	55	37.9		15.7	82.5	1.8		34.5	17.6	47.9		3.3	84.1	12.5	
PHF	.625	.740	.828	.778	.795	.882	.667	.904	.613	.694	.607	.623	.750	.859	.726	.890



City of Los Angeles  
 N/S: Lyman Place/Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 02\_LAC\_Lyman\_Hol AM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 1

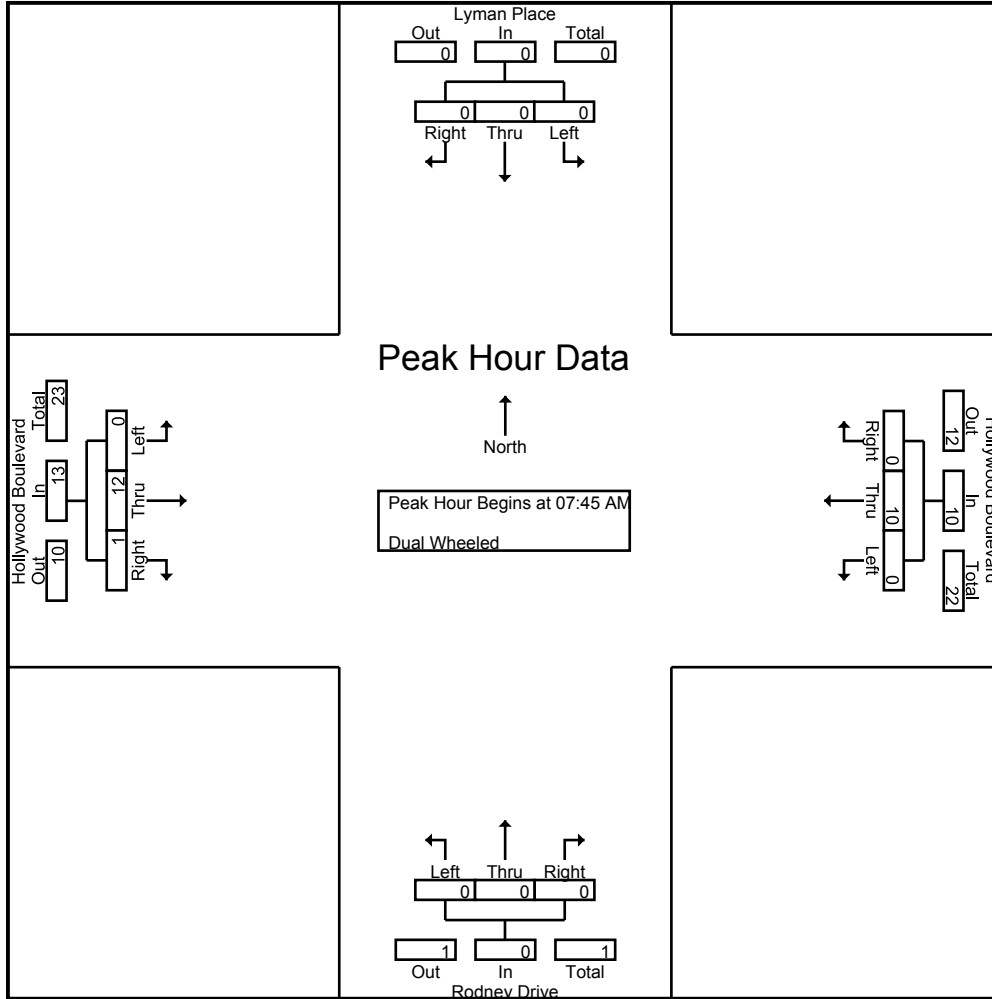
Groups Printed- Dual Wheeled

Start Time	Lyman Place Southbound				Hollywood Boulevard Westbound				Rodney Drive Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	3	0	3	4
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	1	4	5
Total	0	0	0	0	0	5	0	5	0	0	1	1	0	13	1	14	20
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
08:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	9	0	9	0	0	0	0	0	11	0	11	20
09:00 AM	0	0	0	0	0	5	0	5	0	1	0	1	0	0	0	0	6
09:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	0	9	0	9	0	1	0	1	0	1	1	2	12
Grand Total	0	0	0	0	0	23	0	23	0	1	1	2	0	25	2	27	52
Apprch %	0	0	0		0	100	0		0	50	50		0	92.6	7.4		
Total %	0	0	0		0	44.2	0	44.2	0	1.9	1.9	3.8	0	48.1	3.8	51.9	

Start Time	Lyman Place Southbound				Hollywood Boulevard Westbound				Rodney Drive Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	1	4	5
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
08:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
Total Volume	0	0	0	0	0	10	0	10	0	0	0	0	0	12	1	13	23
% App. Total	0	0	0		0	100	0		0	0	0		0	92.3	7.7		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.600	.250	.650	.639

City of Los Angeles  
 N/S: Lyman Place/Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 02\_LAC\_Lyman\_Hol AM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	1	4
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5
Total Volume	0	0	0	0	0	10	0	10	0	0	0	0	0	12	1	13
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	92.3	7.7	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.600	.250	.650

City of Los Angeles  
 N/S: Lyman Place/Rodney Drive  
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 Weather: Clear

File Name : 02\_LAC\_Lyman\_Hol AM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 1

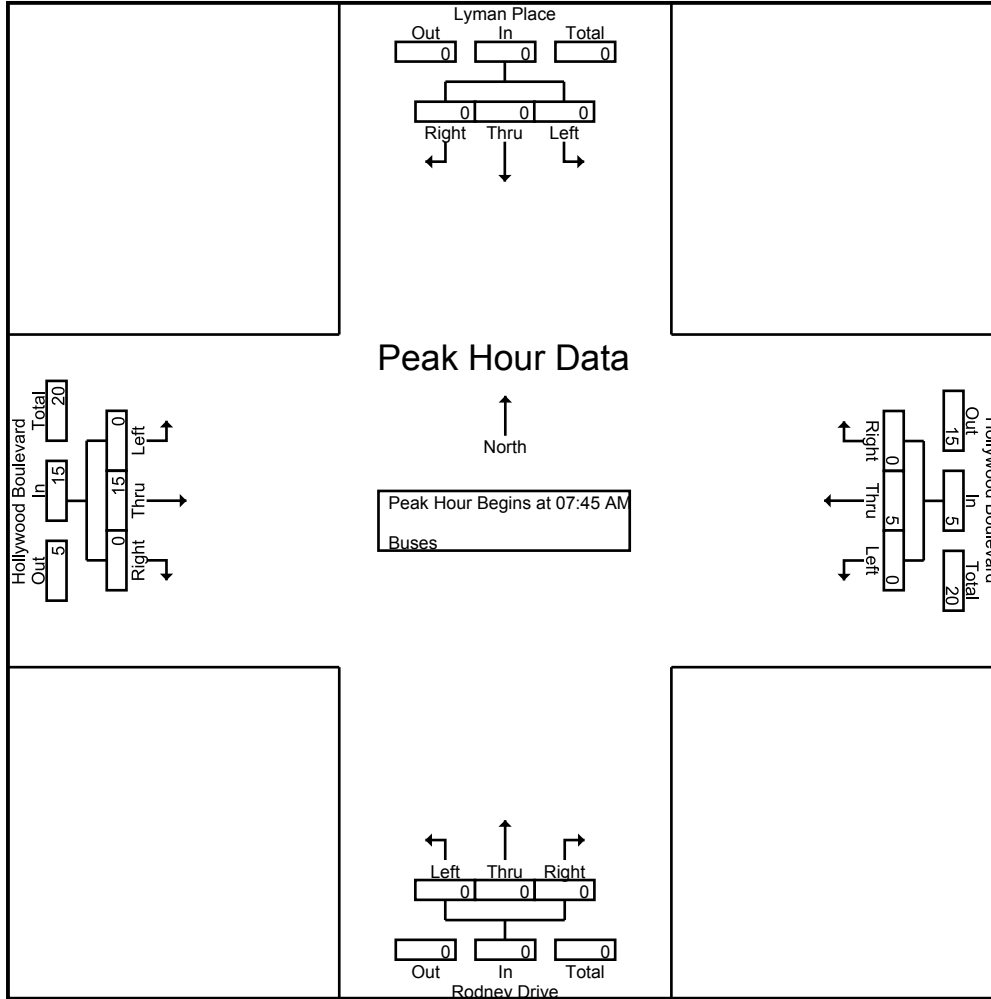
Groups Printed- Buses

Start Time	Lyman Place Southbound				Hollywood Boulevard Westbound				Rodney Drive Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	16	0	16	22
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
Total	0	0	0	0	0	7	0	7	0	0	0	0	0	14	0	14	21
09:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
09:15 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	4	0	4	6
09:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
09:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
Total	0	0	0	0	1	9	0	10	0	0	0	0	0	18	0	18	28
Grand Total	0	0	0	0	1	22	0	23	0	0	0	0	0	48	0	48	71
Apprch %	0	0	0		4.3	95.7	0		0	0	0		0	100	0		
Total %	0	0	0		1.4	31	0	32.4	0	0	0		0	67.6	0	67.6	

Start Time	Lyman Place Southbound				Hollywood Boulevard Westbound				Rodney Drive Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	15	0	15	20
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.750	.000	.750	.833

City of Los Angeles  
 N/S: Lyman Place/Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 02\_LAC\_Lyman\_Hol AM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	15	0	15
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.750	.000	.750

City of Los Angeles  
 N/S: Lyman Place/Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 02\_LAC\_Lyman\_Hol PM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 1

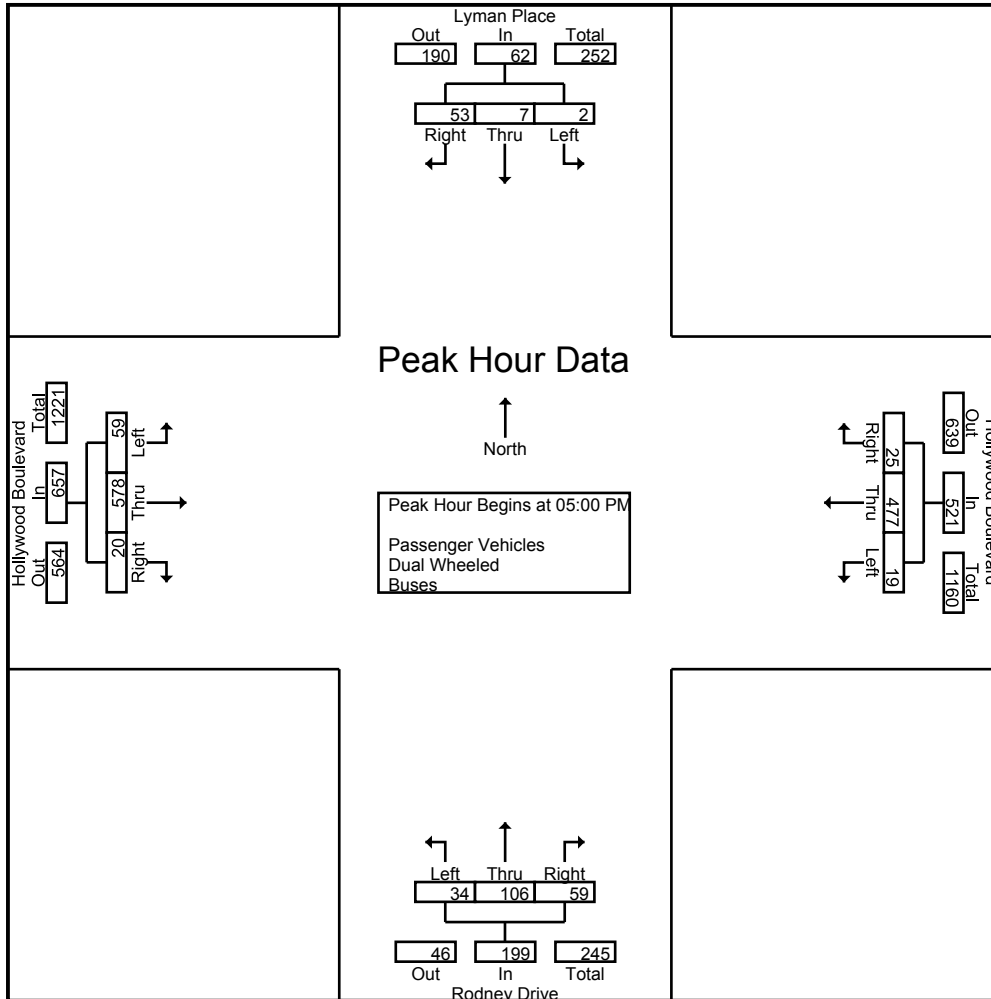
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Lyman Place Southbound				Hollywood Boulevard Westbound				Rodney Drive Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	2	1	5	8	4	88	3	95	8	11	6	25	10	132	13	155	283
03:15 PM	3	1	15	19	2	92	7	101	4	18	13	35	11	134	8	153	308
03:30 PM	1	7	13	21	5	116	9	130	7	21	17	45	9	123	4	136	332
03:45 PM	0	2	7	9	5	110	3	118	11	23	19	53	16	108	15	139	319
Total	6	11	40	57	16	406	22	444	30	73	55	158	46	497	40	583	1242
04:00 PM	2	2	6	10	7	104	4	115	5	37	14	56	4	150	6	160	341
04:15 PM	1	2	17	20	4	107	4	115	15	26	29	70	7	149	6	162	367
04:30 PM	0	5	10	15	9	102	10	121	10	28	12	50	10	145	9	164	350
04:45 PM	2	0	10	12	3	99	6	108	8	30	15	53	7	147	8	162	335
Total	5	9	43	57	23	412	24	459	38	121	70	229	28	591	29	648	1393
05:00 PM	0	1	13	14	2	98	5	105	5	20	13	38	8	160	2	170	327
05:15 PM	1	1	11	13	8	139	5	152	11	26	12	49	18	156	6	180	394
05:30 PM	0	0	11	11	7	118	10	135	9	28	20	57	15	136	9	160	363
05:45 PM	1	5	18	24	2	122	5	129	9	32	14	55	18	126	3	147	355
Total	2	7	53	62	19	477	25	521	34	106	59	199	59	578	20	657	1439
Grand Total	13	27	136	176	58	1295	71	1424	102	300	184	586	133	1666	89	1888	4074
Apprch %	7.4	15.3	77.3		4.1	90.9	5		17.4	51.2	31.4		7	88.2	4.7		
Total %	0.3	0.7	3.3	4.3	1.4	31.8	1.7	35	2.5	7.4	4.5	14.4	3.3	40.9	2.2	46.3	
Passenger Vehicles	13	27	135	175	57	1274	69	1400	101	299	182	582	131	1607	88	1826	3983
% Passenger Vehicles	100	100	99.3	99.4	98.3	98.4	97.2	98.3	99	99.7	98.9	99.3	98.5	96.5	98.9	96.7	97.8
Dual Wheeled	0	0	1	1	1	8	2	11	0	1	2	3	2	18	0	20	35
% Dual Wheeled	0	0	0.7	0.6	1.7	0.6	2.8	0.8	0	0.3	1.1	0.5	1.5	1.1	0	1.1	0.9
Buses	0	0	0	0	0	13	0	13	1	0	0	1	0	41	1	42	56
% Buses	0	0	0	0	0	1	0	0.9	1	0	0	0.2	0	2.5	1.1	2.2	1.4

Start Time	Lyman Place Southbound				Hollywood Boulevard Westbound				Rodney Drive Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	13	14	2	98	5	105	5	20	13	38	8	<b>160</b>	2	170	327
05:15 PM	1	1	11	13	8	<b>139</b>	5	<b>152</b>	11	26	12	49	18	156	6	<b>180</b>	<b>394</b>
05:30 PM	0	0	11	11	7	118	10	135	9	28	<b>20</b>	<b>57</b>	15	136	9	160	363
05:45 PM	1	5	18	24	2	122	5	129	9	32	14	55	18	126	3	147	355
Total Volume	2	7	53	62	19	477	25	521	34	106	59	199	59	578	20	657	1439
% App. Total	3.2	11.3	85.5		3.6	91.6	4.8		17.1	53.3	29.6		9	88	3		
PHF	.500	.350	.736	.646	.594	.858	.625	.857	.773	.828	.738	.873	.819	.903	.556	.913	.913

City of Los Angeles  
 N/S: Lyman Place/Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 02\_LAC\_Lyman\_Hol PM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				03:45 PM				04:30 PM			
+0 mins.	0	1	13	14	2	98	5	105	11	23	19	53	10	145	<b>9</b>	164
+15 mins.	<b>1</b>	1	11	13	<b>8</b>	<b>139</b>	5	<b>152</b>	5	<b>37</b>	14	56	7	147	8	162
+30 mins.	0	0	11	11	7	118	<b>10</b>	135	<b>15</b>	26	<b>29</b>	<b>70</b>	8	<b>160</b>	2	170
+45 mins.	1	<b>5</b>	<b>18</b>	<b>24</b>	2	122	5	129	10	28	12	50	<b>18</b>	156	6	<b>180</b>
Total Volume	2	7	53	62	19	477	25	521	41	114	74	229	43	608	25	676
% App. Total	3.2	11.3	85.5		3.6	91.6	4.8		17.9	49.8	32.3		6.4	89.9	3.7	
PHF	.500	.350	.736	.646	.594	.858	.625	.857	.683	.770	.638	.818	.597	.950	.694	.939



City of Los Angeles  
 N/S: Lyman Place/Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 02\_LAC\_Lyman\_Hol PM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 1

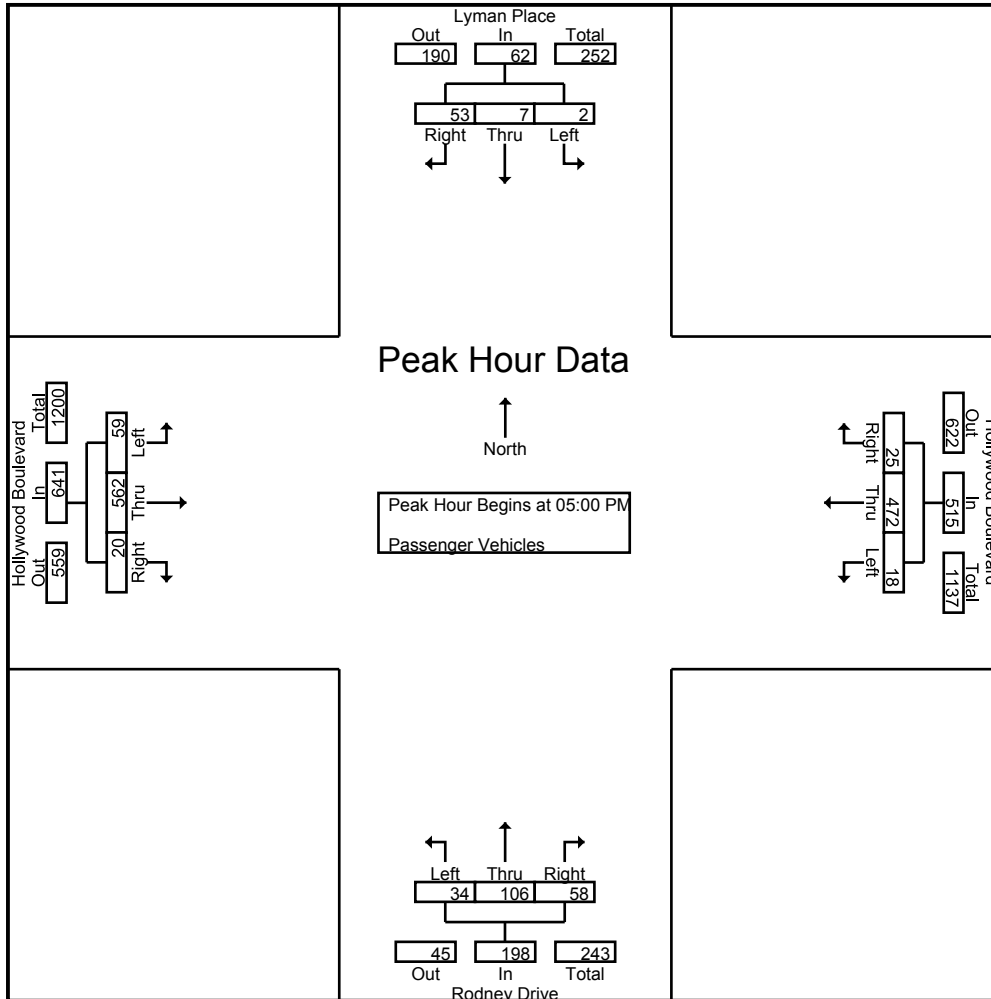
Groups Printed- Passenger Vehicles

Start Time	Lyman Place Southbound				Hollywood Boulevard Westbound				Rodney Drive Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	2	1	5	8	4	86	3	93	8	11	6	25	10	125	13	148	274
03:15 PM	3	1	15	19	2	91	7	100	4	18	13	35	11	128	8	147	301
03:30 PM	1	7	13	21	5	112	9	126	7	21	17	45	9	118	4	131	323
03:45 PM	0	2	7	9	5	110	3	118	11	23	19	53	16	105	14	135	315
Total	6	11	40	57	16	399	22	437	30	73	55	158	46	476	39	561	1213
04:00 PM	2	2	6	10	7	101	4	112	4	37	13	54	4	144	6	154	330
04:15 PM	1	2	17	20	4	106	3	113	15	25	29	69	7	146	6	159	361
04:30 PM	0	5	10	15	9	100	9	118	10	28	12	50	9	138	9	156	339
04:45 PM	2	0	9	11	3	96	6	105	8	30	15	53	6	141	8	155	324
Total	5	9	42	56	23	403	22	448	37	120	69	226	26	569	29	624	1354
05:00 PM	0	1	13	14	2	97	5	104	5	20	13	38	8	155	2	165	321
05:15 PM	1	1	11	13	7	137	5	149	11	26	11	48	18	151	6	175	385
05:30 PM	0	0	11	11	7	117	10	134	9	28	20	57	15	132	9	156	358
05:45 PM	1	5	18	24	2	121	5	128	9	32	14	55	18	124	3	145	352
Total	2	7	53	62	18	472	25	515	34	106	58	198	59	562	20	641	1416
Grand Total	13	27	135	175	57	1274	69	1400	101	299	182	582	131	1607	88	1826	3983
Apprch %	7.4	15.4	77.1		4.1	91	4.9		17.4	51.4	31.3		7.2	88	4.8		
Total %	0.3	0.7	3.4	4.4	1.4	32	1.7	35.1	2.5	7.5	4.6	14.6	3.3	40.3	2.2	45.8	

Start Time	Lyman Place Southbound				Hollywood Boulevard Westbound				Rodney Drive Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	13	14	2	97	5	104	5	20	13	38	8	<b>155</b>	2	165	321
05:15 PM	1	1	11	13	7	<b>137</b>	5	<b>149</b>	11	26	11	48	18	151	6	<b>175</b>	<b>385</b>
05:30 PM	0	0	11	11	7	117	<b>10</b>	134	9	28	<b>20</b>	<b>57</b>	15	132	<b>9</b>	156	358
05:45 PM	1	<b>5</b>	<b>18</b>	<b>24</b>	2	121	5	128	9	<b>32</b>	14	55	18	124	3	145	352
Total Volume	2	7	53	62	18	472	25	515	34	106	58	198	59	562	20	641	1416
% App. Total	3.2	11.3	85.5		3.5	91.7	4.9		17.2	53.5	29.3		9.2	87.7	3.1		
PHF	.500	.350	.736	.646	.643	.861	.625	.864	.773	.828	.725	.868	.819	.906	.556	.916	.919

City of Los Angeles  
 N/S: Lyman Place/Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 02\_LAC\_Lyman\_Hol PM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM							
+0 mins.	0	1	13	14	2	97	5	104	5	20	13	38	8	<b>155</b>	2	165
+15 mins.	<b>1</b>	1	11	13	<b>7</b>	<b>137</b>	5	<b>149</b>	<b>11</b>	26	11	48	<b>18</b>	151	6	<b>175</b>
+30 mins.	0	0	11	11	7	117	<b>10</b>	134	9	28	<b>20</b>	<b>57</b>	15	132	<b>9</b>	156
+45 mins.	1	<b>5</b>	<b>18</b>	<b>24</b>	2	121	5	128	9	<b>32</b>	14	55	18	124	3	145
Total Volume	2	7	53	62	18	472	25	515	34	106	58	198	59	562	20	641
% App. Total	3.2	11.3	85.5		3.5	91.7	4.9		17.2	53.5	29.3		9.2	87.7	3.1	
PHF	.500	.350	.736	.646	.643	.861	.625	.864	.773	.828	.725	.868	.819	.906	.556	.916

City of Los Angeles  
 N/S: Lyman Place/Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 02\_LAC\_Lyman\_Hol PM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 1

Groups Printed- Dual Wheeled

Start Time	Lyman Place Southbound				Hollywood Boulevard Westbound				Rodney Drive Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
04:00 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1	4
04:15 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	1	0	1	3
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	1	3	0	4	5
04:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	1	2	0	3	5
Total	0	0	1	1	0	3	2	5	0	1	1	2	2	7	0	9	17
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	1	1	0	2	0	0	1	1	0	2	0	2	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	1	2	0	3	0	0	1	1	0	5	0	5	9
Grand Total	0	0	1	1	1	8	2	11	0	1	2	3	2	18	0	20	35
Apprch %	0	0	100		9.1	72.7	18.2		0	33.3	66.7		10	90	0		
Total %	0	0	2.9	2.9	2.9	22.9	5.7	31.4	0	2.9	5.7	8.6	5.7	51.4	0	57.1	

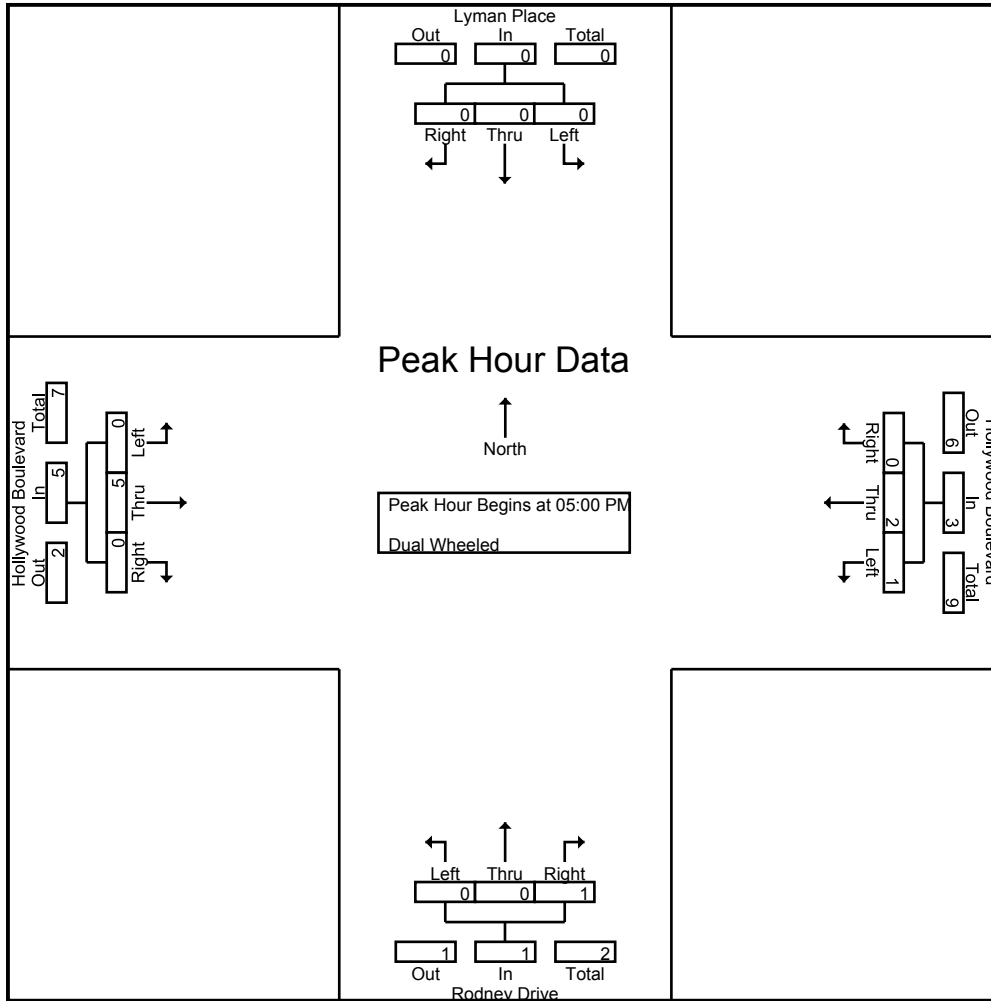
Start Time	Lyman Place Southbound				Hollywood Boulevard Westbound				Rodney Drive Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	1	1	0	2	0	0	1	1	0	2	0	2	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	1	2	0	3	0	0	1	1	0	5	0	5	9
% App. Total	0	0	0		33.3	66.7	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.500	.000	.375	.000	.000	.250	.250	.000	.625	.000	.625	.450

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

City of Los Angeles  
 N/S: Lyman Place/Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 02\_LAC\_Lyman\_Hol PM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	1	1	0	2	0	0	1	1	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	1	2	0	3	0	0	1	1	0	5	0	5
% App. Total	0	0	0	0	33.3	66.7	0	0	0	0	100	0	0	100	0	0
PHF	.000	.000	.000	.000	.250	.500	.000	.375	.000	.000	.250	.250	.000	.625	.000	.625

City of Los Angeles  
 N/S: Lyman Place/Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 02\_LAC\_Lyman\_Hol PM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 1

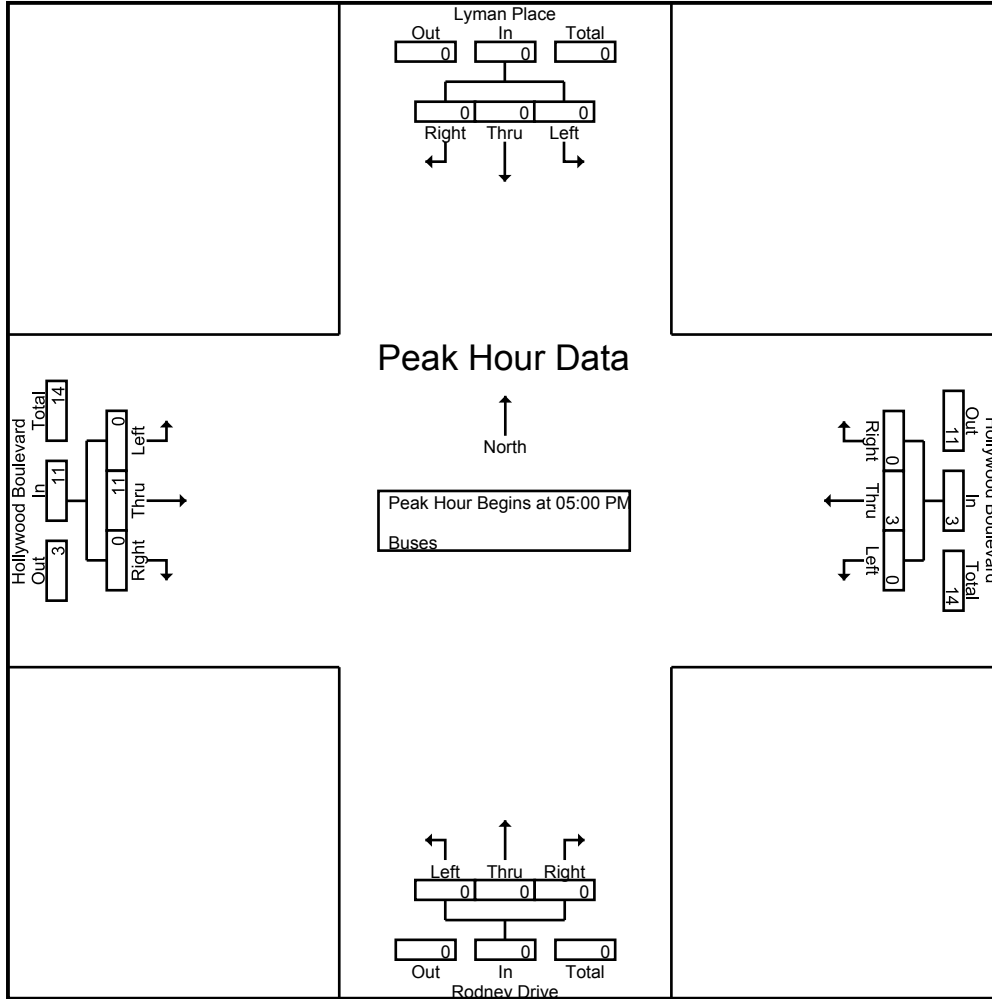
Groups Printed- Buses

Start Time	Lyman Place Southbound				Hollywood Boulevard Westbound				Rodney Drive Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
03:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	15	1	16	20
04:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	5	0	5	7
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
Total	0	0	0	0	0	6	0	6	1	0	0	1	0	15	0	15	22
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	11	0	11	14
Grand Total	0	0	0	0	0	13	0	13	1	0	0	1	0	41	1	42	56
Apprch %	0	0	0		0	100	0		100	0	0		0	97.6	2.4		
Total %	0	0	0		0	23.2	0	23.2	1.8	0	0	1.8	0	73.2	1.8	75	

Start Time	Lyman Place Southbound				Hollywood Boulevard Westbound				Rodney Drive Northbound				Hollywood Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	11	0	11	14
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.688	.000	.688	.700

City of Los Angeles  
 N/S: Lyman Place/Rodney Drive  
 E/W: Hollywood Boulevard  
 Weather: Clear

File Name : 02\_LAC\_Lyman\_Hol PM  
 Site Code : 04123922  
 Start Date : 10/4/2023  
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	11	0	11
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.688	.000	.688





**City Of Los Angeles**  
**Department Of Transportation**  
**MANUAL TRAFFIC COUNT SUMMARY**

STREET:

**North/South** Rodney Drive/Lyman Place

**East/West** Hollywood Boulevard

**Day:** Wednesday **Date:** October 4, 2023 **Weather:** CLEAR

**Hours:** 7-10AM 3-6PM **Staff:** CUI

**School Day:** YES **District:** Hollywood **I/S CODE** 22318

	N/B	S/B	E/B	W/B
<b>DUAL-WHEELED BIKES</b>	5	1	47	34
<b>BUSES</b>	5	4	10	11
<b>BUSES</b>	1	0	90	36

	N/B TIME	S/B TIME	E/B TIME	W/B TIME
<i>AM PK 15 MIN</i>	71 7.30	45 7.45	208 8.15	135 9.00
<i>PM PK 15 MIN</i>	70 4.15	24 5.45	180 5.15	152 5.15
<i>AM PK HOUR</i>	190 7.30	153 7.00	747 7.45	471 8.15
<i>PM PK HOUR</i>	229 3.45	62 5.00	676 4.30	521 5.00

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	55	35	66	156
8-9	32	20	50	102
9-10	21	17	13	51
3-4	30	73	55	158
4-5	38	121	70	229
5-6	34	106	59	199
<b>TOTAL</b>	<b>210</b>	<b>372</b>	<b>313</b>	<b>895</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	9	106	38	153
8-9	8	60	46	114
9-10	8	37	56	101
3-4	6	11	40	57
4-5	5	9	43	57
5-6	2	7	53	62
<b>TOTAL</b>	<b>38</b>	<b>230</b>	<b>276</b>	<b>544</b>

**TOTAL**

N-S	309
216	
152	
215	
286	
261	
<b>1439</b>	

**XING S/L**

Ped	Sch
18	0
18	3
22	2
33	33
10	10
8	8
<b>109</b>	<b>56</b>

**XING N/L**

Ped	Sch
21	2
27	4
19	0
25	25
23	23
22	22
<b>137</b>	<b>76</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	14	408	73	495
8-9	20	612	75	707
9-10	31	439	70	540
3-4	46	497	40	583
4-5	28	591	29	648
5-6	59	578	20	657
<b>TOTAL</b>	<b>198</b>	<b>3125</b>	<b>307</b>	<b>3630</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	106	236	12	354
8-9	61	393	7	461
9-10	57	372	12	441
3-4	16	406	22	444
4-5	23	412	24	459
5-6	19	477	25	521
<b>TOTAL</b>	<b>282</b>	<b>2296</b>	<b>102</b>	<b>2680</b>

**TOTAL**

E-W	849
1168	
981	
1027	
1107	
1178	
<b>6310</b>	

**XING W/L**

Ped	Sch
1	0
1	0
1	0
0	0
0	0
0	0
<b>3</b>	<b>0</b>

**XING E/L**

Ped	Sch
21	8
33	4
15	1
31	31
32	32
37	37
<b>169</b>	<b>113</b>

City of Los Angeles  
 Department of Transportation  
**BICYCLE COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Rodney Drive/Lyman Place		
<b>East/West:</b>	Hollywood Boulevard		
<b>Day:</b>	Wednesday	<b>Date:</b>	10/4/2023
<b>School Day:</b>	Yes	<b>District:</b>	Hollywood
<b>Hours:</b>	7-10 AM, 3-6 PM	<b>Staff:</b>	CUI
		<b>Weather:</b>	CLEAR
		<b>I/S Code:</b>	22318

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	1	0	1
3-4	1	0	0	1
4-5	0	1	0	1
5-6	0	2	0	2
<b>TOTAL</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>5</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	0	1	0	1	1
8-9	0	1	0	1	1
9-10	0	0	1	1	2
3-4	0	0	0	0	1
4-5	0	0	0	0	1
5-6	0	0	1	1	3
<b>TOTAL</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>9</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	0	0	0	0
9-10	0	2	2	4
3-4	0	3	0	3
4-5	0	1	0	1
5-6	1	0	0	1
<b>TOTAL</b>	<b>1</b>	<b>7</b>	<b>2</b>	<b>10</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total	E-W
7-8	0	0	0	0	1
8-9	0	2	0	2	2
9-10	0	2	0	2	6
3-4	0	0	0	0	3
4-5	0	3	0	3	4
5-6	0	3	1	4	5
<b>TOTAL</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>11</b>	<b>21</b>

**REMARKS (6 hour total):**

	NB	SB	EB	WB	TOTAL
- Female Riders	0	0	0	1	1
- No helmet riders	0	2	1	3	6
- Sidewalk Riding	0	0	0	1	1
- Wrong way riding	0	0	0	0	0

NB: Northbound, SB: Southbound, EB: Eastbound, WB: Westbound, I/S: Intersection

Source: CUI

LADOT 2015 CMP

City of Los Angeles  
 Department of Transportation  
**PEDESTRIAN COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Rodney Drive/Lyman Place				
<b>East/West:</b>	Hollywood Boulevard				
<b>Day:</b>	Wednesday	<b>Date:</b>	10/4/2023	<b>Weather:</b>	CLEAR
<b>School Day:</b>	YES	<b>District:</b>	Hollywood	<b>I/S Code:</b>	22318
<b>Hours:</b>	7-10 AM, 3-6 PM	<b>Staff:</b>	CUI		

**AM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	2	4	7	0	13
7:15-7:30	4	7	9	0	20
7:30-7:45	8	2	4	0	14
7:45-8:00	9	5	9	1	24
8:00-8:15	5	7	7	0	19
8:15-8:30	11	5	17	0	33
8:30-8:45	7	9	10	1	27
8:45-9:00	8	0	3	0	11
9:00-9:15	3	5	2	0	10
9:15-9:30	1	5	3	1	10
9:30-9:45	5	5	5	0	15
9:45-10:00	10	9	6	0	25

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	23	18	29	1	71
8 - 9	31	21	37	1	90
9 - 10	19	24	16	1	60
<b>TOTAL</b>	<b>73</b>	<b>63</b>	<b>82</b>	<b>3</b>	<b>221</b>

**PM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	18	26	14	0	58
3:15-3:30	2	4	8	0	14
3:30-3:45	14	20	18	0	52
3:45-4:00	16	16	22	0	54
4:00-4:15	12	10	12	0	34
4:15-4:30	12	2	16	0	30
4:30-4:45	10	4	14	0	28
4:45-5:00	12	4	22	0	38
5:00-5:15	6	8	22	0	36
5:15-5:30	26	4	24	0	54
5:30-5:45	2	4	14	0	20
5:45-6:00	10	0	14	0	24

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	50	66	62	0	178
4 - 5	46	20	64	0	130
5 - 6	44	16	74	0	134
<b>TOTAL</b>	<b>140</b>	<b>102</b>	<b>200</b>	<b>0</b>	<b>442</b>

**REMARKS (6 hour total):**

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
1	0	1	0	2
2	1	2	0	5

**N:** North, **S:** South, **E:** East, **W:** West, **I/S:** Intersection

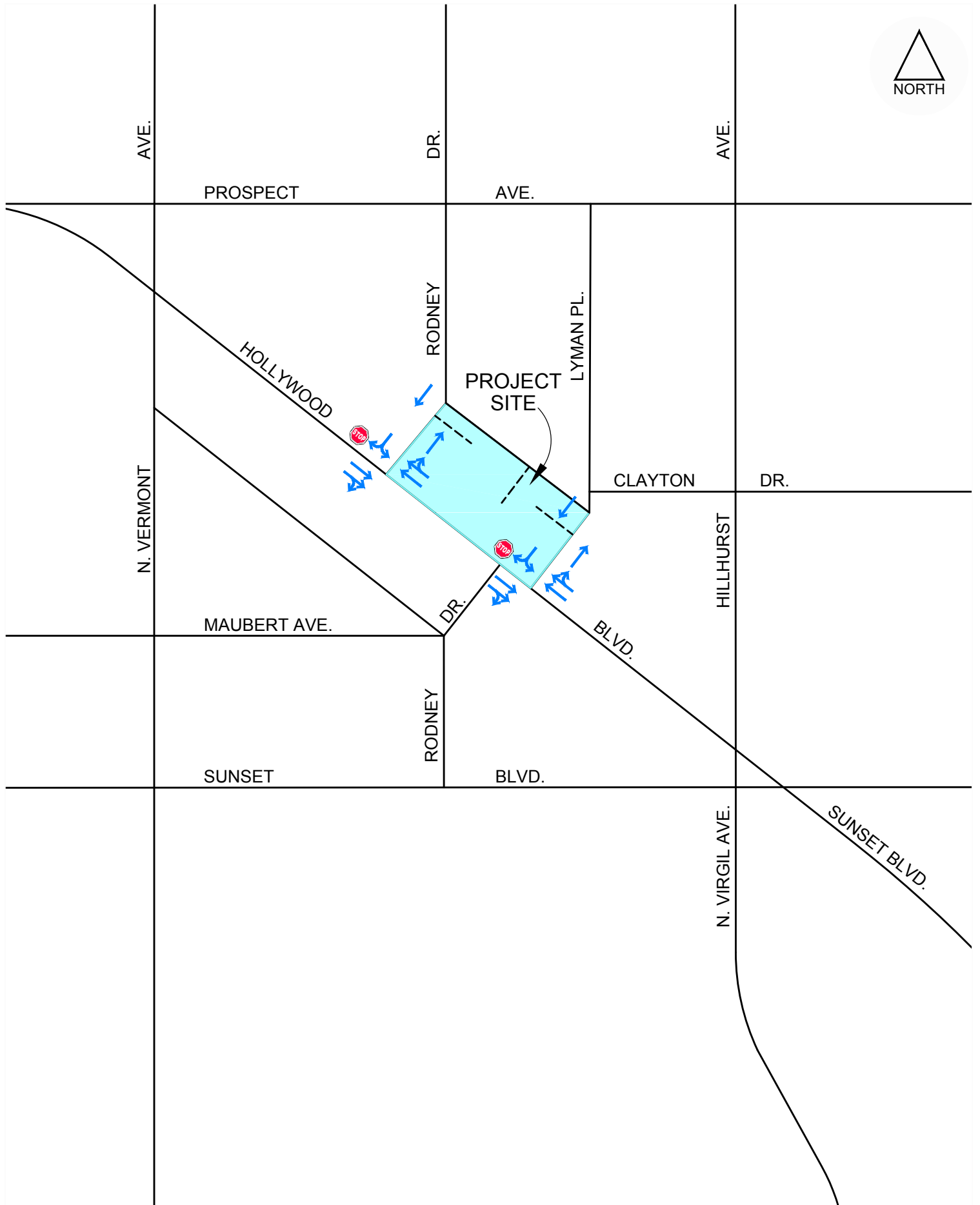
Source:

LADOT 2015 CMP

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## APPENDIX E

### STUDY INTERSECTION GEOMETRICS AND TRAFFIC CONTROL CONDITIONS



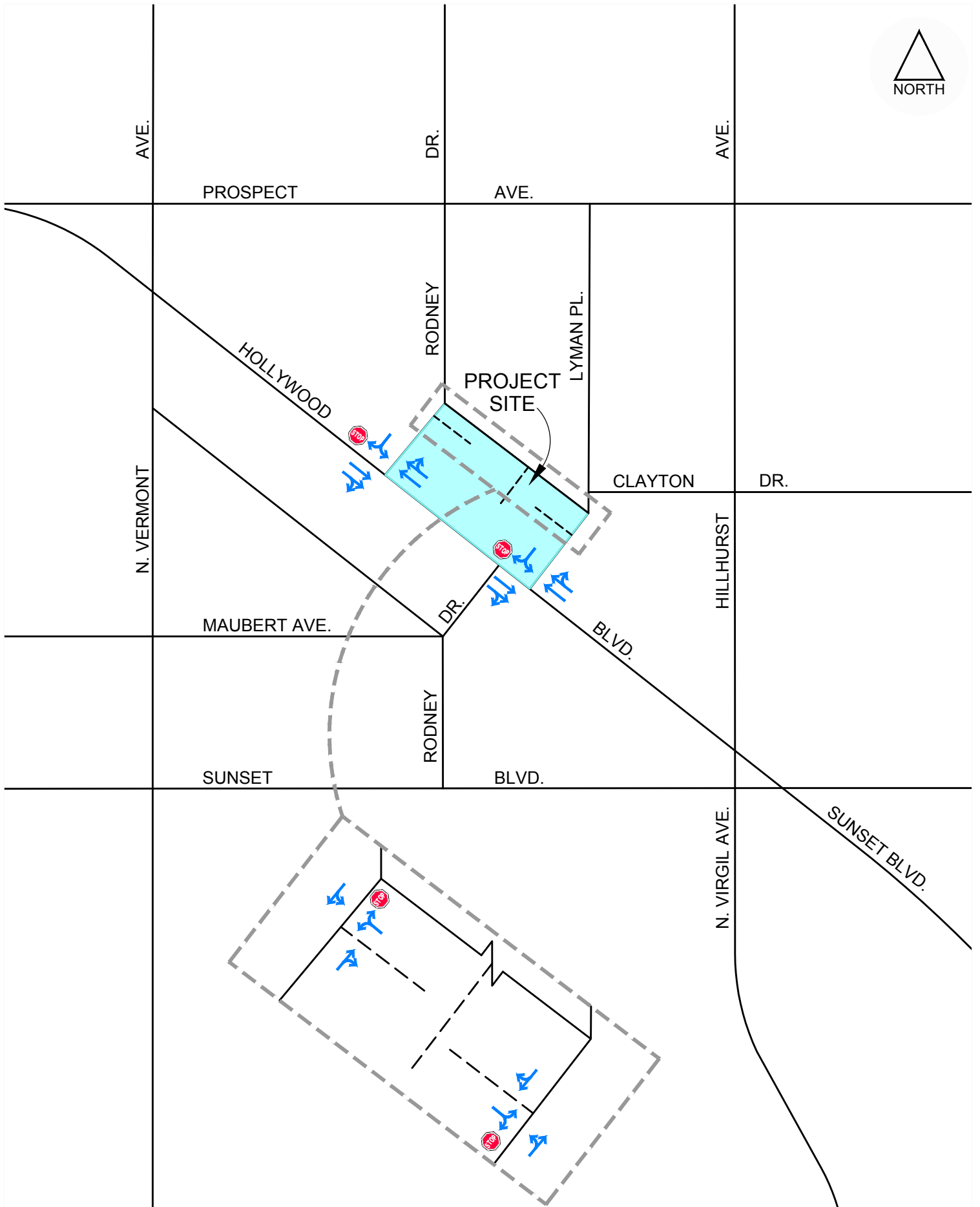
APPENDIX E

1/4/2024  
FN: J:\2023\JC38106 LA 4579 W Hollywood BI MU TIA\Documents\Figs\WorkingFiles\LANE CONFIG

STUDY INTERSECTION GEOMETRICS AND TRAFFIC CONTROL CONDITIONS  
WITHOUT PROJECT CONDITIONS



300 Corporate Pointe, Suite 470  
Culver City, California 90230  
Ph (310) 473 6508 F (310) 444 9771  
WWW.KOACORP.COM



APPENDIX E

1/4/2024  
FN: J:\2023\JC38106 LA 4579 W Hollywood BI MU TIA\Documents\Figs\WorkingFiles\LANE CONFIG



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**APPENDIX F**

**NCHRP REPORT 684: INTERNAL TRIP CAPTURE ESTIMATION TOOL WORKSHEETS**

NCHRP 684 Internal Trip Capture Estimation Tool			
<b>Project Name:</b>	4579 W. Hollywood Blvd. Mixed-Use Project	<b>Organization:</b>	KOA Corporation
<b>Project Location:</b>	4579 W. Hollywood Boulevard, Los Angeles	<b>Performed By:</b>	RJK
<b>Scenario Description:</b>	Existing Use	<b>Date:</b>	18-Oct-23
<b>Analysis Year:</b>	2023	<b>Checked By:</b>	
<b>Analysis Period:</b>	AM Street Peak Hour	<b>Date:</b>	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822	22,835	sf	54	32	22
Restaurant				0		
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses <sup>2</sup>				0		
				54	32	22

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office						
Retail	1.57	8%	18%	1.57	8%	18%
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail	0					
Restaurant	0	0				
Cinema/Entertainment	0	0	0			
Residential	0	0	0	0		
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	84	50	34
Internal Capture Percentage	0%	0%	0%
External Vehicle-Trips <sup>5</sup>	40	24	16
External Transit-Trips <sup>6</sup>	7	4	3
External Non-Motorized Trips <sup>6</sup>	15	9	6

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	0%	0%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

<b>Project Name:</b>	4579 W. Hollywood Blvd. Mixed-Use Project
<b>Analysis Period:</b>	AM Street Peak Hour

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.57	32	50	1.57	22	34
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	10		4	0	5	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		16	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	4		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	9	0	0		0
Hotel	0	2	0	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	0	50	50	24	4	9
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	0	34	34	16	3	6
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A  
<sup>2</sup>Person-Trips  
<sup>3</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator  
\*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
<b>Project Name:</b>	4579 W. Hollywood Blvd. Mixed-Use Project	<b>Organization:</b>	KOA Corporation
<b>Project Location:</b>	4579 W. Hollywood Boulevard, Los Angeles	<b>Performed By:</b>	RJK
<b>Scenario Description:</b>	Existing Use	<b>Date:</b>	18-Oct-23
<b>Analysis Year:</b>	2023	<b>Checked By:</b>	
<b>Analysis Period:</b>	PM Street Peak Hour	<b>Date:</b>	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822	22,835	sf	150	75	75
Restaurant				0		
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses <sup>2</sup>				0		
				150	75	75

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office						
Retail	1.57	8%	18%	1.57	8%	18%
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	236	118	118
Internal Capture Percentage	0%	0%	0%
External Vehicle-Trips <sup>5</sup>	110	55	55
External Transit-Trips <sup>6</sup>	18	9	9
External Non-Motorized Trips <sup>6</sup>	44	22	22

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	0%	0%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

<b>Project Name:</b>	4579 W. Hollywood Blvd. Mixed-Use Project
<b>Analysis Period:</b>	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.57	75	118	1.57	75	118
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	2		34	5	31	6
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		9	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	59		0	0	0
Cinema/Entertainment	0	5	0		0	0
Residential	0	12	0	0		0
Hotel	0	2	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	0	118	118	55	9	22
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	0	118	118	55	9	22
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>2</sup>Person-Trips

<sup>3</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

\*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	42.0%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%



Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	10.0%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	14.0%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%

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## APPENDIX G

### SYNCHRO DELAY AND QUEUE CALCULATION WORKSHEETS

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HCM 6th TWSC  
 1: Hollywood Boulevard & Rodney Drive

12/22/2023

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	14	742	460	14	8	24
Future Vol, veh/h	14	742	460	14	8	24
Conflicting Peds, #/hr	32	0	0	32	43	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	93	93	100	100
Heavy Vehicles, %	0	4	3	0	0	0
Mvmt Flow	16	824	495	15	8	24

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	542	0	0	1022	289
Stage 1	-	-	-	535	-
Stage 2	-	-	-	487	-
Critical Hdwy	4.1	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	1037	-	-	235	714
Stage 1	-	-	-	557	-
Stage 2	-	-	-	589	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1016	-	-	219	698
Mov Cap-2 Maneuver	-	-	-	219	-
Stage 1	-	-	-	530	-
Stage 2	-	-	-	577	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1016	-	-	-	451
HCM Lane V/C Ratio	0.015	-	-	-	0.071
HCM Control Delay (s)	8.6	0.1	-	-	13.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 6th TWSC  
2: Hollywood Boulevard & Lyman Place

12/22/2023

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	49	632	452	8	10	130
Future Vol, veh/h	49	632	452	8	10	130
Conflicting Peds, #/hr	32	0	0	32	43	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	92	92	78	78
Heavy Vehicles, %	0	4	4	0	0	0
Mvmt Flow	54	702	491	9	13	167

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	532	0	0	1030	284
Stage 1	-	-	-	528	-
Stage 2	-	-	-	502	-
Critical Hdwy	4.1	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	1046	-	-	233	719
Stage 1	-	-	-	562	-
Stage 2	-	-	-	579	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1019	-	-	202	699
Mov Cap-2 Maneuver	-	-	-	202	-
Stage 1	-	-	-	500	-
Stage 2	-	-	-	565	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1019	-	-	-	595
HCM Lane V/C Ratio	0.053	-	-	-	0.302
HCM Control Delay (s)	8.7	0.3	-	-	13.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.3

HCM 6th TWSC  
 3: Rodney Drive & Project Driveway

12/22/2023

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	0	0	28	0	0	32
Future Vol, veh/h	0	0	28	0	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	30	0	0	35

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	65	30	0	-	-	-
Stage 1	30	-	-	-	-	-
Stage 2	35	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	941	1044	-	0	0	-
Stage 1	993	-	-	0	0	-
Stage 2	987	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	941	1044	-	-	-	-
Mov Cap-2 Maneuver	941	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	987	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	-	-
HCM Lane V/C Ratio	-	-
HCM Control Delay (s)	-	0
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	-

HCM 6th TWSC  
4: Lyman Place & Project Driveway

12/22/2023

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘↗			↑	↑	
Traffic Vol, veh/h	0	0	0	57	140	0
Future Vol, veh/h	0	0	0	57	140	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	62	152	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	214	152	-	0	-	0
Stage 1	152	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	774	894	0	-	-	0
Stage 1	876	-	0	-	-	0
Stage 2	961	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	774	894	-	-	-	-
Mov Cap-2 Maneuver	774	-	-	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	961	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	0	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	-	-



HCM 6th TWSC  
 1: Hollywood Boulevard & Rodney Drive

12/22/2023

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↔		↔↕	
Traffic Vol, veh/h	26	696	556	35	10	23
Future Vol, veh/h	26	696	556	35	10	23
Conflicting Peds, #/hr	85	0	0	85	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	85	85	92	92
Heavy Vehicles, %	0	3	1	0	0	0
Mvmt Flow	29	782	654	41	11	25

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	780	0	0	1209	433
Stage 1	-	-	-	760	-
Stage 2	-	-	-	449	-
Critical Hdwy	4.1	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	846	-	-	178	576
Stage 1	-	-	-	428	-
Stage 2	-	-	-	616	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	800	-	-	149	545
Mov Cap-2 Maneuver	-	-	-	149	-
Stage 1	-	-	-	379	-
Stage 2	-	-	-	583	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	18.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	800	-	-	-	302
HCM Lane V/C Ratio	0.037	-	-	-	0.119
HCM Control Delay (s)	9.7	0.3	-	-	18.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

HCM 6th TWSC  
2: Hollywood Boulevard & Lyman Place

12/22/2023

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	165	578	496	25	2	60
Future Vol, veh/h	165	578	496	25	2	60
Conflicting Peds, #/hr	44	0	0	44	74	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	86	86	65	65
Heavy Vehicles, %	0	3	1	0	0	0
Mvmt Flow	181	635	577	29	3	92

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	650	0	-	0	1390 347
Stage 1	-	-	-	-	636 -
Stage 2	-	-	-	-	754 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	946	-	-	-	136 655
Stage 1	-	-	-	-	495 -
Stage 2	-	-	-	-	431 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	913	-	-	-	88 632
Mov Cap-2 Maneuver	-	-	-	-	88 -
Stage 1	-	-	-	-	332 -
Stage 2	-	-	-	-	416 -

Approach	EB	WB	SB
HCM Control Delay, s	3	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	913	-	-	-	527
HCM Lane V/C Ratio	0.199	-	-	-	0.181
HCM Control Delay (s)	9.9	1	-	-	13.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.7

HCM 6th TWSC  
3: Rodney Drive & Project Driveway

12/22/2023

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	0	0	61	0	0	33
Future Vol, veh/h	0	0	61	0	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	66	0	0	36

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	102	66	0	-	-	-
Stage 1	66	-	-	-	-	-
Stage 2	36	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	896	998	-	0	0	-
Stage 1	957	-	-	0	0	-
Stage 2	986	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	896	998	-	-	-	-
Mov Cap-2 Maneuver	896	-	-	-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	986	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	-	-
HCM Lane V/C Ratio	-	-
HCM Control Delay (s)	-	0
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	-

HCM 6th TWSC  
4: Lyman Place & Project Driveway

12/22/2023

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘↗			↑	↑	
Traffic Vol, veh/h	0	0	0	190	62	0
Future Vol, veh/h	0	0	0	190	62	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	207	67	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	274	67	-	0	-	0
Stage 1	67	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	716	997	0	-	-	0
Stage 1	956	-	0	-	-	0
Stage 2	828	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	716	997	-	-	-	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	828	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	0	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	-	-

HCM 6th TWSC  
 1: Hollywood Boulevard & Rodney Drive

12/22/2023

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	26	739	466	21	12	35
Future Vol, veh/h	26	739	466	21	12	35
Conflicting Peds, #/hr	32	0	0	32	43	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	93	93	100	100
Heavy Vehicles, %	0	4	3	0	0	0
Mvmt Flow	29	821	501	23	12	35

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	556	0	-	0	1057 296
Stage 1	-	-	-	-	545 -
Stage 2	-	-	-	-	512 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1025	-	-	-	224 706
Stage 1	-	-	-	-	551 -
Stage 2	-	-	-	-	572 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1004	-	-	-	204 690
Mov Cap-2 Maneuver	-	-	-	-	204 -
Stage 1	-	-	-	-	511 -
Stage 2	-	-	-	-	561 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1004	-	-	-	429
HCM Lane V/C Ratio	0.029	-	-	-	0.11
HCM Control Delay (s)	8.7	0.2	-	-	14.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

HCM 6th TWSC  
 2: Hollywood Boulevard & Lyman Place

12/22/2023

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	53	633	453	16	25	143
Future Vol, veh/h	53	633	453	16	25	143
Conflicting Peds, #/hr	32	0	0	32	43	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	92	92	78	78
Heavy Vehicles, %	0	4	4	0	0	0
Mvmt Flow	59	703	492	17	32	183

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	541	0	-	0	1046 289
Stage 1	-	-	-	-	533 -
Stage 2	-	-	-	-	513 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1038	-	-	-	227 714
Stage 1	-	-	-	-	558 -
Stage 2	-	-	-	-	572 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1012	-	-	-	195 694
Mov Cap-2 Maneuver	-	-	-	-	195 -
Stage 1	-	-	-	-	492 -
Stage 2	-	-	-	-	558 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	17.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1012	-	-	-	503
HCM Lane V/C Ratio	0.058	-	-	-	0.428
HCM Control Delay (s)	8.8	0.4	-	-	17.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	2.1



HCM 6th TWSC  
3: Rodney Drive & Project Driveway

12/22/2023

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	2	28	20	4	32
Future Vol, veh/h	15	2	28	20	4	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	2	30	22	4	35

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	84	41	0	0	52	0
Stage 1	41	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	918	1030	-	-	1554	-
Stage 1	981	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	915	1030	-	-	1554	-
Mov Cap-2 Maneuver	915	-	-	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	976	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	927	1554
HCM Lane V/C Ratio	-	-	0.02	0.003
HCM Control Delay (s)	-	-	9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC  
4: Lyman Place & Project Driveway

12/22/2023

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	24	9	60	147	3
Future Vol, veh/h	7	24	9	60	147	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	26	10	65	160	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	247	162	163	0	0
Stage 1	162	-	-	-	-
Stage 2	85	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	741	883	1416	-	-
Stage 1	867	-	-	-	-
Stage 2	938	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	736	883	1416	-	-
Mov Cap-2 Maneuver	736	-	-	-	-
Stage 1	861	-	-	-	-
Stage 2	938	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1416	-	845	-	-
HCM Lane V/C Ratio	0.007	-	0.04	-	-
HCM Control Delay (s)	7.6	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th TWSC  
 1: Hollywood Boulevard & Rodney Drive

12/22/2023

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	39	688	550	42	12	30
Future Vol, veh/h	39	688	550	42	12	30
Conflicting Peds, #/hr	85	0	0	85	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	85	85	92	92
Heavy Vehicles, %	0	3	1	0	0	0
Mvmt Flow	44	773	647	49	13	33

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	781	0	0	1232	433
Stage 1	-	-	-	757	-
Stage 2	-	-	-	475	-
Critical Hdwy	4.1	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	845	-	-	172	576
Stage 1	-	-	-	429	-
Stage 2	-	-	-	597	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	799	-	-	139	545
Mov Cap-2 Maneuver	-	-	-	139	-
Stage 1	-	-	-	366	-
Stage 2	-	-	-	565	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	19.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	799	-	-	-	297
HCM Lane V/C Ratio	0.055	-	-	-	0.154
HCM Control Delay (s)	9.8	0.4	-	-	19.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

HCM 6th TWSC  
2: Hollywood Boulevard & Lyman Place

12/22/2023

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	173	570	491	38	10	65
Future Vol, veh/h	173	570	491	38	10	65
Conflicting Peds, #/hr	44	0	0	44	74	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	86	86	65	65
Heavy Vehicles, %	0	3	1	0	0	0
Mvmt Flow	190	626	571	44	15	100
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	659	0	-	0	1404	352
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	767	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	939	-	-	-	133	650
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	424	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	906	-	-	-	84	627
Mov Cap-2 Maneuver	-	-	-	-	84	-
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	409	-
Approach	EB	WB	SB			
HCM Control Delay, s	3.1	0	21.1			
HCM LOS			C			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	906	-	-	-	337	
HCM Lane V/C Ratio	0.21	-	-	-	0.342	
HCM Control Delay (s)	10	1	-	-	21.1	
HCM Lane LOS	B	A	-	-	C	
HCM 95th %tile Q(veh)	0.8	-	-	-	1.5	

HCM 6th TWSC  
3: Rodney Drive & Project Driveway

12/22/2023

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	1	60	22	4	32
Future Vol, veh/h	10	1	60	22	4	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	1	65	24	4	35

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	120	77	0	0	89	0
Stage 1	77	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	876	984	-	-	1506	-
Stage 1	946	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	873	984	-	-	1506	-
Mov Cap-2 Maneuver	873	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	976	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	882	1506
HCM Lane V/C Ratio	-	-	0.014	0.003
HCM Control Delay (s)	-	-	9.1	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC  
4: Lyman Place & Project Driveway

12/22/2023

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	12	19	192	65	6
Future Vol, veh/h	3	12	19	192	65	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	13	21	209	71	7

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	326	75	78	0	0
Stage 1	75	-	-	-	-
Stage 2	251	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	668	986	1520	-	-
Stage 1	948	-	-	-	-
Stage 2	791	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	657	986	1520	-	-
Mov Cap-2 Maneuver	657	-	-	-	-
Stage 1	933	-	-	-	-
Stage 2	791	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1520	-	896	-	-
HCM Lane V/C Ratio	0.014	-	0.018	-	-
HCM Control Delay (s)	7.4	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



HCM 6th TWSC  
 1: Hollywood Boulevard & Rodney Drive

01/03/2024

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	15	806	522	22	10	27
Future Vol, veh/h	15	806	522	22	10	27
Conflicting Peds, #/hr	32	0	0	32	43	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	93	93	100	100
Heavy Vehicles, %	0	4	3	0	0	0
Mvmt Flow	17	896	561	24	10	27

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	617	0	-	0	1130 327
Stage 1	-	-	-	-	605 -
Stage 2	-	-	-	-	525 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	973	-	-	-	201 675
Stage 1	-	-	-	-	513 -
Stage 2	-	-	-	-	564 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	953	-	-	-	186 660
Mov Cap-2 Maneuver	-	-	-	-	186 -
Stage 1	-	-	-	-	485 -
Stage 2	-	-	-	-	553 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	15.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	953	-	-	-	391
HCM Lane V/C Ratio	0.017	-	-	-	0.095
HCM Control Delay (s)	8.8	0.2	-	-	15.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

HCM 6th TWSC  
 2: Hollywood Boulevard & Lyman Place

01/03/2024

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	28	695	448	9	12	56
Future Vol, veh/h	28	695	448	9	12	56
Conflicting Peds, #/hr	32	0	0	32	43	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	92	92	78	78
Heavy Vehicles, %	0	4	4	0	0	0
Mvmt Flow	31	772	487	10	15	72

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	529	0	-	0	1015 283
Stage 1	-	-	-	-	524 -
Stage 2	-	-	-	-	491 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1048	-	-	-	238 720
Stage 1	-	-	-	-	564 -
Stage 2	-	-	-	-	586 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1021	-	-	-	214 700
Mov Cap-2 Maneuver	-	-	-	-	214 -
Stage 1	-	-	-	-	521 -
Stage 2	-	-	-	-	571 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1021	-	-	-	500
HCM Lane V/C Ratio	0.03	-	-	-	0.174
HCM Control Delay (s)	8.6	0.2	-	-	13.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

HCM 6th TWSC  
3: Rodney Drive & Project Driveway

01/03/2024

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	0	0	36	0	0	36
Future Vol, veh/h	0	0	36	0	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	39	0	0	39

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	78	39	0	-	-	-
Stage 1	39	-	-	-	-	-
Stage 2	39	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	925	1033	-	0	0	-
Stage 1	983	-	-	0	0	-
Stage 2	983	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	925	1033	-	-	-	-
Mov Cap-2 Maneuver	925	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	983	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	-	-
HCM Lane V/C Ratio	-	-
HCM Control Delay (s)	-	0
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	-

HCM 6th TWSC  
4: Lyman Place & Project Driveway

01/03/2024

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘↗			↑	↑	
Traffic Vol, veh/h	0	0	0	60	149	0
Future Vol, veh/h	0	0	0	60	149	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	65	162	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	227	162	-	0	-	0
Stage 1	162	-	-	-	-	-
Stage 2	65	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	761	883	0	-	-	0
Stage 1	867	-	0	-	-	0
Stage 2	958	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	761	883	-	-	-	-
Mov Cap-2 Maneuver	761	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	958	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	0	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	-	-

HCM 6th TWSC  
 1: Hollywood Boulevard & Rodney Drive

01/03/2024

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↔		↔↕	
Traffic Vol, veh/h	27	777	627	42	12	26
Future Vol, veh/h	27	777	627	42	12	26
Conflicting Peds, #/hr	85	0	0	85	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	85	85	92	92
Heavy Vehicles, %	0	3	1	0	0	0
Mvmt Flow	30	873	738	49	13	28

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	872	0	0	1345	479
Stage 1	-	-	-	848	-
Stage 2	-	-	-	497	-
Critical Hdwy	4.1	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	782	-	-	145	538
Stage 1	-	-	-	385	-
Stage 2	-	-	-	582	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	740	-	-	119	509
Mov Cap-2 Maneuver	-	-	-	119	-
Stage 1	-	-	-	335	-
Stage 2	-	-	-	551	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	22.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	740	-	-	-	250
HCM Lane V/C Ratio	0.041	-	-	-	0.165
HCM Control Delay (s)	10.1	0.4	-	-	22.2
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

HCM 6th TWSC  
2: Hollywood Boulevard & Lyman Place

01/03/2024

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	63	654	550	27	3	56
Future Vol, veh/h	63	654	550	27	3	56
Conflicting Peds, #/hr	44	0	0	44	74	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	86	86	65	65
Heavy Vehicles, %	0	3	1	0	0	0
Mvmt Flow	69	719	640	31	5	86

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	715	0	-	0	1272 380
Stage 1	-	-	-	-	700 -
Stage 2	-	-	-	-	572 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	895	-	-	-	162 624
Stage 1	-	-	-	-	459 -
Stage 2	-	-	-	-	534 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	864	-	-	-	131 602
Mov Cap-2 Maneuver	-	-	-	-	131 -
Stage 1	-	-	-	-	384 -
Stage 2	-	-	-	-	515 -

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	864	-	-	-	509
HCM Lane V/C Ratio	0.08	-	-	-	0.178
HCM Control Delay (s)	9.5	0.5	-	-	13.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.6



HCM 6th TWSC  
3: Rodney Drive & Project Driveway

01/03/2024

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	0	0	69	0	0	38
Future Vol, veh/h	0	0	69	0	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	75	0	0	41

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	116	75	0	-	-	-
Stage 1	75	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	880	986	-	0	0	-
Stage 1	948	-	-	0	0	-
Stage 2	981	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	880	986	-	-	-	-
Mov Cap-2 Maneuver	880	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	981	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	-	-
HCM Lane V/C Ratio	-	-
HCM Control Delay (s)	-	0
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	-

HCM 6th TWSC  
4: Lyman Place & Project Driveway

01/03/2024

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↑	
Traffic Vol, veh/h	0	0	0	199	67	0
Future Vol, veh/h	0	0	0	199	67	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	216	73	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	289	73	-	0	-	0
Stage 1	73	-	-	-	-	-
Stage 2	216	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	702	989	0	-	-	0
Stage 1	950	-	0	-	-	0
Stage 2	820	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	702	989	-	-	-	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	820	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	0	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	-	-

HCM 6th TWSC  
 1: Hollywood Boulevard & Rodney Drive

01/03/2024

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	27	803	528	29	14	38
Future Vol, veh/h	27	803	528	29	14	38
Conflicting Peds, #/hr	32	0	0	32	43	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	93	93	100	100
Heavy Vehicles, %	0	4	3	0	0	0
Mvmt Flow	30	892	568	31	14	38

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	631	0	-	0	1165 334
Stage 1	-	-	-	-	616 -
Stage 2	-	-	-	-	549 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	961	-	-	-	190 668
Stage 1	-	-	-	-	507 -
Stage 2	-	-	-	-	548 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	941	-	-	-	171 653
Mov Cap-2 Maneuver	-	-	-	-	171 -
Stage 1	-	-	-	-	465 -
Stage 2	-	-	-	-	537 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	16.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	941	-	-	-	371
HCM Lane V/C Ratio	0.032	-	-	-	0.14
HCM Control Delay (s)	9	0.3	-	-	16.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

HCM 6th TWSC  
 2: Hollywood Boulevard & Lyman Place

01/03/2024

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	30	696	449	17	27	65
Future Vol, veh/h	30	696	449	17	27	65
Conflicting Peds, #/hr	32	0	0	32	43	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	92	92	78	78
Heavy Vehicles, %	0	4	4	0	0	0
Mvmt Flow	33	773	488	18	35	83
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	538	0	-	0	1025	287
Stage 1	-	-	-	-	529	-
Stage 2	-	-	-	-	496	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1040	-	-	-	234	716
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	583	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1014	-	-	-	210	696
Mov Cap-2 Maneuver	-	-	-	-	210	-
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	568	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.6	0		17.1		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1014	-	-	-	414	
HCM Lane V/C Ratio	0.033	-	-	-	0.285	
HCM Control Delay (s)	8.7	0.2	-	-	17.1	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2	

HCM 6th TWSC  
3: Rodney Drive & Project Driveway

01/03/2024

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	2	36	20	4	36
Future Vol, veh/h	15	2	36	20	4	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	2	39	22	4	39

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	97	50	0	0	61	0
Stage 1	50	-	-	-	-	-
Stage 2	47	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	902	1018	-	-	1542	-
Stage 1	972	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	899	1018	-	-	1542	-
Mov Cap-2 Maneuver	899	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	972	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	912	1542
HCM Lane V/C Ratio	-	-	0.02	0.003
HCM Control Delay (s)	-	-	9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC  
4: Lyman Place & Project Driveway

01/03/2024

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	24	9	63	156	3
Future Vol, veh/h	7	24	9	63	156	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	26	10	68	170	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	260	172	173	0	-
Stage 1	172	-	-	-	-
Stage 2	88	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	729	872	1404	-	-
Stage 1	858	-	-	-	-
Stage 2	935	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	724	872	1404	-	-
Mov Cap-2 Maneuver	724	-	-	-	-
Stage 1	852	-	-	-	-
Stage 2	935	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1404	-	834	-	-
HCM Lane V/C Ratio	0.007	-	0.04	-	-
HCM Control Delay (s)	7.6	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



HCM 6th TWSC  
 1: Hollywood Boulevard & Rodney Drive

01/03/2024

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	40	769	621	49	14	33
Future Vol, veh/h	40	769	621	49	14	33
Conflicting Peds, #/hr	85	0	0	85	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	85	85	92	92
Heavy Vehicles, %	0	3	1	0	0	0
Mvmt Flow	45	864	731	58	15	36

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	874	0	-	0	1367 480
Stage 1	-	-	-	-	845 -
Stage 2	-	-	-	-	522 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	781	-	-	-	141 537
Stage 1	-	-	-	-	387 -
Stage 2	-	-	-	-	566 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	739	-	-	-	111 508
Mov Cap-2 Maneuver	-	-	-	-	111 -
Stage 1	-	-	-	-	323 -
Stage 2	-	-	-	-	535 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	23.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	739	-	-	-	246
HCM Lane V/C Ratio	0.061	-	-	-	0.208
HCM Control Delay (s)	10.2	0.5	-	-	23.4
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8

HCM 6th TWSC  
2: Hollywood Boulevard & Lyman Place

01/03/2024

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	66	646	545	40	11	59
Future Vol, veh/h	66	646	545	40	11	59
Conflicting Peds, #/hr	44	0	0	44	74	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	86	86	65	65
Heavy Vehicles, %	0	3	1	0	0	0
Mvmt Flow	73	710	634	47	17	91

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	725	0	-	0	1277 385
Stage 1	-	-	-	-	702 -
Stage 2	-	-	-	-	575 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	887	-	-	-	161 619
Stage 1	-	-	-	-	458 -
Stage 2	-	-	-	-	532 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	856	-	-	-	129 597
Mov Cap-2 Maneuver	-	-	-	-	129 -
Stage 1	-	-	-	-	380 -
Stage 2	-	-	-	-	513 -

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	18.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	856	-	-	-	380
HCM Lane V/C Ratio	0.085	-	-	-	0.283
HCM Control Delay (s)	9.6	0.6	-	-	18.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.1

HCM 6th TWSC  
3: Rodney Drive & Project Driveway

01/03/2024

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	10	1	68	22	4	37
Future Vol, veh/h	10	1	68	22	4	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	1	74	24	4	40

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	134	86	0	0	98
Stage 1	86	-	-	-	-
Stage 2	48	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	860	973	-	-	1495
Stage 1	937	-	-	-	-
Stage 2	974	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	857	973	-	-	1495
Mov Cap-2 Maneuver	857	-	-	-	-
Stage 1	937	-	-	-	-
Stage 2	971	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	866	1495
HCM Lane V/C Ratio	-	-	0.014	0.003
HCM Control Delay (s)	-	-	9.2	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC  
4: Lyman Place & Project Driveway

01/03/2024

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	3	12	19	201	70	6
Future Vol, veh/h	3	12	19	201	70	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	13	21	218	76	7

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	340	80	83	0	0
Stage 1	80	-	-	-	-
Stage 2	260	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	656	980	1514	-	-
Stage 1	943	-	-	-	-
Stage 2	783	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	646	980	1514	-	-
Mov Cap-2 Maneuver	646	-	-	-	-
Stage 1	928	-	-	-	-
Stage 2	783	-	-	-	-


Approach	EB	NB	SB
HCM Control Delay, s	9.1	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1514	-	888	-	-
HCM Lane V/C Ratio	0.014	-	0.018	-	-
HCM Control Delay (s)	7.4	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE4579 W Hollywood Blvd  
DOT Case No. CEN23-56162

Date: March 29, 2024

To: Brenda Kahinju, Administrative Clerk  
Department of City Planning

 Digitally signed by Eileen Hunt  
Date: 2024.03.29 10:24:50 -07'00'

From: Eileen Hunt, Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 4579 WEST HOLLYWOOD BOULEVARD (ENV-2023-2839-EAF)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by KOA, A Lochner Company, dated January 5, 2024, for the proposed mixed-use project located at 4579 West Hollywood Boulevard within the Central Area Planning Commission (APC) and a Transit Oriented Community (TOC) Tier 4. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), as described below.

## DISCUSSION AND FINDINGS

### A. Project Description

The project proposes to replace a 22,835 square-foot commercial retail building with a mixed-use building on the northwest corner of Hollywood Boulevard and Lyman Place. The project will include 181 (161 multi-family and 20 affordable) residential dwelling units, ground-floor commercial space for 4,861 square feet of retail and 9,030 square feet of high-turnover restaurant, and three levels (one at-grade levels for retail and two subterranean levels for residential) of parking with 263 vehicular parking spaces. The project will also provide up to 104 bicycle parking spaces: 91 residential and 11 commercial spaces. Commercial vehicle access will be provided via two driveways: one along Rodney Drive and the other along the alley that bounds the project to the north. Residential vehicular access will be provided via a driveway along Lyman Place as Illustrated in **Attachment A**. Pedestrian access will be provided along Hollywood Boulevard separate from the vehicular access. The project is expected to be completed by 2027.

### B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9<sup>th</sup> Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1 and T-3. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The LADOT TAG provide instructions on preparing transportation assessments for land use proposals and define the significant impact thresholds.

The LADOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT identified distinct thresholds for significant VMT impacts for each of the seven APC areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by KOA, the project proposes to incorporate the TDM strategies of reduce parking supply by providing 263 of the 383 Code-required parking spaces and include bike parking per Los Angeles Municipal Code (LAMC) as project design features. With the application of these TDM strategies, the proposed project is projected to have a Household VMT per capita of 5.0 and no Work VMT. Therefore, it is concluded that implementation of the project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

E. Access and Circulation

During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The



authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Therefore, LADOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. Commercial vehicular access would be provided via two driveways: one along Rodney Drive that bounds the project to the west and the other along the alley that bounds the project to the north. Residential vehicular access would be provided via a driveway along Lyman Place that bounds the project to the east. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at several locations. LADOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

## PROJECT REQUIREMENTS

### Non-CEQA-Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Parking Requirements

The project would provide parking for 263 vehicles and 104 bicycles. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project within a TOC Tier 4.

2. Highway Dedication and Street Widening Requirements

Per the Mobility Plan 2035, **Hollywood Boulevard**, an Avenue I, would require a 35-foot half-width roadway within a 50-foot half-width right-of-way and **Lyman Place** and **Rodney Drive**, both a Local Street, would require an 18-foot half-width roadway within a 30-foot half width right-of-way. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access and Circulation

The conceptual site plan for the project (**Attachment A**) is acceptable to LADOT. Commercial vehicular access would be provided via a driveway along Rodney Drive and the adjacent alley. Residential vehicular access will be provided via a driveway along Lyman Place. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveway should be coordinated with LADOT's Citywide Planning Coordination Section <ladot.onestop.@lacity.org>. In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's driveway placement and design.

4. Worksite Traffic Control Requirements

LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/businesses/temporary-traffic-control-plans> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update which is expected to be completed prior to the anticipated construction of this project, if approved.

6. Development Review Fees

Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Jose Cardenas of my staff at (213) 972-4995.

Attachments

*I:\Letters\2024\CEN23-56162\_4579 W Hollywood\_MU\_Itr.docx*

c: Mashael Majid, Council District 4  
Hokchi Chiu, Central District, BOE  
Oliver Hou, Hollywood-Wilshire District, DOT  
Taimour Tanavoli, Case Management Office, DOT  
George Rhyner/Ashley Yao, KOA

Attachment A  
CEN23-56162\_4579 Hollywood Bl

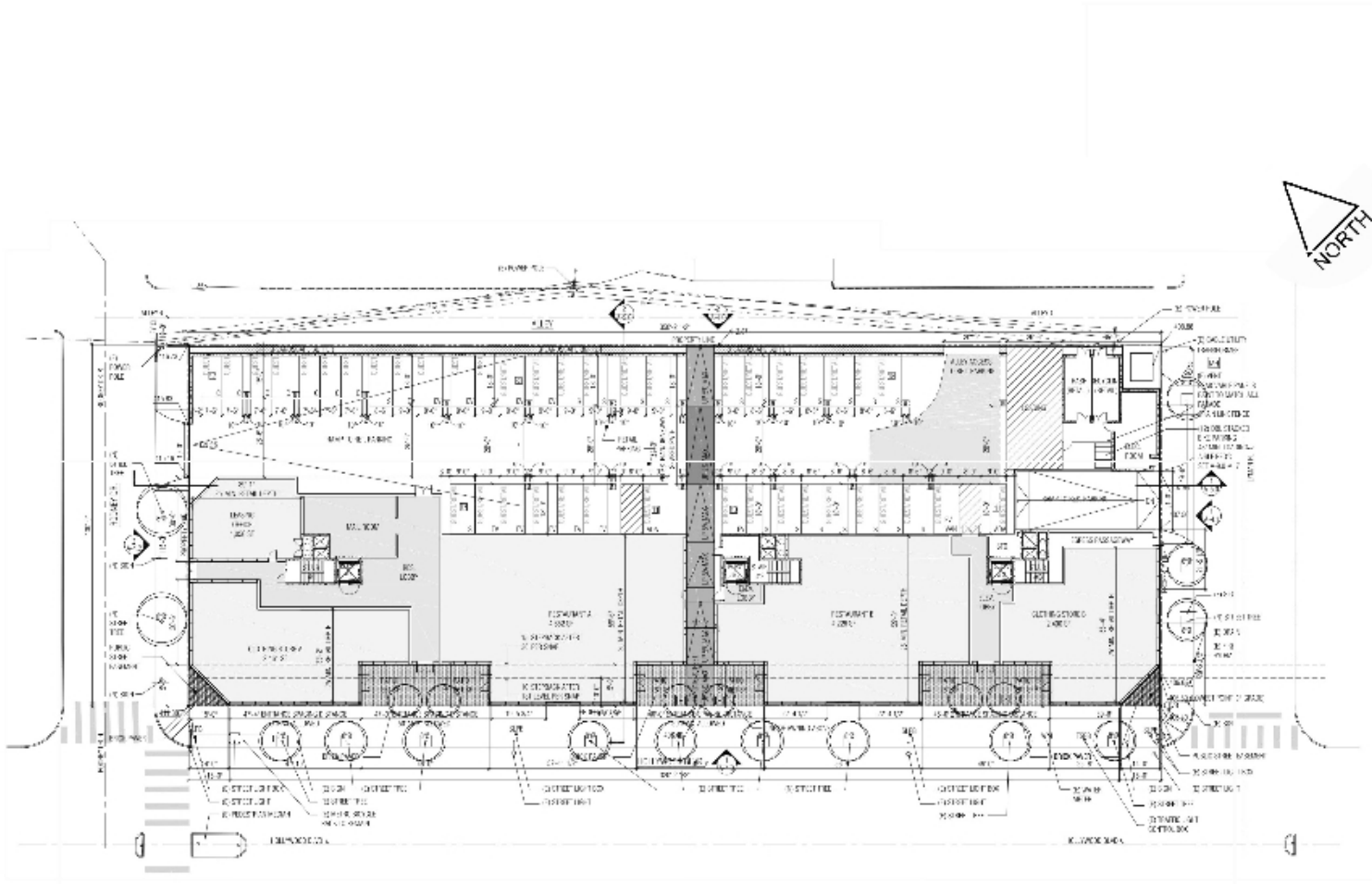


FIGURE 2



**Attachment B**  
**CEN23-56162\_4579 Hollywood Bl**

**CITY OF LOS ANGELES VMT CALCULATOR Version 1.4**



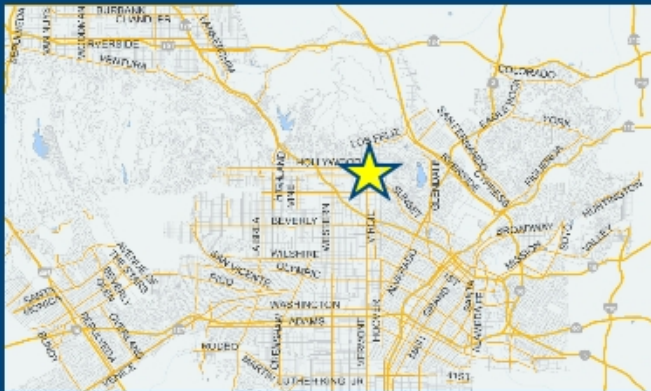
*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

**Project Information**

Project:

Scenario:  [www](#)

Address:



**Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?**

Yes  No

**Existing Land Use**

Land Use Type	Value	Unit	
Retail   General Retail	22.835	ksf	+
Retail   General Retail	22.835	ksf	

[Click here to add a single custom land use type \(will be included in the above list\)](#)

**Proposed Project Land Use**

Land Use Type	Value	Unit	
Retail   High-Turnover Sit-Down Restaurant	9.03	ksf	+
Housing   Multi-Family	161	DU	
Retail   General Retail	4.861	ksf	
Retail   High-Turnover Sit-Down Restaurant	9.03	ksf	
Housing   Affordable Housing - Family	20	DU	

[Click here to add a single custom land use type \(will be included in the above list\)](#)

**Project Screening Summary**

Existing Land Use	Proposed Project
<b>701</b> Daily Vehicle Trips	<b>1,440</b> Daily Vehicle Trips
<b>4,507</b> Daily VMT	<b>9,332</b> Daily VMT
<b>Tier 1 Screening Criteria</b>	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
<b>Tier 2 Screening Criteria</b>	
The net increase in daily trips < 250 trips	<b>739</b> Net Daily Trips
The net increase in daily VMT ≤ 0	<b>4,825</b> Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	<b>13.891</b> ksf
<b>The proposed project is required to perform VMT analysis.</b>	



# CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

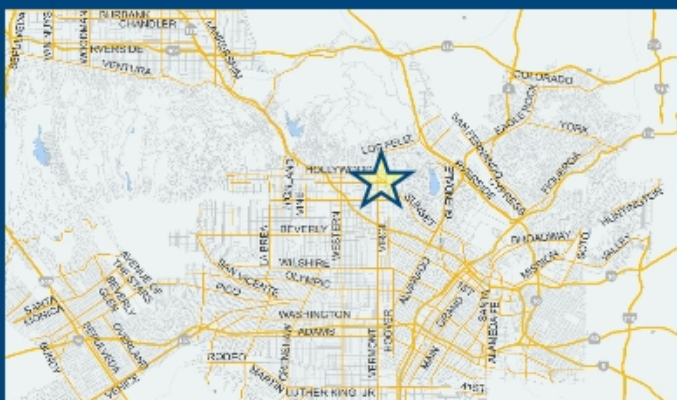


## Project Information

Project:

Scenario:

Address: 4579 W HOLLYWOOD BLVD, 90027



Proposed Project Land Use Type	Value	Unit
Housing   Multi-Family	161	DU
Retail   General Retail	4.861	ksf
Retail   High-Turnover Sit-Down Restaurant	9.03	ksf
Housing   Affordable Housing - Family	20	DU

## TDM Strategies

Select each section to show individual strategies  
 Use  to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

- A** Parking
- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
  - Implement/Improve On-street Bicycle Facility Select Proposed Prj or Mitigation to include this strategy  
 Proposed Prj  Mitigation
  - Include Bike Parking Per LAMC Select Proposed Prj or Mitigation to include this strategy  
 Proposed Prj  Mitigation
  - Include Secure Bike Parking and Showers Select Proposed Prj or Mitigation to include this strategy  
 Proposed Prj  Mitigation
- G** Neighborhood Enhancement

## Analysis Results

Proposed Project	With Mitigation
<b>1,251</b> Daily Vehicle Trips	<b>1,251</b> Daily Vehicle Trips
<b>8,115</b> Daily VMT	<b>8,115</b> Daily VMT
<b>5.0</b> Household VMT per Capita	<b>5.0</b> Household VMT per Capita
<b>N/A</b> Work VMT per Employee	<b>N/A</b> Work VMT per Employee
Significant VMT Impact?	
<b>Household: No</b> Threshold = 6.0 15% Below APC	<b>Household: No</b> Threshold = 6.0 15% Below APC
<b>Work: N/A</b> Threshold = 7.6 15% Below APC	<b>Work: N/A</b> Threshold = 7.6 15% Below APC





# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: March 6, 2024

Project Name:

Project Scenario:

Project Address: 4579 W HOLLYWOOD BLVD, 90027



Version 1.4

Project Information			
Land Use Type	Value	Units	
<b>Housing</b>	<i>Single Family</i>	0	DU
	<b>Multi Family</b>	161	DU
	<i>Townhouse</i>	0	DU
	<i>Hotel</i>	0	Rooms
	<i>Motel</i>	0	Rooms
<b>Affordable Housing</b>	<b>Family</b>	20	DU
	<i>Senior</i>	0	DU
	<i>Special Needs</i>	0	DU
	<i>Permanent Supportive</i>	0	DU
<b>Retail</b>	<b>General Retail</b>	4.861	ksf
	<i>Furniture Store</i>	0.000	ksf
	<i>Pharmacy/Drugstore</i>	0.000	ksf
	<i>Supermarket</i>	0.000	ksf
	<i>Bank</i>	0.000	ksf
	<i>Health Club</i>	0.000	ksf
	<b>High-Turnover Sit-Down Restaurant</b>	9.030	ksf
	<i>Fast-Food Restaurant</i>	0.000	ksf
	<i>Quality Restaurant</i>	0.000	ksf
	<i>Auto Repair</i>	0.000	ksf
	<i>Home Improvement</i>	0.000	ksf
	<i>Free-Standing Discount</i>	0.000	ksf
	<i>Movie Theater</i>	0	Seats
	<b>Office</b>	<i>General Office</i>	0.000
<i>Medical Office</i>		0.000	ksf
<b>Industrial</b>	<i>Light Industrial</i>	0.000	ksf
	<i>Manufacturing</i>	0.000	ksf
	<i>Warehousing/Self-Storage</i>	0.000	ksf
<b>School</b>	<i>University</i>	0	Students
	<i>High School</i>	0	Students
	<i>Middle School</i>	0	Students
	<i>Elementary</i>	0	Students
	<i>Private School (K-12)</i>	0	Students
<b>Other</b>	0	Trips	



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: March 6, 2024

Project Name:

Project Scenario:

Project Address: 4579 W HOLLYWOOD BLVD, 90027



Version 1.4

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: March 6, 2024

Project Name:

Project Scenario:

Project Address: 4579 W HOLLYWOOD BLVD, 90027



Version 1.4

<b>Analysis Results</b>			
Total Employees: 46			
Total Population: 426			
<b>Proposed Project</b>		<b>With Mitigation</b>	
1,251	Daily Vehicle Trips	1,251	Daily Vehicle Trips
8,115	Daily VMT	8,115	Daily VMT
5	Household VMT per Capita	5	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
<b>Significant VMT Impact?</b>			
<b>APC: Central</b>			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
<b>Proposed Project</b>		<b>With Mitigation</b>	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: March 6, 2024

Project Name:

Project Scenario:

Project Address: 4579 W HOLLYWOOD BLVD, 90027



Version 1.4

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	383	383
		Actual parking provision (spaces)	263	263
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: March 6, 2024

Project Name:

Project Scenario:

Project Address: 4579 W HOLLYWOOD BLVD, 90027



Version 1.4

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
<b>Transit</b>	<i>Reduce transit headways</i>	<i>Reduction in headways (increase in frequency) (%)</i>	0%	
		<i>Existing transit mode share (as a percent of total daily trips) (%)</i>	0%	
		<i>Lines within project site improved (&lt;50%, &gt;=50%)</i>	0	
	<i>Implement neighborhood shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees and residents eligible (%)</i>	0%	0%
	<i>Transit subsidies</i>	<i>Employees and residents eligible (%)</i>	0%	0%
<i>Amount of transit subsidy per passenger (daily equivalent) (\$)</i>		\$0.00	\$0.00	
<b>Education &amp; Encouragement</b>	<i>Voluntary travel behavior change program</i>	<i>Employees and residents participating (%)</i>	0%	
	<i>Promotions and marketing</i>	<i>Employees and residents participating (%)</i>	0%	
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: March 6, 2024

Project Name:

Project Scenario:

Project Address: 4579 W HOLLYWOOD BLVD, 90027



Version 1.4

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
<b>Commuter Trip Reductions</b>	<i>Required commute trip reduction program</i>	<i>Employees participating (%)</i>	0%	0%
	<i>Alternative Work Schedules and Telecommute</i>	<i>Employees participating (%)</i>	0%	0%
		<i>Type of program</i>	0	0
	<i>Employer sponsored vanpool or shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees eligible (%)</i>	0%	0%
		<i>Employer size (small, medium, large)</i>	0	0
<i>Ride-share program</i>	<i>Employees eligible (%)</i>	0%	0%	
<b>Shared Mobility</b>	<i>Car share</i>	<i>Car share project setting (Urban, Suburban, All Other)</i>	0	0
	<i>Bike share</i>	<i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i>	0	0
		<i>School carpool program</i>	<i>Level of implementation (Low, Medium, High)</i>	0
(cont. on following page)				



TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
<b>Bicycle Infrastructure</b>	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	<b>Include Bike parking per LAMC</b>	<b>Meets City Bike Parking Code (Yes/No)</b>	Yes	Yes
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, &amp; repair station (Yes/No)</i>	0	0
<b>Neighborhood Enhancement</b>	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: March 6, 2024

Project Name:

Project Scenario:

Project Address: 4579 W HOLLYWOOD BLVD, 90027



Version 1.4

### TDM Adjustments by Trip Purpose & Strategy

#### Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Parking</b>	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
<b>Transit</b>	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Education &amp; Encouragement</b>	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Commute Trip Reductions</b>	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Shared Mobility</b>	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: March 6, 2024

Project Name:

Project Scenario:

Project Address: 4579 W HOLLYWOOD BLVD, 90027



Version 1.4

### TDM Adjustments by Trip Purpose & Strategy, Cont.

#### Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		<b>Bicycle Infrastructure</b>	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

### Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	<b>COMBINED TOTAL</b>	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
<b>MAX. TDM EFFECT</b>	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

Note:  $(1 - [(1-A) * (1-B) \dots])$  reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: March 6, 2024

Project Name:

Project Scenario:

Project Address: 4579 W HOLLYWOOD BLVD, 90027



Version 1.4

### MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	161	-24.8%	121	8.7	1,401	1,053
Home Based Other Production	446	-40.4%	266	5.3	2,364	1,410
Non-Home Based Other Production	421	-5.7%	397	7.7	3,242	3,057
Home-Based Work Attraction	66	-34.8%	43	8.2	541	353
Home-Based Other Attraction	700	-47.7%	366	5.2	3,640	1,903
Non-Home Based Other Attraction	263	-6.1%	247	6.3	1,657	1,556

### MXD Methodology with TDM Measures

	Proposed Project			Project with Mitigation Measures		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.0%	105	916	-13.0%	105	916
Home Based Other Production	-13.0%	231	1,226	-13.0%	231	1,226
Non-Home Based Other Production	-13.0%	345	2,658	-13.0%	345	2,658
Home-Based Work Attraction	-13.0%	37	307	-13.0%	37	307
Home-Based Other Attraction	-13.0%	318	1,655	-13.0%	318	1,655
Non-Home Based Other Attraction	-13.0%	215	1,353	-13.0%	215	1,353

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 426

Total Employees: 46

APC: Central

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	<b>2,142</b>	<b>2,142</b>
Total Home Based Work Attraction VMT	<b>307</b>	<b>307</b>
Total Home Based VMT Per Capita	<b>5.0</b>	<b>5.0</b>
Total Work Based VMT Per Employee	<b>N/A</b>	<b>N/A</b>

# Attachment C

## CEN23-56162\_4579 Hollywood Bl

**Table 10: Future (2027) Traffic Conditions  
Intersection Delay Summary**

Study Intersections		Peak Hour	Future 2027 Without Project Conditions		Future 2027 Plus Project Conditions		Change in Delay <sup>3</sup>
			Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	
1	Hollywood Boulevard & Rodney Drive*	AM	15.2	C	16.3	C	1.1
		PM	22.2	C	23.4	C	1.2
2	Hollywood Boulevard & Lyman Place*	AM	13.7	B	17.1	C	3.4
		PM	13.6	B	18.2	C	4.6
3	Rodney Drive & Project Driveway*	AM	-	-	9.0	A	-
		PM	-	-	9.2	A	-
4	Lyman Place & Project Driveway*	AM	-	-	9.5	A	-
		PM	-	-	9.1	A	-

\*Unsignalized Intersection- Delay is based on higher delay at stop approach

<sup>1</sup> Delay in seconds

<sup>2</sup> LOS = Level of Service

<sup>3</sup> Change in delay reported in seconds

<sup>4</sup> HCM6th Edition methodology does not support Non-NEMA phasing, therefore, HCM2000 results reported.

DIR-2023-2838-TOC-SPP-SPR-HCA-1A

EXHIBITS

4579 West Hollywood Boulevard

(4601-6427 W. Hollywood Boulevard, 4571-4579 W. Hollywood Boulevard, 1561 N. Lyman Place)

**EXHIBIT F – APPLICANT’S APPEAL RESPONSE, DATED DECEMBER 18, 2024**



Rincon Consultants, Inc.  
250 East 1st Street, Suite 1400  
Los Angeles, California 90012  
213-788-4842

December 18, 2024  
Project No: 23-14957

Kristen Harrison  
Z Wayne Griffin Trust B  
625 Magnolia Avenue, Pasadena, CA 91106  
Via email: [Danny@wtarch.com](mailto:Danny@wtarch.com)

**Subject: 4579 West Hollywood Boulevard Project,  
Response Letter to Appeal Comment**

Dear Kristen:

Rincon Consultants, Inc. (Rincon) has prepared a response to a comment in an appeal letter received by the Los Angeles Department of City Planning following the Planning Director's September 17, 2024 determination that a Class 32 Categorical Exemption applies to the 4579 West Hollywood Boulevard Project. The appeal letter was filed within the appeal period for the project on November 26, 2024 by Hayley Uno of Lozeau Drury LLP law firm on behalf of Supporters Alliance for Environmental Responsibility (SAFER), who are herein referred to as "appellant".

Rincon previously prepared a Noise and Vibration Study and an Air Quality Study analyzing long-term and short-term air quality and noise impacts associated with the project. Rincon understands that these studies were used in support of a Class 32 Categorical Exemption for the project. Based on Rincon's review of the appellant's letter, which is attached, the appellant does not present specific comments or other concerns related to the findings of the Air Quality Study. Rather, with respect to air quality, the appellant states indoor air quality concerns from exposure to formaldehyde in their letter. Although this is an impact of the environment on the project, and, therefore, generally outside the scope of CEQA for a Class 32 Categorical Exemption, Rincon has prepared a response to the appellant's comment.

The following discussion includes a summary of the appellant's comment and a response to the specific air quality and noise concerns raised by the appellant.

**Appeal Comment:** The appellant states that Baseline Environmental Consulting reviewed the Project's Noise and Vibration Study and asserts that Project construction noise would exceed the City's 2006 L.A. CEQA Thresholds Guide threshold of 5 dBA (A-weighted decibel) above the existing ambient at a noise-sensitive receptor.

**Response:** The appellant references the City's outdated CEQA Thresholds Guide from 2006. Since publication of this document, the City Planning Department adopted more recent construction noise and vibration CEQA thresholds in their Construction Noise and Vibration Updates to Thresholds and Methodology document. Pursuant to CEQA, and based on substantial evidence, the City uses an absolute threshold of 80 dBA Leq (8-hour) at sensitive receptors for the purposes of determining a potentially significant impact from daytime construction activity. Based on the appellant's calculations, they are predicting that Project construction noise even with RCM-1 would be up to 83 dBA at the nearby multi-family residential building. This is inaccurate since adherence to RCM-1 will require that Project construction noise not exceed the City's standards in the LAMC Section 112.05, which includes a limit of 75 dBA. The Noise Study demonstrates that the use of sound mufflers to comply with RCM-





1 would reduce construction noise by at least 6 dBA and up to 12 dBA. Contrary to the appellant's assertion that a 28-foot distance should be used to estimate construction noise levels, the use of an acoustical center, as done in the Noise Study, is appropriate per guidance from the Federal Transit Administration (FTA 2018) and because the threshold is an average noise level (Leq being the energy average) and not a maximum noise level. Therefore, use of an acoustical center to estimate impacts is appropriate. The appellant overestimates Project construction noise by using the closest distance of 28 feet to the nearby multi-family residence. Through compliance with RCM-1, Project construction noise would be reduced to 75 dBA or less, which is below the City's new construction noise threshold of 80 dBA Leq (8-hour) as well as adhering to noise standards in the LAMC.

**Appeal Comment:** The appellant references a determination on the project made by a certified Industrial Hygienist stating that the project will expose residents and commercial employees to significant impacts related to indoor air quality, particularly from "emissions of the cancer-causing chemical formaldehyde". The appellant adds that many composite wood products used in building materials and furnishings commonly found in urban development contain formaldehyde-based glues which off-gas formaldehyde over time – a carcinogen. The appellant states that future inhabitants will be exposed to a cancer risk from formaldehyde of approximately 120 per million, assuming all materials are compliant with the California Air Resources Board (CARB) formaldehyde airborne toxics control measure, which exceeds the South Coast Air Quality Management District (SCAQMD) CEQA significant threshold for airborne cancer risk of 10 per million.

**Response:** CEQA analyzes the project against its potential future impacts on the environment and public health. In general, CEQA does not analyze "reverse" impacts of the environment on a project's future inhabitants. Nonetheless, the calculations resulting in the risk as provided in the comment are based on highly dissimilar uses that do not reflect the actual Project or compliance with current regulations.

In the provided comment analysis (Exhibit A), Mr. Offerman references his most recent research paper *Indoor Air Quality in California Homes with Code-Required Mechanical Ventilation, 2020*. The data collected for this study is from 70 single-family detached homes built between 2011 and 2017. In contrast, the Project does not propose single-family detached structures and the Project would be built to the most current 2022 California Title 24 standards not the 2008 standards of the homes in the study. The 2022 version of the Title 24 standards include ventilation requirements that improve indoor air quality protecting residents from air pollution originating from outdoor and indoor sources, including improving air quality over homes built to the 2008 standards.<sup>1</sup>

The California Air Resources Board (CARB) has authority over this issue, and has stated that the approved control measures for reducing emissions, including formaldehyde, from composite wood products provide a level of control that protects health and safety. CARB states directly in its Frequently Asked Questions for Consumers on Reducing Emissions from Composite Wood Products (CWP) that, "from a public health standpoint, the CWP Regulation's emission standards are set at low levels intended to protect public health. The first emission standards (Phase 1) went into effect in 2009. The more stringent Phase 2 standards are now in effect for all composite wood panels and finished goods sold in California. Prior to the CWP Regulation, formaldehyde emissions were often ten to twenty-fold higher than the current allowable levels."<sup>2</sup> The regulation also includes provisions to encourage the

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<sup>1</sup> 2022 Building Energy Efficiency Standards. <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency>.

<sup>2</sup> California Air Resources Board, Frequently Asked Questions for Consumers, Reducing Formaldehyde Emissions from Composite Wood Products,



use of no-added formaldehyde and ultra-low emitting formaldehyde-based resins in composite wood products.

The Project would be required to comply with all applicable City, State, and Federal requirements pertaining to the use of indoor building materials. As the Project will be built to the 2022 version of the Title 24 standards, evidence demonstrates that compliance with applicable regulations will be effective in reducing indoor formaldehyde concentrations to levels that are acceptable to CARB for the protection of public health.<sup>3</sup>

Mr. Offerman's significantly overestimates the amount of daily formaldehyde exposure from the Project. This is based on inaccurate assumption that the Project's construction materials would not be code-compliant with the California Composite Wood Products Regulation or US Environmental Protection Agency (EPA) Toxic Substances Control Act Title IV Regulation. Formaldehyde in wood products is regulated by the California Code of Regulations (CCR), Title 17, Sections 93120 through 93120.12. 1. The purpose of the Airborne Toxic Control Measure is to reduce formaldehyde emissions from composite wood products, and finished goods that contain composite wood products, that are sold, offered for sale, supplied, used, or manufactured for sale in California. All manufacturers of hardwood plywood, particleboard, and medium density fiberboard products must comply with the emission requirements of CCR Section 93120.2(a) as tested in accordance with ASTM E 1333. Thus, all wood products and finished goods used during construction of buildings in the State of California would be compliant with the emission standards as promulgated in the CCRs. Formaldehyde, which can be found in wood products, generally contains the highest concentration when products are new, and such concentrations gradually decrease with age.

Finally, Mr. Offerman states that there would be an additional impact from PM<sub>2.5</sub>, but references another project "the 11623 Glenoaks Boulevard Project in Pacoima." Additionally, the mitigation suggested by the comment for reducing impacts from PM<sub>2.5</sub> is to provide a continuous mechanical supply of outdoor air that meets or exceeds PM<sub>2.5</sub> removal efficiency of MERV 13 or higher. Standard building practices include compliance with the most current Building energy Efficiency Standards (2022 Title 24). One of the provisions of the 2022 Title 24 standards is the implementation of MERV 13 or higher HVAC systems. Therefore, the Project inherently includes the measures suggested by the comment to reduce emissions of PM<sub>2.5</sub> to acceptable levels.

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[https://ww3.arb.ca.gov/toxics/compwood/consumer\\_faq.pdf?\\_ga=2.32900281.682464648.1573169874-1026610208.1565143819](https://ww3.arb.ca.gov/toxics/compwood/consumer_faq.pdf?_ga=2.32900281.682464648.1573169874-1026610208.1565143819) Accessed April 2023.

<sup>3</sup> California Air Resources Board, Frequently Asked Questions for Consumers, Reducing Formaldehyde Emissions from Composite Wood Products, [https://ww3.arb.ca.gov/toxics/compwood/consumer\\_faq.pdf?\\_ga=2.32900281.682464648.1573169874-1026610208.1565143819](https://ww3.arb.ca.gov/toxics/compwood/consumer_faq.pdf?_ga=2.32900281.682464648.1573169874-1026610208.1565143819) Accessed April 2023.



**Conclusion**

The noise and air quality comments submitted by SAFER are addressed in this document and does not raise any significant concerns and does not result in a significant impact under the purview of CEQA.

If you have any questions regarding this letter, please contact Josh Carman at (510) 356-2811 or [jcarman@rinconconsultants.com](mailto:jcarman@rinconconsultants.com).

Sincerely,  
**Rincon Consultants, Inc.**

A handwritten signature in black ink, appearing to read "Josh Carman", with a long, sweeping horizontal line extending to the right.

Josh Carman, INCE  
Director of Technical Services


# INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3a. Please note that “compliance” means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. The Commission’s ROPs can be accessed at <http://planning.lacity.org>, by selecting “Commissions & Hearings” and selecting the specific Commission.

The following submissions are not integrated or addressed in the Staff Report but have been distributed to the Commission.

Material which does not comply with the submission rules is not distributed to the Commission.

## ENABLE BOOKMARKS ONLINE:

\*\*If you are using Explorer, you will need to enable the Acrobat  toolbar to see the bookmarks on the left side of the screen.

If you are using Chrome, the bookmarks are on the upper right-side of the screen. If you do not want to use the bookmarks, simply scroll through the file.

If you have any questions, please contact the Commission Office at (213) 978-1300.



Jan 7, 2025

City of Los Angeles  
City Planning Commission  
200 North Spring Street  
Los Angeles, CA 90012

**Re: Proposed Housing Development Project at 4579 West Hollywood Boulevard,  
DIR-2023-2838-TOC-SPP-SPR-HCA-1A**

**To: [cpc@lacity.org](mailto:cpc@lacity.org)**

**Cc: Danalynn Dominguez, City Planner, [danalynn.dominguez@lacity.org](mailto:danalynn.dominguez@lacity.org); City Clerk's Office, [clerk.cps@lacity.org](mailto:clerk.cps@lacity.org); City Attorney's Office, [cityatty.help@lacity.org](mailto:cityatty.help@lacity.org)**

Dear Los Angeles City Planning Commission,

The California Housing Defense Fund ("CalHDF") submits this letter to remind the Commission of its obligation to abide by all relevant state laws when evaluating the proposed 181-unit housing development project at 4579 West Hollywood Boulevard, which includes 20 units for extremely low-income households. These laws include the Housing Accountability Act ("HAA") and California Environmental Quality Act ("CEQA") Guidelines.

The HAA provides the project legal protections. It requires approval of zoning and general plan compliant housing development projects unless findings can be made regarding specific, objective, written health and safety hazards. (Gov. Code, § 65589.5, subd. (j).) The HAA also bars cities from imposing conditions on the approval of such projects that would reduce the project's density unless, again, such written findings are made. (*Ibid.*) As a development with at least two-thirds of its area devoted to residential uses, the project falls within the HAA's ambit, and it complies with local zoning code and the City's general plan. The HAA's protections therefore apply, and the City may not reject the project except based on health and safety standards, as outlined above.

Additionally, the project is exempt from state environmental review under the Class 32 CEQA categorical exemption (In-Fill Development Projects) pursuant to § 15332 of the CEQA Guidelines, as the project is consistent with the applicable general plan designation and all applicable general plan policies as well as the applicable zoning designation and

regulations; the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; the project site has no value as habitat for endangered, rare or threatened species; approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site can be adequately served by all required utilities and public services. And recent caselaw from the California Court of Appeal affirms that local governments err, and may be sued, when they improperly refuse to grant a project a CEQA exemption or streamlined CEQA review to which it is entitled. (*Hilltop Group, Inc. v. County of San Diego* (2024) 99 Cal.App.5th 890, 911.)

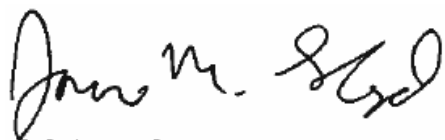
As you are well aware, California remains in the throes of a statewide crisis-level housing shortage. New housing such as this is a public benefit: by providing affordable housing, it will mitigate the state's homelessness crisis; it will bring new customers to local businesses; it will grow the City's tax base; and it will reduce displacement of existing residents by reducing competition for existing housing. It will also help cut down on transportation-related greenhouse gas emissions by providing housing in denser, more urban areas, as opposed to farther-flung regions in the state (and out of state). While no one project will solve the statewide housing crisis, the proposed development is a step in the right direction. CalHDF urges the Commission to approve it, consistent with its obligations under state law.

CalHDF is a 501(c)3 non-profit corporation whose mission includes advocating for increased access to housing for Californians at all income levels, including low-income households. You may learn more about CalHDF at [www.calhdf.org](http://www.calhdf.org).

Sincerely,



Dylan Casey  
CalHDF Executive Director



James M. Lloyd  
CalHDF Director of Planning and Investigations





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## ATTENTION - Commission Executive Assistant

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**david kirby** <jormungandyirba@hotmail.com>  
To: "cpc@lacity.org" <cpc@lacity.org>

Mon, Jan 6, 2025 at 12:27 PM

ATTENTION - Commission Executive Assistant

Case number DIR-2021-2838-TOC-SPR-HCA-1A

Zone - C2-1D

To whom it may concern -

I am David William Kirby. I reside at [4625 Maubert Avenue Los Angeles, CA 90027](#)

I have received notification of a building project at [4579 West Hollywood Blvd.](#) (4601-4627 West Hollywood Blvd, 4571-4579 West Hollywood Blvd, 1561 North Lyman Place)

I wish to inform all concerned that I have chronic asthma and wish to be relocated during all phases of this project that pose any threat to my health and well-being. This is a life and death challenge to my survival. Please inform me of all steps that need to be taken in pursuit of this goal. I will also attend the January 9<sup>th</sup> meeting and hopefully have a chance to speak. Please contact me with a determination letter to assure me that my issues are being addressed. THANK YOU.

Land and designation - Highway Oriented Commercial

Council District - 4-RAMAN

My e-mail address - [jormungandyirba@hotmail.com](mailto:jormungandyirba@hotmail.com)

Telephone - 323-663-3399