DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: August 14, 2025
Time: After 8:30 a.m.
Place: Los Angeles City Hall
200 N. Spring Street, Room 340
Los Angeles, CA 90012

And via Teleconference. Information will be provided no later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.org/about/commissions boards-hearings and/or by contacting cpc@lacity.org

Public Hearing: Initial public hearing completed on July 23, 2025

Appeal Status: The Off-Menu Density Bonus / Affordable Housing Incentive Program Review is not appealable to City Council. The Density Bonus On-Menu Incentives, Specific Plan Project Compliance, and Project Review are appealable to City Council.

Expiration Date: September 1, 2025
Multiple Approval: Yes

Case No.: CPC-2024-4114-CU3-DB-SPPC-PR-VHCA
CEQA No.: ENV-2024-4115-CE
Incidental Cases: None
Related Case: None
Council No.: 4 – Raman
Plan Area: Hollywood
Specific Plan: Vermont/Western Station Neighborhood Area Plan (SNAP) – Subarea A (Neighborhood Conservation) and Subarea B (Mixed Use Boulevards)
Certified NC: Los Feliz
GPLU: Low Medium II Residential and Highway Oriented Commercial
Zone: RD1.5-1XL and C2-1D
Applicant: Jason Lewis, Barrister Square, LLC
Representative: Matt Dzurec, Armbruster Goldsmith & Delvac, LLP

PROJECT LOCATION: **4765, 4767, 4773 West Hollywood Boulevard, 1710, 1718, 1720 North Berendo Street, Los Angeles, CA 90027**

PROPOSED PROJECT: The project includes the construction, use and maintenance of a new 86-unit mixed-use building with nine (9) units restricted to Very Low Income Households, on an approximately 28,472 square-foot (0.65 acre) site within Subarea A and Subarea B of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan. The proposed project is comprised of a six (6)-story, 69-foot in height mixed-use building, with approximately 2,596 square feet of commercial space, one (1) at-grade parking level and one (1) subterranean parking level, and a total of 93,286 square feet of floor area resulting in a floor area ratio (FAR) of 3.57:1. The project will provide 93 vehicular parking spaces, 49 residential and eight (8) commercial bicycle parking spaces, 10,086 square feet of usable open space, 11 new street trees, four (4) existing street trees, and 14 new on-site trees. The project will require the export of approximately 20,000 cubic yards of soil.

REQUESTED ACTIONS:

1. Pursuant to California Exemption Quality Act (CEQA) Guidelines Section, Article 19, Section 15332, Class 32, an Exemption from CEQA, and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2. Pursuant to Chapter 1 of the Los Angeles Municipal Code (LAMC) Section 12.24 U.26, a **Class 3 Conditional Use Permit** for a housing development project in which the density increase is greater than otherwise permitted by LAMC Section 12.22 A.25, allowing a density bonus increase of 42.5 percent to permit 86 residential units with nine (9) Very Low Income restricted affordable units in lieu of 60 base density as otherwise permitted in Subarea A and Subarea B of the Vermont/Western SNAP Specific Plan.

3. Pursuant to Chapter 1 of the LAMC Section 12.22 A.25(g)(3), a **Density Bonus / Affordable Housing Incentives Program Review** to permit the following On-Menu Incentive, Off-Menu Incentives and Waivers of Development Standards for a Housing Development Project totaling 86 dwelling units, reserving 9 units for Very Low Income Household occupancy for a period of 55 years:

    a. An On-Menu Incentive to average the floor area, density, open space, and parking over the project site, and to permit vehicular access from a less restrictive zone to a more restrictive zone.

    b. An Off-Menu Incentive to permit a 19-foot height increase to permit a maximum building height of 69 feet in lieu of 50 feet otherwise allowed in Section 8.B. of the SNAP.

    c. An Off-Menu Incentive to permit a 31 foot, six (6)-inch height increase in the SNAP Subarea A lot to permit a maximum building height of 69 feet, in lieu of a maximum height of 37 feet and 6 inches allowed in Section 7.D. of the SNAP.

    d. A Waiver of Development Standard to permit a 78.5 percent floor area increase to the 2:1 Floor Area Ratio (FAR) permitted in Subarea B of the Vermont/Western SNAP Specific Plan and a 19 percent floor area increase to the 3:1 FAR permitted in the RD1.5-1XL Zone to allow a 3:57:1 FAR.

    e. A Waiver of Development Standard to waive the transitional height limits otherwise required in Section 8.C. of the SNAP to allow an overall height of 69 feet.

    f. A Waiver of Development Standard for an up to 100% reduction in the minimum easterly side yard setback to permit 0 feet in lieu of the minimum nine (9)-feet required by LAMC Section 12.09.1.B.2.

4. Pursuant to Chapter 1A of the Los Angeles Municipal Code Section 13.B.4.2, a **Specific Plan Project Compliance** to allow the construction, use and maintenance of a new 6-story, 86-unit mixed-use building with approximately 2,596 square feet of commercial floor area within Subarea A (Neighborhood Conservation) and Subarea B (Mixed Use Boulevards) of the Vermont/Western SNAP Specific Plan.

5. Pursuant to Chapter 1 of the Los Angeles Municipal Code Section 16.05, a **Project Review** for a development project creating 50 or more dwelling units.

RECOMMENDED ACTIONS:

1. **Determine,** that based on the whole of the administrative record, the project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines Section 15300.2 applies.

2. **Approve,** pursuant to Chapter 1 of the Los Angeles Municipal Code (LAMC) Section 12.24 U.26, a **Class 3 Conditional Use Permit** for a housing development project in which the density increase is greater than otherwise permitted by LAMC Section 12.22 A.25, allowing a density bonus increase of 42.5 percent to permit 86 residential units with nine (9) Very-Low Income restricted affordable units in lieu of 60 base density as otherwise permitted in Subarea A and Subarea B of the Vermont/Western SNAP Specific Plan.

3. **Approve,** pursuant to Chapter 1 of the LAMC Section 12.22 A.25(g)(3), a **Density Bonus / Affordable Housing Incentives Program** Determination to permit the following On-Menu Incentive, Off-Menu Incentives and Waivers of Development Standards for a Housing Development Project totaling 86 dwelling units, reserving 9 units for Very Low Income Household occupancy for a period of 55 years:

    a. An **On-Menu Incentive** to average the floor area, density, open space, and parking over the project site, and to permit vehicular access from a less restrictive zone to a more restrictive zone.

    b. An **Off-Menu Incentive** to permit a 31 foot, six (6)-inch height increase in the SNAP Subarea A lot to permit a maximum building height of 69 feet, in lieu of a maximum height of 37 feet and 6 inches allowed in Section 7.D. of the SNAP.

    c. An **Off-Menu Incentive** to permit a 19-foot height increase to permit a maximum building height of 69 feet in lieu of 50 feet otherwise allowed in Section 8.B. of the SNAP.

    d. A **Waiver of Development Standard** to permit a 78.5 percent floor area increase to the 2:1 Floor Area Ratio (FAR) permitted in Subarea B of the Vermont/Western SNAP Specific Plan and a 19 percent floor area increase to the 3:1 FAR permitted in the RD1.5-1XL Zone to allow a 3:57:1 FAR.

    e. A **Waiver of Development Standard** to waive the transitional height limits otherwise required in Section 8.C. of the SNAP to allow an overall height of 69 feet.

    f. A **Waiver of Development Standard** for an up to 100% reduction in the minimum easterly side yard setback to permit 0 feet in lieu of the minimum nine (9)-feet required by LAMC Section 12.09.1.B.2.

4. **Approve with Conditions** a **Specific Plan Project Compliance** for the construction, use and maintenance of six (6)-story, 86-unit mixed-use building with approximately 2,596 square feet of commercial floor area within Subarea A (Neighborhood Conservation) and Subarea B (Mixed Use Boulevards) of the Vermont/Western SNAP Specific Plan;

5. **Approved with Conditions** a **Project Review** for a development project creating 50 or more dwelling units;

6. **Adopt** the attached Conditions of Approval; and

7. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Jane Choi, AICP, Principal City Planner

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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. 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.

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Exhibits:

A – Architectural Plans, Landscape Plans, and Irrigation Plans

B – Maps

B.1 – Vicinity Map

B.2 – Radius Map

B.3 – ZIMAS Map

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C – Environmental Clearance – Categorical Exemption No. ENV-2024-4115-CE

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D.5 – Air Quality Study

D.6 – Department of Water and Power Letter dated March 21, 2024

D.7 – Historic Resources Assessment Report

D.8 – Barnsdall Park Viewshed Study

E – Public Correspondence

PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project includes the construction, use, and maintenance of a six (6)-story, 86-unit mixed-use building with approximately 2,596 square feet of commercial floor area and nine (9) units restricted to Very Low Income Households. The project site was previously constructed with a two-story commercial building, which was demolished in 2019. The site remains vacant.



Figure 1. Rendering of the proposed project.

Height and FAR

The proposed project includes a six (6)-story, 69-foot in height, mixed-use building, as measured from grade to the highest point of the roof parapet, with one (1) level of at grade parking and one (1) level of subterranean parking level. The proposed building will contain 93,286 square feet of floor area or a Floor Area Ratio (FAR) of 3.57:1 across the site.

Automobile and Bicycle Parking

Pursuant to Assembly Bill (AB) 2097, the Applicant is eligible for no minimum required automobile parking spaces. As the proposed project includes the construction of a residential 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 proposed project includes 93 voluntary parking spaces within one (1) at grade parking level and one (1) subterranean parking level, which would be accessed from Berendo Street. The proposed project also includes 49 residential bicycle parking spaces and eight (9) commercial bicycle parking spaces within the at-grade level parking area.

Open Space and Landscaping

The proposed project includes 10,086 square-feet of required usable open space comprised of 5,353 square-feet of common open space area (courtyards, recreation room, and 6th floor outdoor deck) and 4,733 square feet of private open space areas (private balconies). All of the

proposed outdoor open space areas will be landscaped to meet the minimum 25% required by the Los Angeles Municipal Code (LAMC).

On-Site Trees and Street Trees

According to the Tree Report prepared for the project by Consulting Arborist, Lisa Smith, Certification Number #WE3782B, there are no protected trees or protected shrubs on-site, no non-protected trees on-site, and four (4) existing street trees along the Hollywood Boulevard public right-of-way. The Applicant is required to provide 22 on-site trees. The proposed project includes 11 new street trees, four (4) existing street trees, and 14 new on-site trees.

As conditioned, 22, 24-inch box trees are required on-site, five (5) street trees are required in the public parkway adjacent to the site along Hollywood Boulevard and 10 street trees are required in the public parkway along Berendo Street. The final number of street trees will be determined to the satisfaction of Bureau of Street Services, Urban Forestry Division. Pursuant to LAMC Section 12.21 G.2, the final number of street trees may be counted towards the on-site tree requirements.

Building Design

The renderings and elevations provide a visual reference for the proposed building design. The façade articulation throughout the building is shown through private balconies, an open courtyard on the second floor, and an outdoor deck on the fifth floor. The materials include white, gray and dark gray painted plaster, concrete, and silver metal guardrails. The pedestrian entrance to the residential lobby and retail spaces are located along Hollywood Boulevard. The residential lobby and retail spaces are designed with many transparent elements to encourage pedestrian activity on Hollywood Boulevard. The vehicular entrance is proposed at the rear of the building from Berendo Street.



Figure 2. Aerial rendering of the proposed project.

BACKGROUND

Site Description

The subject site is a level, rectangular-shaped property that consists of three (3) contiguous parcels at the northeast corner of Hollywood Boulevard and Berendo Street. The subject property comprises approximately 28,472 square feet of lot area with approximately 135 feet of street frontage along Hollywood Boulevard and approximately 210 feet street frontage along Berendo Street, prior to any required street dedications. The project site was previously constructed with a two-story commercial building, which was demolished in 2019. Since 2019, the project site has been vacant.

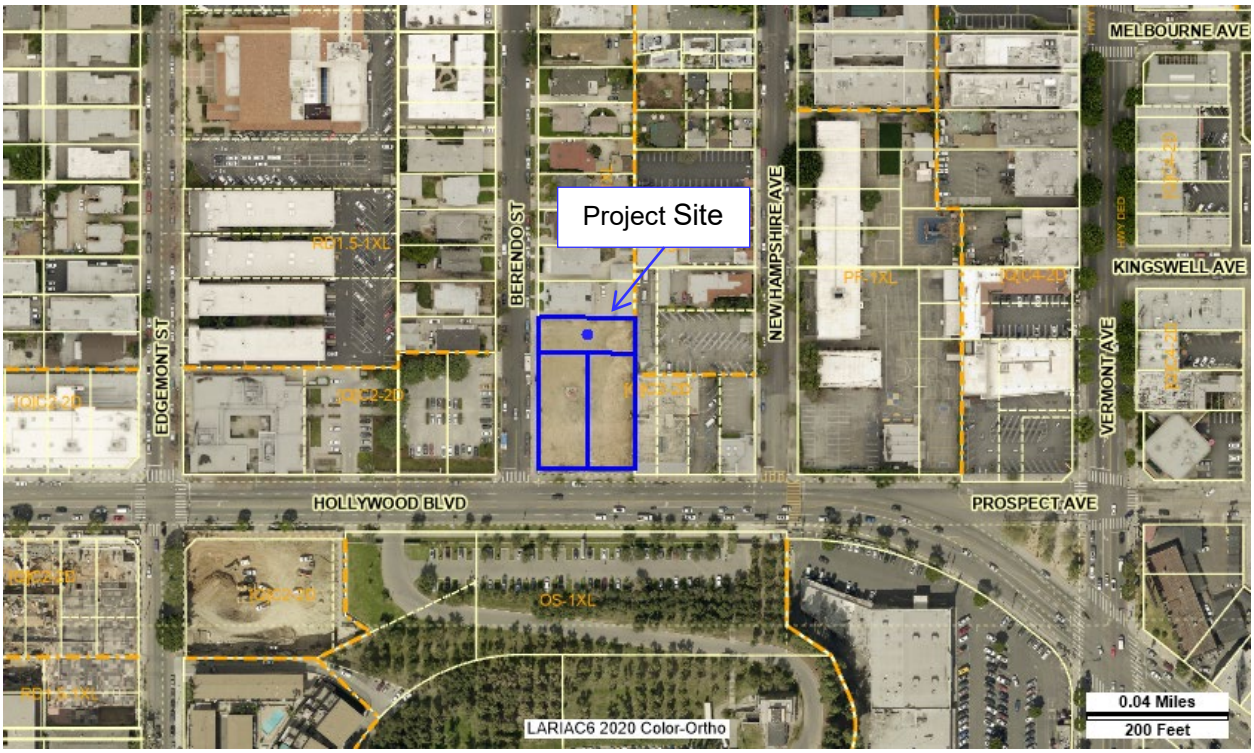

Figure 3. Aerial view of the project site.

General Plan Land Use Designation, Zoning and Specific Plan

The project site is located within the Hollywood Community Plan. An updated Hollywood Community Plan was adopted by City Council on May 9, 2023, and became operative on February 11, 2025. The project application was filed before February 11, 2025, as a Vesting Housing Crisis Act project. Therefore, the project is vested to the local planning and zoning rules that were in place at the time the Vesting Housing Crisis application was completed, or on April 11, 2024. Therefore, the project is not subject to the new Hollywood Community Plan and its Community Plan Implementation Overlay.

The project site is comprised of three (3) lots located within Subarea A (Neighborhood Conservation) and Subarea B (Mixed Use Boulevards) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan area. The project site is also located within the City's Transit Priority Area, Transit Oriented Communities (TOC) Tier 3, Urban Agriculture Incentive Zone, and Special Grading Area (BOE Basic Grid Map A-13372). The site is located over 0.192 kilometers from the Upper Elysian Park Fault. The site is not within a designated hillside, airport hazard, coastal zone, farmland, Very High Fire Hazard Severity Zone, flood

zone, hazardous waste site, the Alquist-Priolo Fault Zone, or a landslide, liquefaction, fault rupture, or tsunami inundation zone.

SNAP Subarea A

The project site is comprised of one lot within Subarea A (Neighborhood Conservation) of the Vermont/Western SNAP Specific Plan. The lot only fronts Berendo Street and is designated for Low Medium II Residential uses. The corresponding zones for Low Medium II Residential land uses includes the RD2 and RD1.5 zones. The lot is zoned RD1.5-1XL and therefore is consistent with the General Plan Land Use Designation. Subarea A allows residential uses permitted in the underlying zone and imposes transitional height limitations. The use and floor area are regulated by the underlying RD1.5-1XL zones pursuant to Chapter 1 of the LAMC Sections 12.09.1 and 12.21.1.

SNAP Subarea B

The project site is comprised of two (2) lots within Subarea B (Mixed Use Boulevards) of the Vermont/Western SNAP Specific Plan. The two (2) lots have frontage along Hollywood Boulevard and Berendo Street and are designated for Highway Oriented Commercial land uses. The corresponding zones for the Highway Oriented Commercial land use designation includes C1, C2, P, RAS3, and RAS4 zones. The two (2) lots fronting Hollywood Boulevard are zoned C2-1D. Ordinance Number 164,699 established the “D” Limitation designating properties within the C2-1D Zone limit the maximum Floor Area Ratio (FAR) to 0.5:1. However, the Vermont/Western SNAP Specific Plan allows a maximum FAR of 2:1 for Lots 13 and 14, which supersedes the "D" Limitation. Therefore, the site is consistent with the General Plan Land Use Designation.

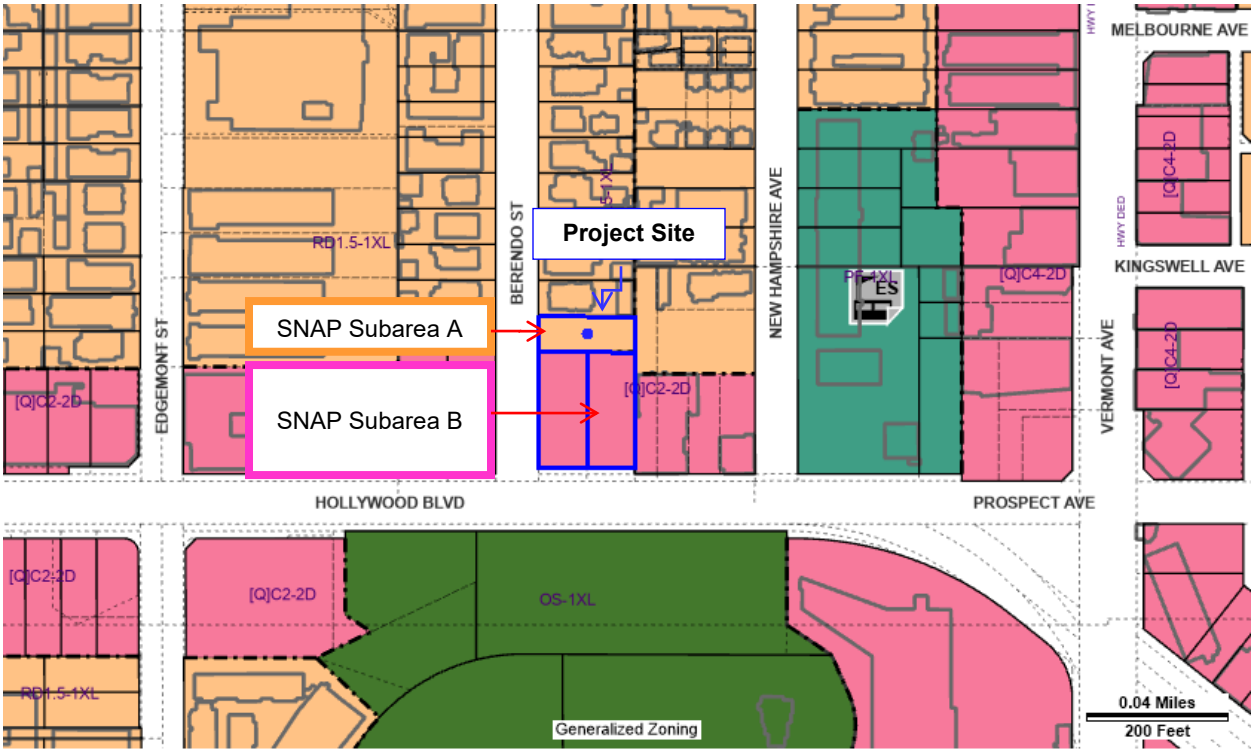

Figure 4. Zone Information and Mapping Access System (ZIMAS) map of project site.

Surrounding Properties

The project site is in an urbanized area and surrounded primarily by multi-family residential and commercial buildings. The property to the north is designated for Low Medium II Residential land uses, zoned RD1.5-1XL and developed with a multifamily residential building. Properties to the west, across Berendo Street, are designated for Low Medium II Residential land uses and Highway Oriented Commercial land uses and are zoned RD1.5-1XL and [Q]C2-2D. Properties to the west are developed with a surface parking lot and multifamily residential buildings. Properties to the east are designated for Medium Residential land uses and Highway Oriented Commercial land uses and are zoned R3-1 and [Q]C2-2D. Properties to the east are developed with church, commercial buildings and a surface parking lot. Lastly, properties to the south, across Hollywood Boulevard, are designated for Open Space land uses, zoned OS-1XL and are developed with a public park and museums. All of the surrounding properties are located within the Vermont/Western SNAP Specific Plan area.

Barnsdall Art Park

The project site is located north and across the street from the Barnsdall Art Park. The Barnsdall Art Park is the location of the Hollyhock House, a 2019-designated UNESCO World Heritage Site. In order to ensure that views to and from the Hollyhock House were preserved, the Hollywood Community Plan, through Ordinance No. 188,457, limited the maximum height of any Mixed-Use Project within Subarea C. A Mixed-Use Project within Subarea C is limited to 75 feet in height, with some allowances for roof structures, and the parcels abutting the Barnsdall Art Park generally to the east and west are limited to a maximum height of 45 feet, with some allowances for roof structures. While the project site is directly north of the project site across Hollywood Boulevard, the site is neither in Subarea C nor part of the amendments to the SNAP that limited height of development on some sites abutting the Barnsdall Art Park.

The Applicant prepared a viewshed study for informational purposes, which identified that there would be minimal impacts to the views to and from the Hollyhock House with the construction of the development. That viewshed study is provided as Exhibit D.

Streets and Circulation

Hollywood Boulevard, adjoining the subject property to the south, is designated as an Avenue I, with a designated right-of-way width of 100 feet and roadway width of 70 feet and is improved with curb, sidewalk and gutter. The Bureau of Engineering is not requiring any dedications along Hollywood Boulevard; however, requires the repair of any damaged sidewalk and driveway fronting lot as well as a potential street widening of five (5) feet.

Berendo Street, adjoining the subject property to the west, is a Local Street – Standard, with a designated right-of-way width of 60 feet and roadway width of 36 feet and is improved with curb, sidewalk and gutter. The Bureau of Engineering is not requiring any dedications along Berendo Street; however, the repair of any damaged sidewalk and driveway fronting lot is required.

Public Transit

The project site is located approximately 670 feet (0.13 miles) from the Los Angeles County Metropolitan Transit Authority Metro Local Line 180 and DASH Hollywood at the corner of Hollywood Boulevard and Vermont Avenue.

Relevant Cases and Building Permits

Subject Property:

Ordinance No. 164.699 - In 1989, the City Council adopted Ordinance No. 164,699 as part of the City's Zoning and General Plan Consistency Program per AB 283 to amend the zoning map and change the Zone and Height District of the subject property from C2-1 to C2-1D. The "D" Limitation limits the maximum Floor Area Ratio (FAR) to 0.5:1. Note: The Vermont/Western SNAP allows a maximum FAR of 2:1 for Lots 13 and 14, which supersedes the "D" Limitation.

Case No. ZA-2016-4902-ZAA-SPPA-SPP-DI-1A – On August 1, 2018, the Central Area Planning Commission denied an appeal and sustained the Zoning Administrator's determination to approve the demolition of a two (2)-story commercial building, the subdivision of three (3) lots into 18 small lots and the construction, use, and maintenance of a three (3)-story single family dwelling on each of the 18 subdivided lots.

Surrounding Properties within a 500-Foot Radius:

Case No. DIR-2017-2825-SPP-SPR – On February 6, 2019, the Director of Planning approved a Project Permit Compliance Review and Site Plan Review for the demolition of an existing commercial plaza building and surface parking lot and the construction, use, and maintenance of a six (6)-story mixed-use building containing 96 dwelling units located at 4850 West Hollywood Boulevard.

Case No. DIR-2018-243-SPP – On May 18, 2018, the Director of Planning approved a Project Permit Compliance Review for the demolition of a duplex and detached garage, and the construction, use, and maintenance of a three-story, four (4)-unit building on a property located at 1731 North Berendo Street.

REQUESTED ENTITLEMENTS

Class 3 Conditional Use Permit

The City's Density Bonus Ordinance (Ordinance No. 179,581), codified in LAMC Section 12.22 A.25, permits a maximum density increase of up to 35 percent in exchange for setting aside 11 percent of the base density units for Very Low Income Households in accordance with the State Density Bonus Law (Government Code Section 65915). The State Density Bonus Law (Government Code Section 65915(n)) also allows a city to grant a density bonus greater than 35 percent for a development, if permitted by a local ordinance. The City adopted the Value Capture Ordinance (Ordinance No. 185,373), codified in LAMC Section 12.24 U.26, to permit a density increase greater than 35 percent with the approval of a Conditional Use. The Applicant has requested to utilize the provisions of City and State Density Bonus laws as follows:

Density

In accordance with State Density Bonus Law (Government Code Section 65915 and Assembly Bill 2334), the Applicant is obtaining the base density allowance from the maximum allowable residential density permitted under the Zone, Specific Plan, or General Plan Land Use Designation. The project site is within the Hollywood Community Plan and Subarea A and Subarea B of the Vermont/Western SNAP Specific Plan. The proposed project is comprised of two different zones, RD1.5-1XL and [Q]C2-2D, within two different Subareas of the Vermont/Western SNAP, A (Neighborhood Conservation) and B (Mixed Use Boulevards), which have different by-right allowable maximum densities and FARs. Subarea A defers to the density and FAR permitted by the underlying zoning designation, or the RD1.5-1XL Zone. The RD1.5-1XL Zone permits one dwelling unit for every 1,500 square feet of lot area and permits a maximum FAR of 3:1. Subarea B permits residential uses permitted in the R3 Zone, and a

maximum FAR of 2:1 for Mixed Use Projects. Based on the area regulations of each respective Subarea and corresponding zone where applicable, the Project Site allows for 60 units by-right.

The Applicant seeks a Density Bonus increase of 42.5 percent to permit 86 residential units on-site. In exchange for the increased density, the Value Capture Ordinance requires projects to set aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent. Below is a table showing the requisite percentage of affordable housing units for Very Low Income Households based on the percentage of density increase. In exchange for setting aside 42.5 percent of the base density, nine (9) units, for Very Low Income households, the project qualifies for a 42.5 percent density increase. The Applicant proposes to set aside nine (9) units for Very Low Income Households to be eligible for the 42.5 percent density increase.

Very Low Income Units (Percentage of Base Density)	*Maximum Density Bonus Permitted (Based on Base Density)*
5%	*20%*
6%	*22.5%*
7%	*25%*
8%	*27.5%*
9%	*30%*
10%	*32.5%*
11%	*35%*
12%	*37.5%*
13%	*40%*
14%	*42.5%*
15%	*45%*

Table 1: Extended Density Bonus Percentages from Chapter 1 of the LAMC Section 12.22 A.25

Density Bonus/Affordable Housing Incentives Program

In accordance with State Density Bonus Law (California Government Code Section 65915) and LAMC Section 12.22 A.25, in exchange for setting aside a minimum percentage of the project's units for affordable housing, the project is eligible for a density bonus, reduction in parking, and incentives allowing for relief from development standards. The Applicant has requested to utilize the provisions of City and State Density Bonus laws as follows:

Automobile Parking

The project site is located approximately 670 feet (0.13 miles) from the Los Angeles County Metropolitan Transit Authority Metro Local Line 180 and DASH Hollywood at the corner of Hollywood Boulevard and Vermont Avenue. In accordance with Assembly Bill 2097 (AB 2097) for a mixed-use project located within one-half (0.5) mile of a major transit stop, a project is allowed no minimum automobile parking space requirements. The proposed project includes 93 voluntary automobile parking spaces within one (1) at-grade parking level and one (1) subterranean parking level. Of the 93 automobile parking spaces, 12 spaces will be designated for commercial uses.

Under the SNAP Subarea A and SNAP Subarea B, the project has a maximum parking standard of one (1) parking space for each unit having fewer than three (3) habitable rooms, one and a half (1.5) spaces for units with three (3) habitable rooms, and two (2) spaces for units with more than three (3) habitable rooms. In addition, SNAP Subarea A allows a maximum one-half (0.25) parking space for each dwelling unit as guest parking.

The 86-unit project includes 11 studio units with less than three (3) habitable rooms, 63 one-bedroom units with three (3) habitable rooms, and 12 two-bedroom units with more than three (3) habitable rooms. This results in a maximum allowed 172 total vehicular parking spaces, inclusive of 43 maximum guest parking spaces. The proposed project includes a total of 93 automobile parking spaces with no spaces designated for guest parking which is consistent with the required parking for an 86-unit project using AB 2097 located in the SNAP Subarea A and SNAP Subarea B within one-half mile of a transit stop.

On-Menu and Off-Menu Incentives

In accordance with the State Density Bonus Law (Government Code Section 65915) and the City's Density Bonus Ordinance codified in LAMC Section 12.22 A.25, the project is eligible for up to three (3) On and/or Off-Menu Incentives in exchange for setting aside the minimum requisite percentage of affordable housing, which is at least 15 percent, or nine (9) units, of the 60 base density units for Very Low Income Households. The Applicant proposes to set aside nine (9) units, that is 15-percent of the 60 base density units, for Very Low Income Households. As such, the project is eligible for three (3) On and/or Off-Menu Incentives.

The Applicant requests one (1) On-Menu Incentive and two (2) Off-Menu Incentives that are not listed on the Menu of Incentives, as follows:

a) **On-Menu Incentive for Averaging of Floor Area, Density, Open Space, Parking and Permitting Vehicular Access.** The proposed project is comprised of two different zones, RD1.5-1XL and [Q]C2-2D, within two different Subareas of the Vermont/Western SNAP, A (Neighborhood Conservation) and B (Mixed Use Boulevards), which have different by-right allowable maximum densities and FARs. The Applicant requests an On-Menu Incentive to average the floor area, density, open space, and parking over the project site, and to permit vehicular access from a less restrictive zone to a more restrictive zone.

b) **Off-Menu Incentive for SNAP Subarea A (Neighborhood Conservation) Maximum Height.** Section 7.D. of the SNAP states that the maximum height of any Project shall not exceed a height that is within 15 feet of the height of the shortest existing building on any adjacent lot. The shortest adjacent building at 1724 North Berendo Street, measures up to 22 feet and six (6) inches in height, allowing the project site a maximum height of 37 feet and six (6)-inches. However, the Applicant is seeking an Off-Menu Incentive to permit a 31 foot, six (6)-inch height increase in the SNAP Subarea A lot to permit a maximum building height of 69 feet, in lieu of a maximum height of 37 feet and 6 inches allowed in Section 7.D. of the SNAP.

c) **Off-Menu Incentive for SNAP Subarea B (Mixed Use Boulevards) Maximum Height.** Section 8.B of the SNAP states that the maximum height of any building for a mixed-use project be limited to not exceed 50 feet in height. The Applicant requests an Off-Menu Incentive to permit a 19-foot height increase to permit a maximum building height of 69 feet in lieu of 50 feet otherwise allowed in Section 8.B. of the SNAP.

Waiver of Development Standards

Pursuant to California Government Code Section 65915(e)(1) and Section 12.22 A.25(g) of the LAMC, a Housing Development Project may also request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]". In

addition to the Density Bonus Incentives, the Applicant is requesting three (3) Waivers of Developments Standards, as follows:

a) **Waiver of Development Standard – Floor Area:** The proposed project is comprised of two different zones, RD1.5-1XL and [Q]C2-2D, within two different Subareas of the Vermont/Western SNAP, A (Neighborhood Conservation) and B (Mixed Use Boulevards), which have different by-right allowable maximum Floor Area Ratios (FAR). Subarea A defers to the Floor Area Ratio (FAR) permitted by the underlying zone. The RD1.5-1XL Zone permits a maximum FAR of 3:1. The SNAP Subarea B permits a maximum FAR of 2:1 for Mixed Use Projects. The Applicant requests a 78.5 percent floor area increase to the 2:1 Floor Area Ratio (FAR) permitted in Subarea B of the Vermont/Western SNAP Specific Plan and a 19 percent floor area increase to the 3:1 FAR permitted in Subarea A of the Vermont/Western SNAP Specific Plan to allow a 3:57:1 FAR.

b) **Waiver of Development Standard – Transitional Height:** Section 8.C. of the SNAP imposes height limitations for portions of buildings on a lot located within Subarea B of the SNAP when located within specified distances away from an abutting lot in Subarea A. The Applicant requests a Waiver of Development Standard to waive the transitional height limits otherwise required in Section 8.C. of the SNAP to allow an overall height of 69 feet.

c) **Waiver of Development Standard – Side Yard Setback:** The proposed project is comprised of two different zones, RD1.5-1XL and [Q]C2-2D, within two different Subareas of the Vermont/Western SNAP, A (Neighborhood Conservation) and B (Mixed Use Boulevards), which have different setback limitations. SNAP Subarea B allows no setback requirements for mixed-use projects. SNAP Subarea A defers the setback requirements to the underlying zone, or the RD1.5-1XL, which requires a nine (9)-foot minimum side yard setback along the easterly side of the project site. The Applicant requests a Waiver of Development Standard for an up to 100% reduction in the minimum easterly side yard setback to permit 0 feet in lieu of the minimum nine (9)-feet required by LAMC Section 12.09.1.B.2.

Specific Plan Project Compliance

The proposed project is located within Subarea A (Neighborhood Conservation) and Subarea B (Mixed Use Boulevards) of the Vermont/Western SNAP Specific Plan, originally adopted under Ordinance No. 173,749. The Vermont/Western SNAP provides for regulatory controls and incentives for development within its boundaries. The regulations set forth in the Specific Plan take precedence over those in the LAMC wherever the Specific Plan contains provisions which require or permit greater or lesser setbacks, street dedications, open space, densities, heights, uses or parking or other controls on development.

Pursuant to Section 5.A of the SNAP, no demolition, grading or building permit shall be issued for any Project unless a Specific Plan Project Compliance determination has been issued. No demolition permits have been issued by LADBS pursuant to the SNAP.

Project Review

In accordance with Chapter 1 of the LAMC Section 16.05, the applicant has requested Project Review determination for a development project that creates or results in an increase of 50 of more dwelling units. The proposed project is for the construction of 86 dwelling units. The project results in a net increase of over 50 dwelling units on the subject site.

HOUSING REPLACEMENT

A No Net Loss Declaration dated February 14, 2024, confirms that no units are subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330) and SB 8 (2021). The proposed project is a Housing Development project that does not involve the removal of any number of units, is not on a site that has removed any units within the past five (5) years, and where no units were subject to an Ellis Act withdrawal within the past 10 years. 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).

HOUSING ELEMENT LAW

Senate Bill (SB) 166 was adopted on September 29, 2017, and amended Government Code Section 65863, the No Net Loss Law, to require sufficient adequate sites to be available at all times through the Housing Element Planning period to meet a jurisdiction's remaining unmet Regional Housing Needs Assessment (RHNA) goals for each income category. Pursuant to this section, as jurisdictions make decisions regarding zoning and land use, or development occurs, jurisdictions must assess their ability to accommodate new housing in each income category on the remaining sites in their Housing Element Site Inventories. A jurisdiction must add additional sites to its inventory if land use decisions or development results in a shortfall of sufficient sites to accommodate its remaining housing need for each income category. In particular, a jurisdiction may be required to identify additional sites if a jurisdiction rezones a site or approves a project at a different income level or lower density than shown in the site's inventory.

The project is located on a site comprising of three (3) lots; all three (3) lots are not identified in the Inventory of Sites prepared for the 2021-2029 Housing Element. Therefore, the proposed project would not result in any fewer units than those identified in the Housing Element, and the specific findings in Government Code Section 65863(b)(1) are not required.

PROFESSIONAL VOLUNTEER PROGRAM (PVP)

The project was presented to the Professional Volunteer Program on November 5, 2024. The following comments were made on the project design and the Applicant responses:

Pedestrian First

- Project provides more than required amount of parking and is in a transit-oriented district, approximately 0.3 miles away from the Vermont / Western Station Neighborhood Area Plan. PVP participants suggest reducing the amount of parking.

360 Degree Design

- On Sheet A.130, 3rd Floor units around the courtyard have minimal fenestration. These units have smaller windows in the bedroom and are looking into the wall through the private patio facing the next unit.
- Provide detailed material palette with adequate descriptions for all elevations. Applicant can refer to City instructions for the preparation of building elevations.
- Relocate transformer vault to one floor below current placement. Confirm with applicant: size of electric load (panel size). Staff from the Urban Design Studio (UDS) will follow up directly with our Department of Water and Power (DWP) contact or UDS can invite applicant to the meeting with DWP representative depending on preference. *DWP will

generally try to supply up to 800A of electric service from transformers on the street at 120/240V three phase with off-site improvements as needed sometimes at a cost. If more capacity is needed, an on-site transformer can be installed at grade up for 1200A at 120/208V, 3 phase or below grade in underground transformer vaults. The smaller G284 vault can supply up to 1200A, 120/240V, 3 phase and the larger H222 can supply up to 2000A at 120/208V, 3 phase.

Climate-Adapted

- The landscape plans need to show planting and irrigation schedules. Provide these details on landscape plan to constitute a complete submittal.

On January 29, 2025, the Applicant submitted revised project plans incorporating some of the design comments in response to PVP (Exhibit A) including an updated landscape plan, clarification that an underground transformer vault would be infeasible, updated plans to reflect screening around the above-ground transformer, and updated plans reflecting additional details regarding the proposed materials.

PUBLIC HEARING AND COMMUNICATION

A public hearing on this matter was held telephonically for Case No. CPC-2024-4114-CU3-DB-SPPC-PR-VHCA by the Hearing Officer virtually on July 23, 2025, at approximately 10:00 a.m. The public hearing was attended by the applicant's representative team and approximately four (4) members of the public spoke at the hearing. Two (2) members of the public spoke in support of the project, one (1) member of the public stated that they were not opposed to the new development but raised general concerns, and one (1) member of the public spoke in opposition to the project.

A summary of the public hearing and any additional communications is detailed on Page P-1, Public Hearing and Communications.

CONCLUSION

Based on the information submitted to the record, the surrounding uses, and good planning and zoning practices, the project would redevelop the underutilized site with 86 new dwelling units, including nine (9) units reserved for Very Low Income Households and 2,956 square feet of commercial floor area, located within 670 feet (0.13 miles) from the Los Angeles County Metropolitan Transit Authority Metro Local Line 180 and Dash Hollywood at the corner of Hollywood Boulevard and Vermont Avenue in the Hollywood Community Plan area. As proposed, the project would be consistent with several goals, objectives, and policies of the Plan Area. The proposed project includes needed housing as well as needed affordable housing with 10,086 square feet of open space and on-site amenities such as a recreation room, courtyard, and deck. Staff recommends that the City Planning Commission approve the requested one (1) On-Menu Incentive, two (2) Off-Menu Incentives, three (3) Waivers of Development Standards, approve a Specific Plan Project Compliance for the construction, use and maintenance of six (6)-story, 86-unit mixed-use building with approximately 2,596 square feet of commercial floor area within Subarea A (Neighborhood Conservation) and Subarea B (Mixed Use Boulevards) of the Vermont/Western SNAP Specific Plan the demolition of the existing structures, and approve a Project Review for a development project creating 50 or more dwelling units; and adopt the attached Conditions of Approval and Findings.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.24.U.26 and 12.22 A.25 of Chapter 1 of the Los Angeles Municipal Code and Section 13.B.4.2 of Chapter 1A of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property.

Density Bonus Conditions

1. **Residential Density**. The project shall be limited to a maximum density of 86 residential dwelling units, including On-Site Restricted Affordable Units.

2. **On-Site Restricted Affordable Units.** The project shall provide a minimum of nine (9) On-Site Restricted Affordable units, consisting of nine (9) units for Very 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 No Net Loss Declaration.** Pursuant to California Government Code Section 66300, as amended by Senate Bill (SB) 8 (2021), a Housing Development Project outside the Very High Fire Hazard Severity Zone must include at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the project site within the last five years (i.e., "no net loss"). Projects subject to the Housing Crisis Act of 2019 (HCA) that result in a net loss of housing are prohibited. The applicant has submitted a No Net Loss Declaration dated February 14, 2024.

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.25.

5. **Housing Requirements.** Prior to the issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make nine (9) units available to Very Low Income Households or equal to 15 percent of the project's total base residential density allowed, 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.25, 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. **On-Menu Incentive, Off-Menu Incentives and Waivers of Development Standards**

    a. **Averaging of Floor Area, Density, Open Space, Parking and Permitting Vehicular Access. (On-Menu Incentive).** A total of 93,286 square feet of floor area, or 3.57:1 FAR; 86 residential dwelling units, 87 residential automobile parking and 6 commercial automobile parking spaces, 49 residential bicycle parking spaces and 8 commercial bicycle parking spaces; 8,900 square feet of open space; and vehicular access from a less restrictive zone to a more restrictive zone shall be permitted on the entire Project Site, as shown in Exhibit "A".

    b. **SNAP Subarea A (Neighborhood Conservation) Maximum Height (Off-Menu Incentive). T**he project shall be limited to a maximum building height of 69 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.

    c. **SNAP Subarea B (Mixed Use Boulevards) Maximum Height (Off-Menu Incentive). T**he project shall be limited to a maximum building height of 69 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.

    d. **Floor Area (Waiver of Development Standard).** The maximum FAR shall be limited to 3.57:1, or 93,286 square feet, as shown in Exhibit "A".

    e. **Transitional Height (Waiver of Development Standard).** The project is allowed no transitional height limits otherwise required in Section 8.C. of the SNAP to allow an overall height of 69 feet, as shown in Exhibit "A".

    f. **Side Yard Setback (Waiver of Development Standard).** The project is allowed no minimum easterly side yard setback, as shown in Exhibit "A".

8. **Required Trees per 12.21 G.2.** As conditioned herein, a final submitted landscape plan shall be reviewed to be in substantial conformance with Exhibit "A". There shall be a minimum of 22, 24-inch box, or larger, trees onsite pursuant to LAMC Section 12.21 G.2. Any required trees pursuant to LAMC Section 12.21 G.2 shown in the public right-of-way in Exhibit "A" shall be preliminarily reviewed and approved by the Urban Forestry Division prior to building permit issuance. In-lieu fees pursuant to LAMC Section 62.177 shall be paid if placement of required trees in the public right-of-way is proven to be infeasible due to City-determined physical constraints.

SNAP Conditions

9. **Site Plan.** 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 Los Angeles Municipal Code or the project conditions. The plans shall comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.

10. **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, by phone at (213) 202-2682 or in person at the public counter at 221 N. Figueroa St., Suite 400 (4th Floor), Los Angeles, CA 90012 to arrange for payment.

    b. Make a payment of $369,800 to the Parks First Trust Fund for the net increase of 86 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. Christie Hwang may be reached at (213) 562-9575 or Christie.Hwang@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.

11. **Use.** The Project is permitted 86 residential dwelling units over Subareas A and B.

12. **Commercial Use.** Commercial uses within Subarea B within the vacant commercial tenant spaces shall be occupied with a use as permitted in a C1.5 zone. Commercial uses shall not be permitted within Subarea A. Any change of use thereafter is required to obtain a Specific Plan Project Compliance approval before any permit clearance is given.

13. **Commercial Floor Area.** The commercial floor area shall be limited to 2,596 square feet, or 0.09:1 FAR, as shown in Exhibit “A”.

14. **Building Stepback.** The project shall set the second 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.

15. **Building Setback**. The exterior wall of the building frontage that is located on Subarea A shall be located no closer to the street and no farther from the street than the exterior walls of the adjacent buildings within the same Subarea. As such, the exterior walls of the portion of the subject project that is located on Subarea A shall be no closer and no further than 16 feet and six (6) inches from the front property line, along Berendo Street.

16. **Automobile Parking.** Automobile parking shall be provided consistent with Assembly Bill (AB) 2097, which permits no minimum residential parking and no minimum commercial parking for a mixed-use project located within half a mile of a major transit stop.

    a. **Residential Uses.** In no event shall the automobile parking spaces exceed a maximum of 150 residential spaces within Subarea A and 172 residential spaces within Subarea B, of which 21 spaces within Subarea A and 43 spaces within Subarea B shall be designated for residential guest parking, and for which 43 spaces within Subarea B shall be shared between residential guest parking and commercial uses.

    b. **Commercial Uses.** Automobile parking for commercial uses shall be limited to a maximum of two (2) parking spaces for every 1,000 square feet of non-residential floor area. Based on the commercial floor area proposed, a maximum of six (6) commercial parking spaces shall be provided on-site. Commercial parking shall be located within the boundaries of Subarea B only.

    a. If more residential guest parking spaces are allowed than commercial parking spaces, the proposed project cannot exceed the maximum six (6) commercial parking spaces allowed per the SNAP.

17. **Bicycle Parking.** The project shall provide a minimum of 43 residential bicycle parking spaces within Subarea A. The project shall provide a minimum of 49 residential bicycle parking spaces within Subarea B and a minimum of two (2) commercial bicycle parking spaces within Subarea B.

18. **Open Space.** The project shall provide a minimum of 8,900 square feet of usable open space, of which 4,450 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.

19. **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.

    a. Five (5), 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.

    b. Three (3), 24-inch box shade trees shall be provided in the public right-of-way along the portion of Berendo Street project frontage located within Subarea A, subject to the Bureau of Street Services, Urban Forestry Division requirements.

    c. The project site currently includes existing trees within the frontages along the project site. Whether the street tree should remain or should be replaced is subject to the Bureau of Street Services, Urban Forestry Division. However, existing Palm trees shall be maintained and are not requested to be removed in order to plant new street trees.

d. 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.

e. 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.

f. 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.

20. **Streetscape Elements.** Streetscape elements shall be installed a maintained prior to issuance of the building permit or suitable guaranteed through a bond and all improvements must be completed prior to the issuance of a Certificate of Occupancy.

    a. **Bike Racks**. Three (3) 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.

    b. **Trash Receptacles.** Two (2) 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.

    c. **Public Bench.** One (1) public bench shall be installed in the public right-of-way along Hollywood Boulevard subject to the requirements of the Department of Public Works.

21. **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.

22. **Irrigation Plan.** A final irrigation plan shall be prepared and included.

23. **Curb Cuts.** Only one curb cut that is 20 feet in width for every 100 feet of street frontage is allowed, 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.

24. **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.

25. **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 800.5 square feet of the ground floor façade that is located within Subarea B shall be constructed with transparent building materials along Hollywood Boulevard, consistent with Exhibit “A”, Sheet G.032.

b. At least 895.14 square feet of the ground floor façade that is located within Subarea B shall be constructed with transparent building materials along Berendo Street, consistent with Exhibit “A”, Sheet G.032.

26. **Façade Relief.**

a. As illustrated in ‘Exhibit A’, all exterior elevations within Subarea A shall provide a break in the plane every 20 feet in horizontal length and every 15 feet in vertical length.

b. As illustrated in ‘Exhibit A’, all exterior elevations within Subarea B shall provide a break in the plane every 20 feet in horizontal length and every 30 feet in vertical length.

27. **Building Materials.** As illustrated in ‘Exhibit A’, building facades shall provide at least two types of complimentary building materials on all elevations.

28. **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.

29. **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.

30. **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.

31. **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.

32. **Freestanding Walls.** Any new freestanding walls and fences within Subarea B 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.

33. **Lighting.** The applicant shall comply with the following standards for the portions of the building within Subarea B:

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 ¾ 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

34. **Driveways.** The first 25 feet in length of the driveway within Subarea A shall be constructed of Portland cement concrete, pervious cement, grass-crete, or any other porous surface that reduces heat radiation and/or increases surface absorption, thereby reducing runoff.

35. **Privacy.** As illustrated in 'Exhibit A', the façades shall avoid placing windows facing windows across property lines or facing private outdoor space of other residential units.

36. **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.

37. **Noise.** Any dwelling unit exterior wall within Subarea B 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.

38. **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 Conditions

39. **Implementation.** The Applicant shall be responsible for implementing each Project Design Feature (PDF) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF. Such records shall be made available to the City upon request.

40. **PDF-NO-1: Temporary Construction Noise Barrier.** All barriers shall be of sufficient linear extent to obscure the line of sight from the Project construction equipment and the affected sensitive receptors. Barriers shall be free of gaps and holes, and shall be designed as follows:

a. **Northern Barrier.** A temporary construction barrier along the entire northern edge of the Project Site facing the multifamily residences shall be in place during the Project construction (including grading and building construction). The barrier shall be at least 21 feet in height above the Project Site existing grade level at the northern edge of the Project Site. The barrier shall be made of a material with a Sound Transmission Class (STC) rating of at least STC-33 or a transmission loss of at least 23 decibels (dB) at 500 hertz.

b. **Eastern Barrier.** A temporary construction barrier along the eastern edge of the Project Site facing the multifamily residences on N. New Hampshire Street, the church on Hollywood Boulevard, and the school across N. New Hampshire Street shall be in place during the Project construction (including site preparation, grading, building construction, and paving) excluding architectural coating. The barrier shall be least 8 feet in height above the existing grade level of the eastern edge of the Project Site. The barrier shall be made of a material with a STC rating of at least STC-30 or a transmission loss of at least 20 dB at 500 hertz.

41. **PDF-NO-2: Noise Minimization.** The Project contractor(s) shall employ state-of-the art noise minimization strategies when using mechanized construction equipment. Construction activities shall be scheduled and coordinated to avoid operating several pieces of equipment simultaneously. Construction equipment shall not idle when not in use. The contractor shall place noise construction equipment as far from the Project Site edges as feasible.

42. **PDF-NO-3: Noise Control Devices.** Noise-generating equipment operated at the Project Site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration- sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

43. **PDF-NO-4: Evening Construction Prohibition.** Exterior construction activity will not occur between the hours of 7:00 p.m. and 9:00 p.m. on weekdays.

Administrative Conditions

44. **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.

45. **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.

46. **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.

47. **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.

48. **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.

49. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

50. **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.

51. **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.

52. **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.

FINDINGS

DENSITY BONUS FINDINGS

The Applicant requests three (3) Incentives, as listed below:

a. An **On-Menu Incentive** to average the floor area, density, open space, and parking over the project site, and to permit vehicular access from a less restrictive zone to a more restrictive zone.

b. An **Off-Menu Incentive** to permit a 31 foot, six (6)-inch height increase in the SNAP Subarea A lot to permit a maximum building height of 69 feet, in lieu of a maximum height of 37 feet and 6 inches allowed in Section 7.D. of the SNAP.

c. An **Off-Menu Incentive** to permit a 19-foot height increase to permit a maximum building height of 69 feet in lieu of 50 feet otherwise allowed in Section 8.B. of the SNAP.

Based upon the required set-aside of at least 15 percent, of the 60 base density units for Very Low Income Households, or nine (9) units, the Applicant is entitled to three (3) Incentives under both Government Code and LAMC. The Applicant is providing nine (9) units for Very Low Income Households, or 15-percent of the base units. Therefore, the project qualifies for the proposed development's Incentives.

The following is a delineation of the findings related to the request for three (3) Incentives, pursuant to LAMC 12.22. A.25(g) and Government Code Section 65915. By law, the Commission shall approve a Density Bonus and requested Incentives unless the Commission makes a finding based on substantial evidence that:

1. The incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs for rents for the affordable units.

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested incentives do not result in identifiable and actual cost reduction 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.

On-Menu Incentive for Averaging of Floor Area, Density, Open Space, Parking and Permitting Vehicular Access.

Averaging of Density

In accordance with State Density Bonus Law (Government Code Section 65915 and Assembly Bill 2334), the Applicant is obtaining the base density allowance from the maximum allowable residential density permitted under the Zone, Specific Plan, or General Plan Land Use Designation. The proposed project is comprised of two different zones, RD1.5-1XL and [Q]C2-2D, within two different Subareas of the Vermont/Western SNAP (Subarea A - Neighborhood Conservation and Subarea B - Mixed Use Boulevards), which have different by-right allowable maximum densities and FARs. Subarea A defers to the density and FAR permitted by the underlying zoning designation, or the RD1.5-1XL Zone. The RD1.5-1XL Zone permits one dwelling unit for

every 1,500 square feet of lot area and permits a maximum FAR of 3:1. Subarea B permits residential uses permitted in the R3 Zone, and a maximum FAR of 2:1 for Mixed Use Projects. Pursuant to Density Based on the area regulations of each respective Subarea and corresponding zone where applicable, the Project Site allows for 60 units by-right. The breakdown of this information is shown in the following table:

Base Density							
	Subarea A			**Subarea B**			**Total**
Density Permitted By-Right							
	Lot Area	Density	Units	Lot Area	Density	Units	
RD1.5 Lot Area	6,746	1/1,500	4.49 = 5	-			**5**
[Q]C2 Lot Area	-			21,726	1/400	54.315	**55**
Total Units							**60**
Total Units w/ 42.5 percent Density Bonus							**60 *1.425 = 85.5 = 86**

The Applicant is proposing a total of 86 dwelling units in conjunction with a Conditional Use Permit to exceed the maximum density permitted in Chapter 1 of the LAMC Section 12.22 A.25. The proposed On-Menu Incentive to average the proposed density allows the entire development requirement for each individual zone and subarea to be allocated across the entire project site, thereby allowing for efficiency in construction and density.

Averaging of Floor Area

In conjunction with Density Bonus, the Applicant is requesting Floor Area Ratio (FAR) increases from the underlying zones and subareas to allow a 3:57:1 FAR across the entire site. The proposed On-Menu Incentive to average the proposed floor area allows the entire development requirement for each individual zone and subarea to be allocated across the entire project site, thereby allowing for efficiency in construction and density.

Averaging of Open Space

The 86-unit project includes 11 studio units with less than three (3) habitable rooms, 63 one-bedroom units with three (3) habitable rooms, and 12 two-bedroom units with more than three (3) habitable rooms. This results in a maximum 8,900 square feet of usable open space of which 50 percent of what is required within Subarea A and 25 percent of what is required within Subarea B must be located on the ground floor or first habitable room level. The Applicant is proposing 10,086 square feet of open space area through a common courtyard, recreation room, outdoor deck and private balconies. The proposed On-Menu Incentive to average the proposed open allows the entire development requirement for each individual zone and subarea to be allocated across the entire project site, thereby allowing for efficiency in construction and density.

Averaging of Parking and Vehicular Access

The proposed project includes a total of 93 automobile parking spaces with no spaces designated for guest parking which is consistent with the required parking for an 86-unit project using Assembly Bill (AB) 2097 located in the SNAP Subarea A and SNAP Subarea B within one-half mile of a transit stop. The parking lots will be accessed from one driveway on Berendo Street, located within Subarea A of the Vermont/Western SNAP Specific Plan. The proposed On-Menu Incentive to locate the proposed parking

across the entire site in lieu of within the parcels with the corresponding zones and subareas only allows efficiency in construction and an identifiable cost reduction in providing for the affordable units. Permitting vehicular access from a less restrictive zone to a more restrictive zone will allow circulation throughout the project site.

Off-Menu Incentive for SNAP Subarea A (Neighborhood Conservation) Maximum Height. Section 7.D. of the SNAP states that the maximum height of any Project shall not exceed a height that is within 15 feet of the height of the shortest existing building on any adjacent lot. The shortest adjacent building at 1724 North Berendo Street, measures up to 22 feet and six (6) inches in height, allowing the project site a maximum height of 37 feet and six (6)-inches. However, the Applicant is seeking a Density Bonus Off-Menu Incentive of up to 31 feet and six (6)-inch increase in height to permit 69 feet of maximum building height. The incentive would enable the Applicant to build the market rate and affordable units by expanding the Project's building envelope so that the units being constructed are of sufficient size, configuration, and quality.

Off-Menu Incentive for SNAP Subarea B (Mixed Use Boulevards) Maximum Height. Section 8.B of the SNAP states that the maximum height of any building for a mixed-use project be limited to not exceed 50 feet in height. The Applicant requests a 19-foot height increase to permit a maximum building height of 69 feet in lieu of 50 feet otherwise allowed in Section 8.B. of the SNAP. The incentive would enable the Applicant to build the market rate and affordable units by expanding the Project's building envelope so that the units being constructed are of sufficient size, configuration, and quality.

The requested incentives allow the developer to utilize more floor area on the ground floor for uses accessory elements for the residential units and provide for design efficiencies. These incentives support the Applicant's decision to set aside 15-percent of the 60 base units, that is nine (9) units, restricted to Very Low Income Households for 55 years.

2. The incentive(s) will 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 incentive(s) 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. Additionally, the Historic Resources Assessment prepared by Architectural Resources Group for the Class 32 Categorical Exemption, Case Number ENV-2024-4115-CE, and as accepted by the Los Angeles Office of Historic Resources in an email dated December 17, 2024. The project would not result in any substantial adverse changes to any historical resources within the vicinity of the project as defined in Section 15064.5(b) of the CEQA Guidelines. Therefore, there is no substantial evidence that the proposed incentive(s) will have a specific adverse impact on public health and safety.

3. The incentives are contrary to state or federal law.

There is no evidence in the record that the proposed incentives are contrary to state or federal law.

4. The "waiver[s] or reduction[s] of development standards will not have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)).

A Density Bonus project may request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1).

Waiver of Development Standard – Floor Area: The proposed project is comprised of two different zones, RD1.5-1XL and [Q]C2-2D, within two different Subareas of the Vermont/Western SNAP, A (Neighborhood Conservation) and B (Mixed Use Boulevards), which have different by-right allowable maximum Floor Area Ratios (FAR). Subarea A defers to the Floor Area Ratio (FAR) permitted by the underlying zone. The RD1.5-1XL Zone permits a maximum FAR of 3:1. The SNAP Subarea B permits a maximum FAR of 2:1 for Mixed Use Projects. The Applicant requests a 78.5 percent floor area increase to the 2:1 Floor Area Ratio (FAR) permitted in Subarea B of the Vermont/Western SNAP Specific Plan and a 19 percent floor area increase to the 3:1 FAR permitted in Subarea A of the Vermont/Western SNAP Specific Plan to allow a 3:57:1 FAR. As proposed, the granting of this waiver will allow the developer to expand the building envelope so that additional affordable units can be constructed, and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. Thus, the denial of the requested waiver will have the result of physically precluding one or more affordable units.

Waiver of Development Standard – Transitional Height: Section 8.C. of the SNAP imposes height limitations for portions of buildings on a lot located within Subarea B of the SNAP when located within the following distances specified from an abutting lot in Subarea A:

SNAP Subarea B Transitional Height Limitations	
Distance	Height
0 to 49 feet	25 feet
50 to 99 feet	33 feet

The Applicant requests a Waiver of Development Standard to waive the transitional height limits otherwise required in Section 8.C. of the SNAP to allow an overall height of 69 feet. As proposed, the granting of this waiver will allow the developer to expand the building envelope so that additional affordable units can be constructed, and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. Thus, the denial of the requested waiver will have the result of physically precluding one or more affordable units.

Waiver of Development Standard – Side Yard Setback: The proposed project is comprised of two different zones, RD1.5-1XL and [Q]C2-2D, within two different Subareas of the Vermont/Western SNAP, A (Neighborhood Conservation) and B (Mixed Use Boulevards), which have different setback limitations. SNAP Subarea B allows no setback requirements for mixed-use projects. SNAP Subarea A defers the setback requirements to the underlying zone, or the RD1.5-1XL, which requires a nine (9)-foot minimum side yard setback along the easterly side of the project site. The Applicant requests a Waiver of Development Standard for an up to 100% reduction in the minimum easterly side yard setback to permit 0 feet in lieu of the minimum nine (9)-feet required by LAMC Section 12.09.1.B.2. As proposed, the granting of this waiver will allow the developer to expand the building envelope so that additional affordable units can be constructed, and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. Thus, the denial of the requested waiver will have the result of physically precluding one or more affordable units.

SPECIFIC PLAN PROJECT COMPLIANCE (SPPC) FINDINGS

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

Section 6. Land Use Regulations and Designation of Subareas

a. Parks First. Section 6.F of the Vermont/Western Station Neighborhood Area Plan (SNAP) 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 construction, use and maintenance of a new 6-story, 86-unit mixed-use building with approximately 2,596 square feet of commercial floor area resulting in a net increase of 86 dwelling units. The project is therefore required to pay a total of $369,800 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 offset 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.

Section 7. Subarea A – Neighborhood Conservation

A portion of the project site (Lot 16) is located within Subarea A of the SNAP and is therefore subject to the provisions in Section 7 of the SNAP. The rest of the project site (Lots FR13 and FR 14) are located within Subarea B of the SNAP and are therefore subject to the provision in Section 8 of the SNAP.

b. Residentially Zoned Properties. Section 7.A of the Vermont/Western Specific Plan states that residential uses allowed by the existing residential zoning classification of any lot located within Subarea A shall be permitted, provided that no more than two (2) lots have a total combined lot area of 15,000 square feet may be tied together to form a single building site. Furthermore, parking shall be prohibited in the required front yard areas. Lot 16 is zoned RD1.5-1XL, which allows density at a rate of one (1) unit for every 1,500 square feet of lot area. Lot 16 is approximately 6,746 square feet in size, allowing a maximum of five (5) dwelling units, which is consistent with the Hollywood Community Plan and Low Medium II Residential Land Use Designation. Lot 16 will be tied with Lots FR13 and FR 14, which are within Subarea B of the SNAP. The Applicant seeks an On-Menu Incentive to average the density over the entire project site within

Subarea A and Subarea B and a Density Bonus increase of 42.5 percent from the base density in exchange for setting aside 15 percent of the base density, or nine (9) units for Very Low Income household occupancy. Therefore, as conditioned and in conjunction with Density Bonus, the project complies with Section 7.A. of the Specific Plan.

c. Commercially Zoned Properties. Section 7.B of the Vermont/Western Specific Plan states that commercial uses on commercially zoned properties are limited to those uses defined as "Neighborhood Retail" and "Neighborhood Serving" in LAMC Section 13.07 and limited to the ground floor only. Lot 16 is not commercially zoned and does not propose commercial uses. Therefore, Section 7.B of the Specific Plan does not apply.

d. Schools, Child Care and Community Facilities. Section 7.C of the Vermont/Western Specific Plan states that public or private schools, childcare facilities, parks, community gardens, community facilities, shall be permitted on any lot or lots provided that the building site for those uses has no more than two (2) acres of combined lot area. The project does not include any school, childcare or community facilities uses. Therefore, Section 7.C of the Specific Plan does not apply.

e. Maximum Height. Section 7.D of the Vermont/Western Specific Plan states that the maximum height of any new building within Subarea A shall not exceed a height that is within 15 feet of the height of the shortest adjacent building on any adjacent lot within the same Subarea. The Specific Plan further stipulates that roofs and roof structures for the purposes specified in the Los Angeles Municipal Code (LAMC) Section 12.21.1 B.3 of the Code and architectural rooftop features may be erected up to 10 feet above the maximum 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.

As seen in Exhibit 'A', Sheet A.000, the shortest adjacent building at 1724 North Berendo Street, measures up to 22 feet and six (6) inches in height. However, the Applicant is seeking a Density Bonus Off-Menu Incentive of up to 31 feet and six (6)-inch increase in height to permit 69 feet of maximum building height. The Applicant is proposing to reserve nine (9) units for Very Low Income Household occupancy.

Height Increase			
	SNAP Maximum Height Limit	**With DB Incentive**	**Proposed Height**
Overall Height	22'-6" + 15' = **37' 6"**	37' 6" + 31' 6" = 69' **(84% Increase)**	**69'**

Therefore, as conditioned and in conjunction with the Density Bonus Waiver of Development Standard, the project complies with Section 7.D of the Specific Plan.

f. Building Setback. Section 7.E of the Vermont/Western Specific Plan states that all buildings shall face a public street. The proposed development fronts along Berendo Street with a main pedestrian entrance located along the street frontage. Section 7.E. of the Vermont/Western Specific Plan also states that the exterior wall of the building frontage shall be located no closer to the street and no farther from the street than the exterior walls of the adjacent buildings within the same Subarea. The adjacent property to the north (1724 North Berendo Street) is located approximately 16 feet, six (6)-inches away from the front property line. The Applicant is proposing a 16-foot, six (6)-inch building setback on Lot 16. Therefore, the proposed project complies with Section 7.E of the Specific Plan.

g. Usable Open Space. Section 7.F of the Vermont/Western Specific Plan states that residential Projects with two (2) 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. The Specific Plan further stipulates that 50 percent of the total open space must be provided at ground 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 Applicant seeks an On-Menu Incentive to average the proposed open space over the entire project site within Subarea A and Subarea B in exchange for setting aside 15 percent of the base density, or nine (9) units for Very Low Income household occupancy. The project consists of 11 studio units and 63 one-bedroom units with less than three (3) habitable rooms and 12 two-bedroom units with three (3) habitable rooms, thereby requiring a total of 8,900 square feet of required usable open space of which 4,450 square feet must be located at grade or first habitable room level. The minimum Usable Open Space requirement is shown in the table below:

Minimum Required Usable Open Space			
	Units	**SF Required**	**Usable Open Space (SF)**
Dwelling Units with Less than 3 Habitable Rooms	74	100	7,400
Dwelling Units with 3 Habitable Rooms	12	125	1,500
Dwelling Units with More than 3 Habitable Rooms	0	175	0
Total Minimum Required Usable Open Space			**8,900**
50% located at grade or first habitable room level			**4,450**

The Applicant is proposing 10,086 square feet of open space area through a common courtyard, recreation room, outdoor deck and private balconies, as shown in the table below:

Open Space	
Private	
Balconies – Level 2	1,139
Balconies – Level 3	947
Balconies – Level 4	947
Balconies – Level 5	947
Balconies – Level 6	753
Total	**4,733**
Common – Indoor	
Recreation Rooms – Level 2	1,677
Total	**1,677**
Common – Outdoor	
Outdoor Courtyard – Level 2	2,546
Outdoor Deck – Level 6	1,130
Total	**3,676**
Total Required Open Space	**8,900**

50% of Open Space at the First Habitable Room Level Required	4,450
Total Open Space Provided	**10,086**
50% of Open Space at the First Habitable Room Provided	5,362
Required planting area 25% of Common Open Space	2,225
Total Provided Planted Area	**3,552**

The project has been conditioned to construct the open space as illustrated in Exhibit 'A'. Therefore, as conditioned and in conjunction with the Density Bonus/Affordable Housing Incentives Program, the project complies with Section 7.F of the Specific Plan.

h. Project Parking Requirements.

i. **Automobile Parking.** Section 7.G.1 of the Vermont/Western Specific Plan sets forth a minimum and maximum parking standard for residential projects, as shown in the tables below:

SNAP Minimum Parking Spaces			
	Parking Space Per Square Feet / Unit	**Units**	**Parking Spaces**
Dwelling Units with Less than 3 Habitable Rooms	1	11	11
Dwelling Units with 3 Habitable Rooms	1	63	63
Dwelling Units with More than 3 Habitable Rooms	1.5	12	18
Total <u>Residential</u> Required Spaces			**92**
Guest	.25	86	21
Total Minimum Required Spaces (inclusive of guest parking)			**113**

SNAP Maximum Parking Spaces			
	Parking Space Per Square Feet / Unit	**Units**	**Parking Spaces**
Dwelling Units with Less than 3 Habitable Rooms	1	11	11
Dwelling Units with 3 Habitable Rooms	1.5	63	94
Dwelling Units with More than 3 Habitable Rooms	2	12	24
Total <u>Residential</u> Allowed Spaces			**129**
Guest	.25	86	21
Total Maximum Allowed Spaces (inclusive of guest parking)			**150**

The Applicant proposes to utilize Assembly Bill (AB) 2097, which is a California law that prohibits public agencies or cities from imposing a minimum automobile parking requirement on most development projects located within a half-mile radius of a major transit stop. As the proposed project is a mixed-use project 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, when parking is being proposed, a project is still subject to the maximum parking requirement per the SNAP. The SNAP limits the maximum number of automobile parking spaces to 150, inclusive of guest parking spaces. AB 2097 replaces the parking requirement in the Density Bonus and SNAP Parking requirements for residential projects. The Applicant is providing 87 residential parking spaces and zero guest parking spaces, thereby satisfying the maximum SNAP parking requirements. Additionally, the Project is conditioned to meet the Electric Vehicle charging spaces (EV Spaces) and Electric Vehicle Charging Stations (EVCS) regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC, to the satisfaction of the Department of Building and Safety. Any vehicular parking spaces that are provided above the LAMC requirement are conditioned to be provided with EV chargers to immediately accommodate electric vehicles within the parking areas. Therefore, as conditioned and in conjunction with the reduced residential parking spaces per AB 2097, the project complies with Section 7.G.1 of the Specific Plan.

ii. **Bicycles.** Section 7.G.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 86 residential units, thus, requiring 43 bicycle parking spaces. The Applicant is proposing 43 residential bicycle parking spaces. Therefore, as proposed and conditioned, the project complies with Section 7.G.2 of the Specific Plan.

i. Conversion Requirements. Section 7.H of the Vermont/Western Specific Plan sets forth requirements pertaining to the conversion of existing structures to residential condominium uses. The Applicant proposes the construction, use and maintenance of a new 6-story, 86-unit mixed-use building with approximately 2,596 square feet of commercial floor area with one (1) at-grade parking level and one (1) subterranean parking level. The project does not include the conversion of existing structures to residential condominium uses. Therefore, Section 7.H of the Specific Plan does not apply.

j. Development Standards. Section 7.I of the Vermont/Western Specific Plan requires that all Projects be in substantial conformance with the following Development Standards and Design Guidelines.

Development Standards

(1) Landscaped Focal Point. This Development Standard requires all new development projects to be designed around a landscaped focal point or courtyard. The applicant has submitted a Landscape Plan showing landscaped areas within surrounding the project site. The proposed project will be landscaped with trees such as Strawberry Tree, Shoe String Acacia Tree, and Maverick Thornless Mesquite tree. The shrubs proposed include European Grey Sedge, Pineapple Guava, and Angel Wing Jasmine. Therefore, the project complies with this Development Standard.

(2) Landscape Plan. This Development Standard 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. The applicant has submitted a Landscape Plan which includes a landscaped front yard and rear yard as described above. In addition, a Condition of Approval has been included requiring the applicant to provide a final landscape plan prepared by a licensed

landscape architect. Therefore, as conditioned, the project complies with this Development Standard.

(3) Usable Open Space. The Development Standards for common usable open space stipulate that no portion of the required common usable open space can have a dimension less than 20 feet and an overall minimum area less than 600 square feet for more than ten (10) dwelling units. The Development Standard further stipulates that private usable open space, such as balconies with a minimum dimension of six (6) feet, may reduce the required usable open space directly commensurate with the amount of private open space provided. As shown in the open space plans, the common open space areas provide more than the minimum area of 600 square feet and the minimum dimension of 20 feet.

The Applicant is proposing 10,086 square feet of open space area through a common courtyard, recreation room, outdoor deck and private balconies, as shown in the table below:

Open Space	
Private	
Balconies – Level 2	1,139
Balconies – Level 3	947
Balconies – Level 4	947
Balconies – Level 5	947
Balconies – Level 6	753
Total	**4,733**
Common – Indoor	
Recreation Rooms – Level 2	1,677
Total	**1,677**
Common – Outdoor	
Outdoor Courtyard – Level 2	2,546
Outdoor Deck – Level 6	1,130
Total	**3,676**
Total Required Open Space	**8,900**
50% of Open Space at the First Habitable Room Level Required	4,450
Total Open Space Provided	**10,086**
50% of Open Space at the First Habitable Room Provided	5,362
Required planting area 25% of Common Open Space	2,225
Total Provided Planted Area	**3,552**

The proposed project includes 5,353 square-feet of required common usable open space that meets the minimum dimension of 20 feet and the minimum area of 600 square feet as required by this Development Standard. The proposed project also includes 4,733 square feet of private open space area that meet the minimum dimension of six (6) feet. As designed, the required open space areas comply with this Development Standard.

(4) Street Trees. This Development Standard requires one, 24-inch box shade tree to be planted and maintained in the public right-of-way for every 20 feet of street frontage. Lot 16 occupies approximately 50 feet of street frontage along the easterly side of Berendo Street. As such, three (3) street trees are required along the project site's public right-of-way. The Specific Plan requires the preservation of any existing Palm trees in the right of way and the project will be permitted to count any existing Palm trees towards the Specific Plan Street tree requirement. As seen in Exhibit A Sheet L.201, the proposed project includes three (3) new street trees along Lot 16 street frontage. The Development Standard further requires that an automatic irrigation system be provided within the tree well. The project is conditioned herein to provide a total of three (3) street trees in front of Lot 16 and an automatic irrigation system to the satisfaction of Bureau of Street Services, Urban Forestry Division. Therefore, as conditioned, the project complies with this Development Standard.

(5) 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 Conditions of Approval require all proposed utilities on the project site to be placed underground. If underground service is not currently available, then provisions shall be made for future underground service. As conditioned, the project complies with this Development Standard.

(6) Pedestrian Access. This Development Standard requires that pedestrian access shall be in the form of walks provided from the public street to the main building entrance and that they provide a view into any existing interior courtyard or landscaped open area. The proposed development offers pedestrian access via a direct path to the building entrance along Berendo Street. The front yard and pathway are landscaped with shrubbery, trees, and groundcover. Therefore, the project complies with this Development Standard.

(7) Alley Access. This Development Standard requires vehicle and pedestrian access from existing alleys or side streets to be preserved and enhanced. The subject site is not accessible via an alley. Therefore, this Development Standard does not apply.

(8) Curb Cuts. This Development Standard allows no more than one curb cut per lot or 100 feet of lot frontage and further requires curb cuts to be a maximum of 20 feet in width unless more is required by the Department of Transportation (DOT) or the Department of Building and Safety (DBS). The project site comprises approximately 28,472 square feet of lot area with approximately 135 feet of street frontage along Hollywood Boulevard and approximately 210 feet street frontage along Berendo Street. Lot 16 occupies 50 feet of street frontage along the easterly side of Berendo Street. The Applicant is proposing the construction of one (1) new 20-foot curb cut for ingress and egress purposes. In addition, the Applicant seeks an On-Menu Incentive to permit vehicular access from a less restrictive zone to a more restrictive zone, in exchange for setting aside 15 percent of the base density, or nine (9) units for Very Low Income household occupancy. A Condition of Approval has been included to require only one curb cut that is 20 feet in width for every 100 feet of street frontage is allowed, unless otherwise required by the Departments of Public Works, Transportation, or Building and Safety. Therefore, in conjunction with the Density Bonus/Affordable Housing Incentives Program, the project complies with this Development Standard.

(9) Driveways. This Development Standard requires that the first 25 feet in length of driveways to be constructed of Portland cement concrete, pervious cement, grass-crete, or any other porous surface that reduces heat radiation and/or increases surface absorption, thereby reducing runoff. The proposed development is accessible from Berendo Street. A Condition of Approval has been included requiring the first 25 feet in length of the driveway to be constructed of Portland cement concrete, pervious cement, grass-crete, or any other porous surface that reduces heat radiation and/or increases surface absorption, thereby reducing runoff. Therefore, as conditioned, the project complies with this Development Standard.

(10) Parking Lots and Structures. This Development Standard requires surface parking lots, structures, garages and carports to be located at the rear of buildings. Furthermore, surface parking lots shall be paved with Portland cement concrete, pervious cement, grass-crete, or any other porous surface that will reduce the heat radiation and/or increase the surface absorption. The proposed project includes its residential parking spaces within one (1) at grade-level and one (1) subterranean parking level. The proposed parking spaces are not located within the front yard setback area. Therefore, the project complies with this Development Standard.

(11) Trash, Service Equipment and Satellite Dishes. This Development Standard requires that trash, service equipment and satellite dishes to be located away from streets and enclosed or screened by landscaping, fencing or other architectural means. Additionally, the trash area shall be enclosed by a minimum six (6)-foot high decorative masonry wall. The Applicant proposes a recycling and trash located at ground-level parking area. The plans submitted as part of this application do not indicate the location of service equipment and satellite dishes. In the event that any service equipment or satellite dishes are installed in the future, a Condition of Approval has been included requiring that they be located away from Carlton Way. Therefore, as conditioned, the project complies with this Development Standard.

(12) Roofs and Rooftop Appurtenances. This Development Standard requires that all rooftop equipment be screened from public view or architecturally integrated into the design of the building. In the event that additional rooftop mechanical equipment is proposed in the future, 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 wall be solid and match the exterior materials, design, and color of the building. Therefore, as conditioned, the project complies with this Development Standard.

(13) Roof Lines. This Development Standard requires that all roof lines in excess of 40 feet in horizontal length must be broken up through the use of gables, dormers, plant-ons, cutouts or other appropriate means. As seen in Exhibit A, Sheet A,170, all roof lines are broken up to not exceed 40-foot increments. Moreover, the project has been conditioned to require all rooflines in excess of 40 feet to be broken up through the use of gables, dormers, plant-ons, cutouts, or other appropriate means. Therefore, as proposed and conditioned, the project complies with this Development Standard.

(14) Privacy. This Development Standard requires that buildings be arranged to avoid windows facing windows across property lines, or the private open space of other residential units. As seen in Exhibit A, Sheet G.031, Lot 16 abuts residential uses to the north of the project site. The Applicant has provided an elevation which

depict the windows of existing adjacent structures to the north superimposed onto the proposed project. The elevation shows that some of the windows of adjacent residential properties will be marginally affected by the new construction. Given the constraints as an infill development located in an urbanized area, the Applicant has demonstrated efforts to arrange windows to avoid directly facing windows across property lines or private open space of other residential units. Therefore, the project complies with this Development Standard.

(15) Façade Relief. This Development Standard requires that all exterior building elevations, walls, or fences provide a break in the plane for every 20 feet in horizontal length, and every 15 feet in vertical length created by an architectural detail or a change in material. The Specific Plan further requires architectural treatments on the building front elevation to be continued on the sides and back of buildings. All facades of the proposed building on Lot 16 comply with the requirement by providing breaks in the plane through the use of varied building material, recessed windows, façade line treatments, and modulation along the elevations as seen in Exhibit A, Sheets A.200 and A.201. Therefore, the project complies with this Development Standard

Design Guidelines

(16) General Building Design. This Design Guideline recommends that buildings should be compatible in form with the existing neighborhood atmosphere. The surrounding area is currently developed with one- to four-story residential buildings and commercial uses. Through Density Bonus, the proposed project includes the construction, use and maintenance of a new 6-story, 86-unit mixed-use building with approximately 2,596 square feet of commercial floor area resulting in a net increase of 86 dwelling units. The proposed project includes total of nine (9) units set aside for Very Low-Income Household occupancy. The building massing of multiple existing buildings along the block has a lot of coverage that takes up the majority of their subject lot(s). The proposed project will have a similar lot coverage as those found in the vicinity. Therefore, as conditioned and in conjunction with the Density Bonus, the project satisfies this Design Guideline.

(17) Architectural Features. The Design Guidelines encourage courtyards, balconies, arbors, roof gardens, water features, and trellises. Appropriate visual references to historic building forms are encouraged in new construction. The proposed project provides balconies and other architectural features similar to the nearby single-family and multi-family dwellings surrounding the site. Furthermore, the street-facing elevation employs a variety of building materials and articulation by way of changes in building plane and materials. Therefore, the project complies with this Design Guideline.

(18) Shade. This Design Guideline recommends that canopies, building overhangs and arbors be incorporated into the design of new structures to provide shade. The building includes projections along the facades such as overhangs, thus providing shade. Therefore, the project satisfies this Design Guideline.

(19) Building Color. The Design Guidelines encourage buildings be painted three colors: a dominant color, a subordinate color and a “grace note” color. The Applicant proposes white as its dominant color, medium gray as the subordinate color and light gray as the grace note color. Therefore, the project satisfies this Design Guideline.

Section 8. Subarea B – Mixed Use Boulevards

A portion of the project site (Lots FR13 and FR 14) are located within Subarea B of the SNAP and are therefore subject to the provisions in Section 8 of the SNAP. The rest of the project site (Lot 16) is located within Subarea A of the SNAP and is therefore subject to the provisions in Section 7 of the SNAP.

k. Use. Section 8.A of the Vermont/Western Specific Plan states that residential uses permitted in the R3 Zone by LAMC Section 12.10 and commercial uses permitted in the C1.5 Limited Commercial Zone by LAMC Section 12.13.5 shall be permitted by-right on any lot located within Subarea B of the Specific Plan area. The project site is comprised of Lot 16, which is in Subarea A and Lots FR13 and FR14, which are within Subarea B of the SNAP Specific Plan. Lots FR13 and FR14 are comprised of approximately 21,726 square feet of lot area and are zoned C2-1D, allowing a maximum of 55 dwelling units. Lots FR13 and FR 14 will be tied to Lot 16, which is within Subarea A of the SNAP. The Applicant seeks an On-Menu Incentive to average the density over the entire project site within Subarea A and Subarea B and a Density Bonus increase of 42.5 percent from the base density in exchange for setting aside 15 percent of the base density, or nine (9) units for Very Low Income household occupancy. Therefore, as conditioned and in conjunction with the Density Bonus/Affordable Housing Incentives Program, the project complies with Section 8.A of the Specific Plan.

l. Height and Floor Area. Section 8.B of the Vermont/Western Specific Plan requires that a Mixed-Use Project shall not exceed 50 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 proposed project includes the construction, use and maintenance of a new six (6)-story, 86-unit mixed-use building with approximately 2,596 square feet of commercial floor area.

The Applicant is seeking a Density Bonus Off-Menu Incentive of up to 19 feet increase in height to permit 69 feet of maximum building height, in lieu of the overall height limit of 50 feet for mixed-use buildings within Subarea B of the SNAP. In exchange, the Applicant is setting aside 15 percent, or nine (9) units, of the base 60 units for Very Low Income Household occupancy. As depicted in Exhibit "A", the Applicant proposes to comply with the stepback requirement per the SNAP which requires that no portion of any structure exceed 30 feet in height within 15 feet of the front property line, along Hollywood Boulevard. The SNAP height limitation and proposed height increase is shown in the following table:

Height Increase		
	SNAP Limitation	**Proposed**
SNAP Overall Height	50'	50' + 19' = **69'**

Therefore, as conditioned and in conjunction with the Density Bonus/Affordable Housing Incentives Program, the project complies with the SNAP height regulation under Section 8.B of the Specific Plan.

With regards to Floor Area Ratio (FAR), a mixed-use project in Subarea B is required to not exceed a 2:1 FAR. However, the Applicant is seeking an On-Menu Incentive to average the proposed FAR over the entire project site within Subarea A and Subarea B

in exchange for setting aside 15 percent of the base density, or nine (9) units for Very Low Income household occupancy. In addition, the Applicant is seeking a Waiver of Development Standard to allow a FAR increase of up to 3.57:1. The entire project site within Subarea A and Subarea B is comprised of 26,097 square feet of buildable area and the proposed building is 93,286 square feet, resulting in a 3.57:1 FAR. The proposed project includes 2,596 square feet of commercial floor area, resulting in a .09:1 FAR The SNAP FAR limitation and proposed FAR increase is shown in the following table:

FAR Increase		
	SNAP Limitation	**Proposed**
Total FAR Mixed Use Project	2:1	2:1 + 78.5% = **3.57:1**
Commercial FAR Mixed Use Project	1.5:1	**.09:1**

Therefore, as conditioned and in conjunction with the Density Bonus/Affordable Housing Incentives Program, the project complies with the SNAP FAR regulation under Section 8.B of the Specific Plan.

m. Transitional Height. Section 8.C of the Vermont/Western Specific Plan states that portions of buildings on a lot located within Subarea B adjoining or abutting a lot within Subarea A shall not exceed 25 feet in height and 33 feet in height when located within 0-49 feet and 50-99 feet, respectively. Lots FR13 and FR14 abut a Subarea A lot as part of the proposed project site (Lot 16). The Applicant is seeking a Waiver of Development Standard to waive SNAP Subarea A transitional height limitations to allow a maximum height of 69 feet, in exchange for setting aside 15 percent of the base density, or nine (9) units for Very Low Income household occupancy. Therefore, as conditioned and in conjunction with the Density Bonus/Affordable Housing Incentives Program, the project complies with Section 8.C of the Specific Plan.

k. Usable Open Space. Section 8.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 50 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 Applicant seeks an On-Menu Incentive to average the proposed open space over the entire project site within Subarea A and Subarea B in exchange for setting aside 15 percent of the base density, or nine (9) units for Very Low Income household occupancy. The project consists of 11 studio units and 63 one-bedroom units with less than three (3) habitable rooms and 12 two-bedroom units with three (3) habitable rooms, thereby requiring a total of 8,900 square feet of required usable open space of which 4,450 square feet must be located at grade or first habitable room level. The minimum Usable Open Space requirement is shown in the table below:

Minimum Required Usable Open Space			
	Units	**SF Required**	**Usable Open Space (SF)**
Dwelling Units with Less than 3 Habitable Rooms	74	100	7,400
Dwelling Units with 3 Habitable Rooms	12	125	1,500
Dwelling Units with More than 3 Habitable Rooms	0	175	0
Total Minimum Required Usable Open Space			**8,900**
50% located at grade or first habitable room level			**4,450**

The Applicant is proposing 10,086 square feet of open space area through a common courtyard, recreation room, outdoor deck and private balconies, as shown in the table below:

Open Space	
Private	
Balconies – Level 2	1,139
Balconies – Level 3	947
Balconies – Level 4	947
Balconies – Level 5	947
Balconies – Level 6	753
Total	**4,733**
Common – Indoor	
Recreation Rooms – Level 2	1,677
Total	**1,677**
Common – Outdoor	
Outdoor Courtyard – Level 2	2,546
Outdoor Deck – Level 6	1,130
Total	**3,676**
Total Required Open Space	**8,900**
50% of Open Space at the First Habitable Room Level Required	4,450
Total Open Space Provided	**10,086**
50% of Open Space at the First Habitable Room Provided	5,362
Required planting area 25% of Common Open Space	2,225
Total Provided Planted Area	**3,552**

The project has been conditioned to construct the open space as illustrated in Exhibit 'A'. Therefore, as conditioned and in conjunction with the Density Bonus/Affordable Housing Incentives Program, the project complies with Section 8.D. of the Specific Plan.

n. Project Parking Requirements.

i. **Automobile Parking**. Section 8.E of the Vermont/Western Specific Plan sets forth a minimum and maximum parking standard for residential projects, as shown in the tables below:

SNAP Minimum Parking Spaces			
	Parking Space Per Square Feet / Unit	**Units**	**Parking Spaces**
Dwelling Units with Less than 3 Habitable Rooms	1	11	11
Dwelling Units with 3 Habitable Rooms	1	63	63
Dwelling Units with More than 3 Habitable Rooms	1.5	12	18
Total Residential Required Spaces			**92**
Guest	.25	86	21
Total Minimum Required Spaces (inclusive of guest parking)			**113**

SNAP Maximum Parking Spaces			
	Parking Space Per Square Feet / Unit	**Units**	**Parking Spaces**
Dwelling Units with Less than 3 Habitable Rooms	1	11	11
Dwelling Units with 3 Habitable Rooms	1.5	63	94
Dwelling Units with More than 3 Habitable Rooms	2	12	24
Total Residential Allowed Spaces			**129**
Guest	.50	86	43
Total Maximum Allowed Spaces (inclusive of guest parking)			**172**

The Applicant proposes to utilize Assembly Bill (AB) 2097, which is a California law that prohibits public agencies or cities from imposing a minimum automobile parking requirement on most development projects located within a half-mile radius of a major transit stop. As the proposed project is a residential project 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 project is still subject to the maximum parking requirement per the SNAP. The SNAP limits the maximum number of automobile parking spaces to 172, inclusive of guest parking spaces. AB 2097 replaces the parking requirement in the Density Bonus and SNAP Parking requirements for residential projects. The Applicant is providing 87 residential parking spaces and no residential guest parking spaces, thereby satisfying the maximum SNAP parking requirements. Additionally, the Project is conditioned to meet the Electric Vehicle charging spaces (EV Spaces) and Electric Vehicle Charging Stations (EVCS) regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC, to the satisfaction of the Department of Building and Safety. Any vehicular parking spaces that are provided above the LAMC requirement are conditioned to be provided with EV chargers to immediately accommodate electric vehicles within the parking areas. Therefore, as conditioned and in conjunction with the reduced residential parking spaces per AB 2097, the project complies with Section 8.E.1 of the Specific Plan.

ii. **Bicycles.** Section 8.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 86 residential units, thus, requiring 43 bicycle parking spaces. Furthermore, the SNAP requires one (1) parking space for every 1,000 square feet of commercial floor area for the first 10,000 square feet, and one (1) parking space for every additional 10,000 square feet of floor area thereafter. The project proposes 2,596 square feet of commercial floor area, thereby requiring two (2) commercial bicycle parking spaces. The Applicant proposes 49 residential bicycle parking spaces and eight (8) commercial bicycle parking spaces within a bicycle parking room located within the parking level. Therefore, the project is compliant with this provision of the SNAP.

iii. **Commercial Parking.** Section 8.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 proposed project includes 2,596 square feet of commercial floor area, thereby allowing a maximum of six (6) commercial parking spaces. The Applicant proposes six (6) commercial parking spaces which does not exceed the original maximum SNAP requirement of six (6) commercial spaces allowed. If guest parking spaces are designated at a later time, they must be shared with commercial spaces and cannot be in addition to guest parking spaces.

Therefore, as proposed and conditioned, the project complies with Sections 8.E.1, 8.E.2, and 8.E.3 of the Specific Plan.

o. Conversion Requirements. Section 8.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 construction, use, and maintenance of a six (6)-story, 86-unit mixed-use building with approximately 2,596 square feet of commercial floor area and nine (9) units restricted to Very Low Income Households. Therefore, Section 8.F of the Specific Plan does not apply.

p. Yards. Section 8.G 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 B. The proposed project does not include any minimum required setbacks on Lots FR13 and FR14. Therefore, the new development complies with Section 8.G of the Specific Plan.

q. Pedestrian Throughways. Section 8.H 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 10 feet. The proposed building occupies approximately 135 feet of frontage along the northerly side of Hollywood Boulevard and 210 feet of frontage along the easterly side of Berendo Street. Therefore, Section 8.H. of the Specific Plan does not apply.

r. Development Standards. Section 8.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.

Development Standards

(1) Landscape Plan. The Development Standard for Subarea B 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 proposed project will be landscaped with trees such as Strawberry Tree, Shoe String Acacia Tree, and Maverick Thornless Mesquite tree. The shrubs proposed include European Grey Sedge, Pineapple Guava, and Angel Wing Jasmine. The Landscape Plan also shows the public right-of-way containing street trees to be approved by the Urban Forestry Division. Therefore, 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 when measured perpendicular from any point on each of the boundaries of the open space area 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. Balconies shall have a minimum dimension of six feet. Common open space areas or balconies 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. As shown in the open space plans, the common open space areas provide more than the minimum area of 600 square feet and the minimum dimension of 20 feet.

The Applicant is proposing 10,086 square feet of open space area through a common courtyard, recreation room, outdoor deck and private balconies, as shown in the table below:

Open Space	
Private	
Balconies – Level 2	1,139
Balconies – Level 3	947
Balconies – Level 4	947
Balconies – Level 5	947
Balconies – Level 6	753
Total	**4,733**
Common – Indoor	
Recreation Rooms – Level 2	1,677
Total	**1,677**
Common – Outdoor	
Outdoor Courtyard – Level 2	2,546
Outdoor Deck – Level 6	1,130
Total	**3,676**
Total Required Open Space	**8,900**
50% of Open Space at the First Habitable Room Level Required	4,450
Total Open Space Provided	**10,086**
50% of Open Space at the First Habitable Room	5,362

Provided	
Required planting area 25% of Common Open Space	2,225
Total Provided Planted Area	**3,552**

The proposed project includes 5,353 square-feet of required common usable open space that meets the minimum dimension of 20 feet and the minimum area of 600 square feet as required by this Development Standard. The proposed project also includes 4,733 square feet of private open space area that meet the minimum dimension of six (6) feet. As designed, the required open space areas comply 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 other major and secondary highways, to conform to the standards and design intentions for improvement of the public right-of-way. The project site is located along Hollywood Boulevard, a Major Highway, and Berendo Street, a Local Standard Street; therefore, the following Development Standards apply:

i. **Street Trees.** The Development Standards require that one (1) 36-inch box shade tree be planted and maintained in the sidewalk for every 30 feet of street frontage. Lots FR13 and FR14 have approximately 135 feet of frontage along the northerly side of Hollywood Boulevard and approximately 160 feet of frontage along the easterly side of Berendo Street. Hollywood Boulevard is a Major Highway. As such, five (5) street trees are required along the Hollywood Boulevard public right-of-way. Whether any existing street tree should remain or should be replaced is subject to the Bureau of Street Services, Urban Forestry Division. As seen on Sheet L.201, the Applicant is proposing one (1) new street tree and the maintenance of four (4) existing street trees along the Hollywood Boulevard public right-of-way. The Applicant is also proposing seven (7) voluntary 24-inch box street trees along the Berendo Street public right of way fronting Lots FR13 and FR14. Therefore, as proposed and conditioned, the project complies with this Development Standard.

ii. **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 is required to provide a total of five (5) street trees along the Hollywood Boulevard public right-of-way, which include a tree well cover. Any existing trees, if they are to remain, shall provide a tree well cover. The project has been conditioned to require a total of five (5) new street trees along Hollywood Boulevard including a tree well cover for each tree. Therefore, as conditioned, the project complies with this Development Standard.

iii. **Bike Racks**. The Development Standards require one bike rack for every 50 feet of street frontage along a major highway. Lots FR13 and FR14 have approximately 135 feet of frontage along the northerly side of Hollywood Boulevard and approximately 160 feet of frontage along the easterly side of Berendo Street. Hollywood Boulevard is a Major Highway. As such, three (3) bike racks are required along the Hollywood Boulevard public right-of-way. As seen on Sheet L.201, the Applicant is proposing four (4) bike racks along

Hollywood Boulevard. The project has been conditioned to provide a minimum of three (3) bike racks along the Hollywood Boulevard public right-of-way. Therefore, as proposed and conditioned, the project complies with this Development Standard.

iv. **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. Lots FR13 and FR14 have approximately 135 feet of frontage along the northerly side of Hollywood Boulevard and approximately 160 feet of frontage along the easterly side of Berendo Street. Hollywood Boulevard is a Major Highway. As such, two (2) trash receptacles are required along the Hollywood Boulevard public right-of-way. The Applicant proposes two (2) trash receptacles along Hollywood Boulevard. Furthermore, the project has been conditioned to provide a total of two (2) trash receptacles along the Hollywood Boulevard public right-of-way. Therefore, as proposed and conditioned, the project complies with this Development Standard.

v. **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. Lots FR13 and FR14 have approximately 135 feet of frontage along the northerly side of Hollywood Boulevard and approximately 160 feet of frontage along the easterly side of Berendo Street. Hollywood Boulevard is a Major Highway and Berendo Street is a Local Street. Hollywood Boulevard has less than 250 feet of lot frontage. As such, the project has been conditioned to provide a total of one (1) public bench along the Hollywood Boulevard public right-of-way. Therefore, as proposed and conditioned, the project complies with this Development Standard.

(4) Pedestrian/Vehicular Circulation. The Development Standards require that projects fronting on a main commercial street 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 fronts along Berendo Street, a residential street and Hollywood Boulevard, a commercial street. Therefore, the following Development Standards apply.

i. **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 vehicle parking within one (1) at grade parking level and one (1) subterranean parking level which are enclosed. Therefore, this Development Standard does not apply.

ii. **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 proposed project does not have access to an alley or public street at the rear. Therefore, this Development Standard does not apply.

iii. **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 Applicant proposes the project's vehicle ingress and egress along Berendo Street, which is considered a Local Standard Street and within Subarea A of

the SNAP Specific Plan. Therefore, this Development Standard does not apply.

iv. **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 main pedestrian lobby entrance and commercial entrances along Hollywood Boulevard. Therefore, the project complies with this Development Standard.

v. **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 lobby entrance for the project is located towards at the corner of Hollywood Boulevard and Berendo Street and will primarily lead residents from the street to the lobby area. The commercial entrances are located along the Hollywood Boulevard frontage which will lead the pedestrians along Hollywood Boulevard directly into the commercial spaces. This placement assures that the residential entrance and commercial entrance are opposite from the vehicle entrance. Therefore, as proposed, the project complies with this Development Standard.

vi. **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. Lots FR13 and FR14 have approximately 135 feet of frontage along the northerly side of Hollywood Boulevard and approximately 160 feet of frontage along the easterly side of Berendo Street. Hollywood Boulevard is a Major Highway. Therefore, this Development Standard does not apply.

vii. **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, as proposed, this Development Standard does not apply.

(5) 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.

(6) 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:

i. **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. Lots FR13 and FR14 have approximately 135 feet of frontage along the northerly side of Hollywood Boulevard and approximately 160 feet of frontage along the easterly side of Berendo Street. Hollywood Boulevard is a Major Highway. Therefore, the proposed project is subject to both SNAP stepback requirements along Hollywood Boulevard. As seen on Sheet A.201 of "Exhibit A", the project satisfies Stepback No. 1 and 2. Therefore, as proposed, the project complies with this Development Standard.

ii. **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 facades which face a street or alley and not facades along interior lot lines that face other buildings. Lots FR13 and FR14 have a southern elevation that faces Hollywood Boulevard, a western elevation that faces Berendo Street, and an eastern elevation that faces an interior lot. The project's northern elevations are located on Lot 16 and are within Subarea A of the SNAP; therefore, SNAP transparency does not apply to Lot 16. As seen on Exhibit A, Sheet G.032, the proposed project is providing at least 50% transparency along the western and southern facades that are within Subarea B of the SNAP. A Condition of Approval has been included to require Lots FR13 and FR14 to provide at least 50% of the exterior surface of the ground floor façade along the western and southern elevations with transparent building materials. Therefore, as proposed and conditioned, the project complies with this Development Standard.

iii. **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, change in material, recessed windows, balconies, transparency, and lineal orientation of the façade construction. Therefore, the project complies with this Development Standard.

iv. **Building Materials.** The Development Standards require that building facades be comprised of at least two types of complimentary building materials. As seen in "Exhibit A", Sheet A.203, the project proposes the use of white acrylic plaster, concrete, and metal guardrails on all elevations of the structure. Therefore, the project complies with this Development Standard.

v. **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 reflect a transformer underground within the proposed building. Moreover, the project has been conditioned to require any surface mechanical equipment to match the colors and materials of the building which they serve and be screened from public view. Therefore, as proposed, and conditioned, the project complies with this Development Standard.

vi. **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, Sheet A,170, all roof lines are broken up to not exceed 40-foot increments. A Condition of Approval has been included to enforce this requirement. Moreover, the project has been conditioned to require all rooflines in excess of 40 feet to be broken up through the use of gables, dormers, plant-ons, cutouts, or other appropriate means. Therefore, as proposed and conditioned, the project complies with this Development Standard.

(7) 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 some 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.

(8) 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. The proposed project provides a trash and recycle enclosure located within the parking level. Therefore, the project complies with this Development Standard.

(9) 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 project site does not currently contain areas not being used as parking and driveway access that would require enhance paving at the ground level. Therefore, as conditioned, the project complies with this Development Standard.

(10) 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. The applicant does not propose any freestanding walls. In the event that a freestanding wall is proposed in the future, a Condition of Approval has been included to require an architectural element at intervals of no more than 20 feet and be set back from the property line adjacent to a public street. As proposed and conditioned, the project complies with this Development Standard.

(11) 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 Applicant does not propose. Therefore, this Development Standard does not apply.

(12) 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 Applicant does not propose. Therefore, this Development Standard does not apply

(13) 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 Applicant does not propose. Therefore, this Development Standard does not apply

(14) 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 Applicant does not propose a surface parking lot. The proposed parking area is located within one (1) at grade parking level and one (1) subterranean parking level, which will be enclosed. Therefore, this Development Standard does not apply.

(15) 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 Applicant does not propose a surface parking lot. The proposed parking area is located within one (1) at grade parking level and one (1) subterranean parking level, which will be enclosed. Therefore, this Development Standard does not apply.

(16) On-Site Lighting. The Development Standards require that the project include on-site lighting along all vehicular and pedestrian access ways. The Development Standards specify that the acceptable level of lighting intensity is ¾ foot-candle of flood lighting measured from the ground, a maximum mounting height of light sources shall be 14 feet, and “white” color corrected lamp color shall be used 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.

(17) 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.

(18) 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 project site is not directly facing any existing residential units. Therefore, this Development Standard does not apply.

(19) 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.

(20) 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. The proposed building has multiple windows on two facades with a line of sight directly to Hollywood Boulevard and Hillhurst Avenue. 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.

(21) Required Ground Floor Uses. The Development Standards states that any residential, commercial facility, or commercial use permitted by the Specific Plan Ordinance is allowed on the ground floor and second floor within Subarea B. Lots FR13 and FR14 include 2,596 square feet of commercial floor area along the ground floor. Therefore, the project complies with this Development Standard.

Design Guidelines

(22) 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 by providing over 50 percent transparency increasing visibility into the ground floor from the street and adding commercial spaces. The project has also been conditioned to include bike racks, shade trees, trash receptacles, and a public bench along the Hollywood Boulevard public right-of-way. Therefore, as proposed and conditioned, the project complies with this Design Guideline.

(23) 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 glass, concrete, and metal. The upper floors are defined by various planes that consist of different material, windows, and projections. The roof plane varies in height and material, which adds articulation to the building. Therefore, as proposed, the project complies with this Design Guideline.

(24) 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 multiple private balconies from the second floor to the sixth floor. Furthermore, all street-facing elevations employ a variety of building materials and articulation by way of changes in building plane, and transparency. Therefore, the project complies with this Design Guideline.

(25) Building Color. The Design Guidelines encourage buildings be painted three colors: a dominant color, a subordinate color and a “grace note” color. The Applicant proposes white as its dominant color, medium gray as the subordinate color and light gray as the grace note color. Therefore, the project complies with this Design Guideline.

(26) 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 Compliance shall not be necessary unless a Project Adjustment, Project Exception, or Project Amendment is required. Therefore, as conditioned, the project complies with this Design Guideline.

(27) 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 building facades. Therefore, this Design Guideline does not apply.

6. The project complies with CEQA.

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, 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-2024-4115-CE in the case file for the narrative demonstrating that exceptions do not apply.

PROJECT REVIEW FINDINGS

7. The Project substantially conforms to 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 that 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, use and maintenance of a new 6-story, 86-unit mixed-use building with approximately 2,596 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, in conjunction with Density Bonus, meets the goals and objectives for a Community Center area under the Framework Element. The project site is comprised of 28,472 square feet of lot area and the proposed building contains a combined floor area of 93,286 square feet, resulting in a FAR of 3.57:1 FAR, which is a 78.5 percent floor area increase to the 2:1 Floor Area Ratio (FAR) permitted in Subarea B of the Vermont/Western SNAP Specific Plan and a 19 percent floor area increase to the 3:1 FAR permitted in the RD1.5-1XL Zone through Density Bonus, in exchange for setting aside nine (9) units for Very Low Income Households. The proposed building is designed at six (6) stories above grade with a 69-foot height measured at the roof parapet. The adjacent properties have heights that range from one to four 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. An updated Hollywood Community Plan was adopted by City Council on May 9, 2023, and became operative on February 11, 2025. The project application was filed before February 11, 2025, as a Vesting Housing Crisis Act project. Therefore, the project is vested to the local planning and zoning rules that were in place at the time the Vesting Housing Crisis Act application was submitted, or on April 11, 2024. Therefore, the project is not subject to the new Hollywood Community Plan and its Community Plan Implementation Overlay.

The Hollywood Community Plan designates the RD1.5-1XL zoned parcel for Low Medium II Residential land uses, which correspond to RD2 and RD1.5 Zones. The two (2) [Q]C2-2D zoned parcels are designated for Highway Oriented Commercial land uses, which correspond to C1, C2, P, RAS3, and RAS4 zones. The proposed 86-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 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 Chapter 1 of the LAMC Section 12.21 G.2.

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 project site is located within Subarea A (Neighborhood Conservation) and Subarea B (Mixed Use Boulevards) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan, which allows uses as permitted in the RD1.5 and C1.5/R3, respectively, 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 Density Bonus. 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 Density Bonus, and are compatible with adjacent development that range in uses from commercial buildings and multifamily residential buildings. 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 proximity to a major transit stop and bus stations along major commercial corridors.

8. 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 six (6)-story, 86-unit mixed use building is consistent and compatible with existing and future development on neighboring and other properties within 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 comprised of one (1) parcel that is zoned RD1.5-1XL and is within Subarea A (Neighborhood Conservation) of the Vermont/Western SNAP Specific Plan and two (2) parcels that are zoned [Q]C2-2D and are within Subarea B (Mixed Use Boulevards) of the Vermont/Western SNAP Specific Plan. The SNAP Subarea A restricts maximum height to 15 feet above the shortest adjacent primary building within a Subarea A lot and additional transitional height limitations for lots in other SNAP Subareas. The SNAP Subarea B restricts the maximum building height for mixed-use projects to 50 feet. In conjunction with Density Bonus, the proposed 86-unit, mixed-use building is designed at six (6) stories above grade with a 69-foot height measured at the roof parapet. The adjacent properties have heights that range from one to four stories. As such, the height of the proposed mixed use building is compatible with the surrounding structures.

Bulk/Massing

The proposed six (6)-story, 86-unit mixed use building is located with approximately 135 feet of frontage along the northerly side of Hollywood Boulevard and approximately 210 feet of frontage along the easterly side of Berendo Street. The project site has a height district of 1XL and 2D but is within Subarea A (Neighborhood Conservation) and Subarea B (Mixed Use Boulevards) of the Vermont/Western SNAP Specific Plan area, which imposes height limitations for properties within an adjoining Subarea A and a 50-foot height limitation for mixed-use projects within Subarea B. In conjunction with Density Bonus, the Applicant proposes a six (6)-story, 86-unit mixed-use building with a maximum height of 69 feet. The Applicant is requesting height increases from the SNAP Subarea A and Subarea B limitations as well as a Waiver of Development Standard and On-Menu Incentive for the

increase and averaging of Floor Area Ratio (FAR) to allow the 69-foot in height mixed use building with a 3.57:1 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, glass guardrails and white and gray acrylic plaster. The Applicant proposes white as its dominant color, medium gray as the subordinate color and light gray as the 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 and Berendo Street. Commercial guests will primarily access the site from Hollywood Boulevard, a Major Highway. As recommended in the Citywide Design Guidelines, the primary entrance to the mixed-use building 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 additional transparency elements and signage.

Setbacks

The proposed project is within Subarea A (Neighborhood Conservation) and Subarea B (Mixed Use Boulevards) of the Vermont/Western SNAP Specific Plan area. Subarea A of the SNAP defers setback requirements to the underlying zone, or the RD1.5-1XL zone. For lots located within Subarea b, no front, side or rear yards are required for the development of any commercial or residential Project. In conjunction with Density Bonus, the Applicant has requested reduced setback requirements on the one (1) lot within Subarea A.

Parking

The Project will include 87 residential parking spaces and six (6) commercial parking spaces within one (1) at grade parking level and one (1) subterranean parking level to serve the proposed 86 dwelling units and commercial guests. The proposed project will also include 49 residential bicycle parking spaces and eight (8) commercial bicycle parking spaces. The Project proposes a new curb cut from Berendo Street 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 ¾-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.

9. 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 construction, use, and maintenance of a six (6)-story, 86-unit mixed use building, as permitted within Subarea A (Neighborhood Conservation) and Subarea B (Mixed Use Boulevards) of the Vermont/Western SNAP Specific Plan. The proposed project 10,086 square feet of open space area through a 2,546 square-foot common courtyard on the second floor, a 1,677 square-foot recreation room on the second floor, a 1,130 square-foot outdoor deck on the 6th floor and private balconies on the 2nd through 6th floors. The proposed unit mix requires 8,900 square feet of open space and a minimum of 4,450 square feet of open space 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.

Environmental Findings

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, 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-2024-4115-CE in the case file for the narrative demonstrating that exceptions do not apply.

PUBLIC HEARING AND COMMUNICATIONS

PUBLIC HEARING

The public hearing was held on July 23, 2025, at approximately 10:00 a.m. telephonically via Zoom. The hearing was conducted by the Hearing Officer, Danalynn Dominguez, on behalf of the City Planning Commission in taking testimony for Case No. CPC-2024-4114-CU3-DB-SPPC-PR-VHCA. All interested parties were invited to attend the public hearing at which they could listen, ask questions, or present testimony regarding the project. The purpose of the hearing was to obtain testimony from affected and/or interested parties regarding this application. Interested parties are also invited to submit written comments regarding the request prior to hearing. The environmental determination was among the matters considered at the hearing. The public hearing was attended by the applicant's representative team and approximately four (4) members of the public spoke at the hearing.

Applicant Presentation:
The applicant's representative described the site location, project description, requested entitlements and project history.

Public Comment:
As mentioned, four (4) members of the community provided public testimony at the public hearing. Two (2) members of the public spoke in support of the project, one (1) member of the public stated that they were not opposed to the new development but raised general concerns, and one (1) member of the public spoke in opposition to the project.

- Billy Taylor – In support of the proposed project. Stated that the proposed building does not obstruct views from the Hollyhock House and the project is proposing a needed use on an empty lot.

- Jacob – In support of the proposed project. Stated that the proposed project will be providing more housing in the neighborhood and future residents will be able to enjoy Barnsdall Park, which will be within walking distance from

- Lisa Kennedy – Stated that she is not against the proposed project but shared concerns regarding the lack of affordable housing units proposed and lack of Fire Department resources to support the new development.

- Doug Haines – In opposition of the proposed project. Stated that the proposed project may have significant historical impacts to the Hollyhock House and may compromise the World Heritage Site status.

Council District 4:
Armida Reyes, Planning Deputy from Council District 4 spoke in support of the project and recommended approval. Stated that the proposed project is not within a protected viewshed of the Hollyhock House.

WRITTEN COMMUNICATION

A copy of the written communication listed below can be found in Exhibit E.

On July 22, 2025, Planning Staff received an email from Suriya Prasad relating to the historic status of the Hollyhock House.

EXHIBIT A – PLANS

(ARCHITECTURAL PLANS, LANDSCAPE PLANS, AND IRRIGATION PLANS)



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ARCHITECTURAL SYMBOLS

DETAIL (1 / A101)

BUILDING SECTION (1 / A101)

WALL SECTION (1 / A101)

INTERIOR ELEVATION (A / B / C / D / A900)

EXTERIOR ELEVATION (1 / A101)

ELEVATION MARK

WINDOW MARK

DOOR MARK

WALL TYPE (1)

WORK POINT (WPT)

NOTE (01)

ACCESSIBLE PATH OF TRAVEL

FENCE

EXIT SIGN

ALIGN FINISHES

SMOKE DETECTOR (SD)

COMBINATION SMOKE / CARBON MONOXIDE DETECTOR (CS)

FIRE EXTINGUISHER (FE)

AREA DRAIN (AD)

FLOOR DRAIN (FD)

FLOOR MATERIAL TRANSITION (FMC)

SECURITY OPENING

PROJECT TEAM

OWNER
BARRISTER SQUARE, LLC
250 N CLARK DR
BEVERLY HILLS, CA 90211
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CONTACT: MATT LEVY

ARCHITECT
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3573 HAYDEN AVE
CULVER CITY, CA 90232
PHONE 310-399-7975
CONTACT: TARRAH BEEBE

LANDSCAPE ARCHITECT
BORDER LA
724 S SPRING ST, SUITE 701
LOS ANGELES, CA 90014
PHONE 213-265-7246
CONTACT: RACHEL ISON

ARCHITECTURAL ABBREVIATIONS

@	AT
Ø	DIAMETER
AB	ANCHOR BOLT
A/C	AIR CONDITIONING
AC	ASPHALT CONCRETE
ACT	ACOUSTIC CEILING TILE
ADA	AMERICANS WITH DISABILITIES ACT
ADJ	ADJACENT
AFF	ABOVE FINISH FLOOR
ALT	ALTERNATE
ALUM	ALUMINUM
APPROX	APPROXIMATELY
ARCH	ARCHITECT, ARCHITECTURAL
BD	BOARD
BF	BRACE FRAME
BLK	BLOCK
BM	BEAM
BTWN	BETWEEN
BUR	BUILT-UP ROOF
CAB	CABINET
CIP	CAST-IN-PLACE
CJ	CEILING JOIST
℄	CENTER LINE
CL	CLOSET
CLF	CHAIN LINK FENCE
CLG	CEILING
CLR	CLEAR
CMU	CONCRETE MASONRY UNIT
COL	COLUMN
CONC	CONCRETE
CONNX	CONNECTION
CONST	CONSTRUCTION
CONT	CONTINUOUS
CONTR	CONTRACTOR
COORD	COORDINATE
CPT	CARPET
CRS	COURSES
CT	CERAMIC TILE
(D)	DEMOLISH
DAS	DISABLED ACCESS
DBL	DOUBLE
DET	DETAIL
DIA	DIAMETER
DIM	DIMENSION
DN	DOWN
DS	DOWNSPOUT
DWG	DRAWING
(E)	EXISTING
ELECT	ELECTRICAL
ELEV	ELEVATOR
ENGR	ENGINEER, ENGINEERING
EOS	EDGE OF SLAB
EQ	EQUAL
EXT	EXTERIOR
FAB	FABRICATE
FE	FIRE EXTINGUISHER
FF	FINISH FLOOR
FG	FINISH GRADE
FIN	FINISH
FLR	FLOOR
FJ	FLOOR JOIST
FMC	FLOOR MATERIAL CHANGE
FO	FACE OF ...
FOC	FACE OF CONCRETE
FOF	FACE OF FINISH
FOM	FACE OF MASONRY
FOGS	FACE OF GYPSUM SHEATHING
FOSS	FACE OF STRUCTURAL SHEATHING
FOS	FACE OF STUD
FR	FIRE RESISTANT
FS	FINISH SURFACE
Ga	GAUGE
GALV	GALVANIZED
GB	GRAB BAR
GC	GENERAL CONTRACTOR
GYP BD	GYPSUM BOARD
HB	HOSE BIBB
HC	HOLLOW CORE
HCW	HOLLOW CORE WOOD
HDR	HEADER
HM	HOLLOW METAL
HR	HANDRAIL
HSS	HIGH STREGTH STEEL
HT	HEIGHT
INS	INSULATION
INT	INTERIOR
JST	JOIST
LAM	LAMINATE
LAV	LAVATORY
LIN	LINOLEUM
MAX	MAXIMUM
MECH	MECHANICAL
MFR	MANUFACTURER
MIN	MINIMUM
MISC	MISCELLANEOUS
MO	MASONRY OPENING
MOD	MODIFY
MR	MOISTURE RESISTANT
MTD	MOUNTED
MTL	METAL
N	NOTE
(N)	NEW
NIC	NOT IN CONTRACT
NTS	NOT TO SCALE
OC	ON CENTER
OFCI	OWNER FURNISHED-CONTRACTOR INSTALLED
OFOI	OWNER FURNISHED-OWNER INSTALLED
OFVI	OWNER FURNISHED-VENDOR INSTALLED
OH	OVERHEAD
OPNG	OPENING
ℙ	PROPERTY LINE
PERF	PERFORATED
PIP	PROTECT IN PLACE
PLAM	PLASTIC LAMINATE
POC	POINT OF CONNECTION
PRT	PRESSURE TREATED
PT	PAINT
PTD	PAINTED
QTY	QUANTITY
R	RADIUS or RISER
RCP	REFLECTED CEILING PLAN
RD	ROOF DRAIN
REF	REFRIGERATOR
REQ'D	REQUIRED
REV	REVISION or REVISED
RJ	ROOF JOIST
RM	ROOM
ROW	RIGHT OF WAY
SC	SOLID CORE
SCW	SOLID CORE WOOD
SEC	SECTION
SF	SQUARE FEET
SHT	SHEET
SHTG	SHEATHING
SIM	SIMILAR
SL	SLOPE
SPEC	SPECIFICATION(S)
ST STL	STAINLESS STEEL
STD	STANDARD
STL	STEEL
STRUCT	STRUCTURAL
TBD	TO BE DETERMINED
TH	THRESHOLD
THK	THICK
TJ	TRUSS JOIST
TO	TOP OF
TOC	TOP OF CONCRETE
TOP	TOP OF PLATE
TOPO	TOPOGRAPHY
TOS	TOP OF SLAB
TOSHTG	TOP OF SHEATHING
TOW	TOP OF WALL
TR	TREAD
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE
VCT	VINYL COMPOSITION TILE
VERT	VERTICAL
VIF	VERIFY IN FIELD
W/	WITH
WC	WATER CLOSET
WD	WOOD
WH	WATER HEATER
WP	WATERPROOF
WPT	WORK POINT

KFA

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KFALOSANGELES.COM

4773 HOLLYWOOD MIXED-USE

4773 HOLLYWOOD BLVD
LOS ANGELES, CA 90027

BARRISTER SQUARE, LLC
250 NORTH CLARK DRIVE
BEVERLY HILLS, CA 90211

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SUBMITTAL:

ENTITLEMENT

JOB NUMBER:
2023-020.00

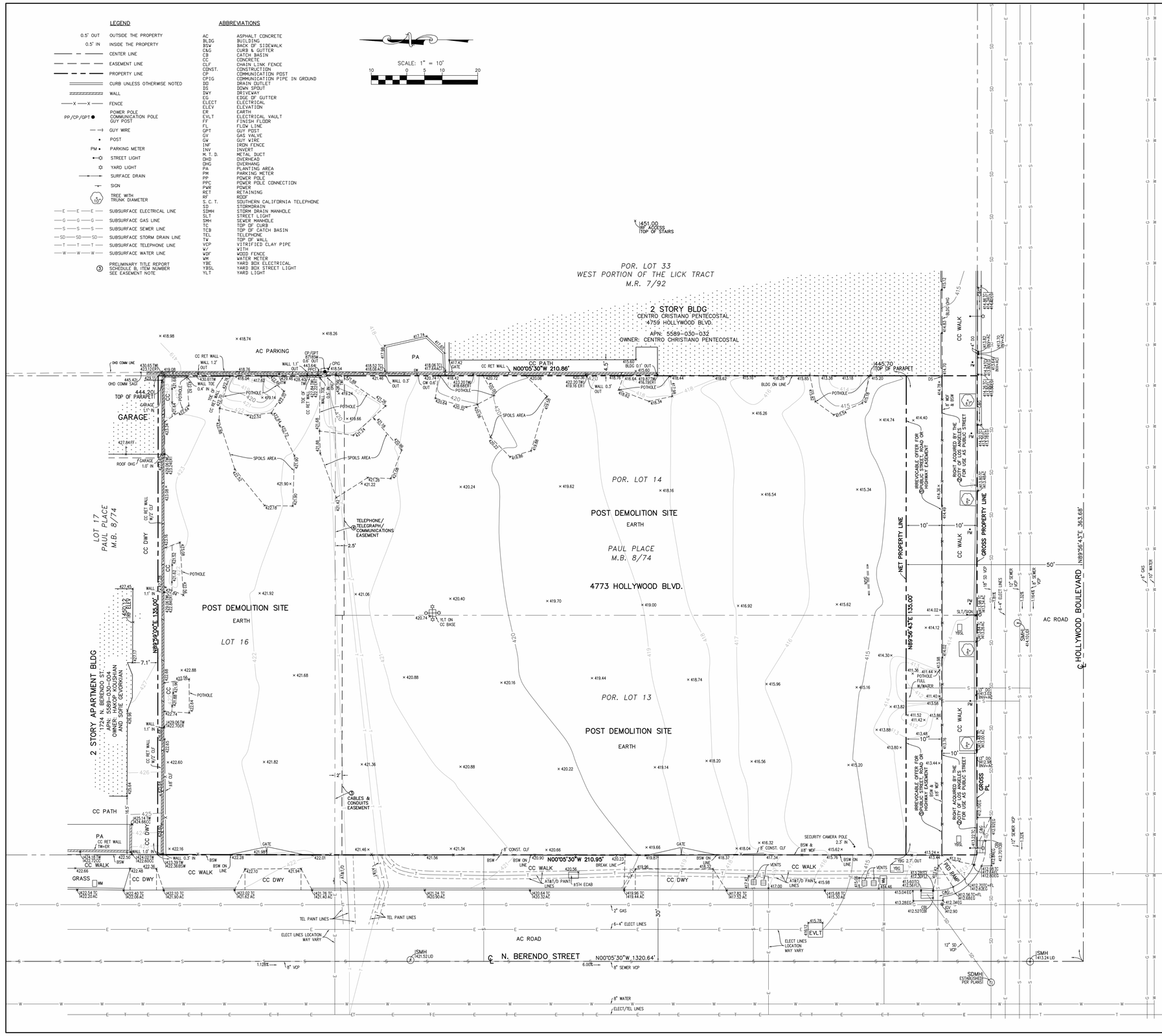
DATE:
05/05/25

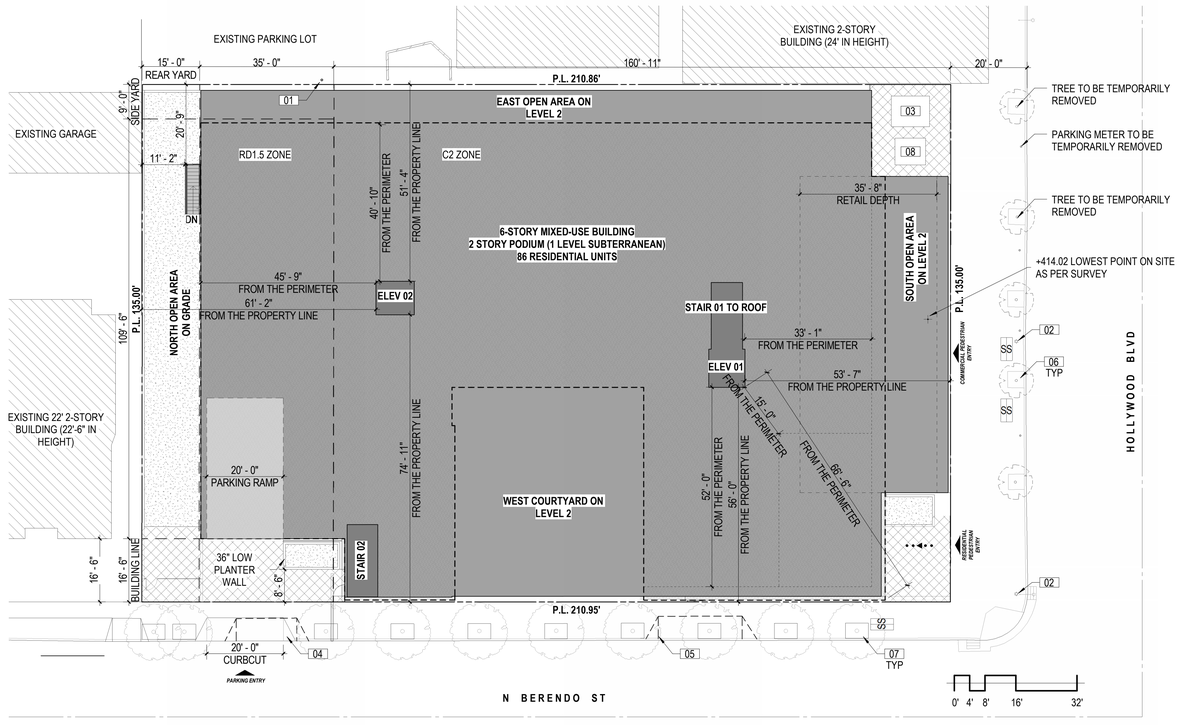
REVISIONS:

SHEET TITLE:
COVER SHEET

SHEET NUMBER:
G.000

5/5/2025 6:03:11 PM


LEGEND
0.5' OUT OUTSIDE THE PROPERTY
0.5' IN INSIDE THE PROPERTY
CENTER LINE
EASEMENT LINE
PROPERTY LINE
CURB UNLESS OTHERWISE NOTED
WALL
FENCE
POWER POLE
PP/CP/GPT COMMUNICATION POLE
GUY POST
GUY WIRE
POST
PM PARKING METER
STREET LIGHT
YARD LIGHT
SURFACE DRAIN
SIGN
TREE WITH TRUNK DIAMETER
SUBSURFACE ELECTRICAL LINE
SUBSURFACE GAS LINE
SUBSURFACE SEWER LINE
SUBSURFACE STORM DRAIN LINE
SUBSURFACE TELEPHONE LINE
SUBSURFACE WATER LINE
PRELIMINARY TITLE REPORT SCHEDULE B, ITEM NUMBER SEE EASEMENT NOTE
ABBREVIATIONS
AC ASPHALT CONCRETE
BLDG BUILDING
BSW BACK OF SIDEWALK
C&G CURB & GUTTER
CB CATCH BASIN
CC CONCRETE
CLF CHAIN LINK FENCE
CONST. CONSTRUCTION
CP COMMUNICATION POST
CPIG COMMUNICATION PIPE IN GROUND
DD DRAIN OUTLET
DS DOWN SPOUT
DW DRIVEWAY
EG EDGE OF GUTTER
ELECT ELECTRICAL
ELEV ELEVATION
ER EARTH
EVLT ELECTRICAL VAULT
FF FINISH FLOOR
FL FLOW LINE
GPT GUY POST
GV GAS VALVE
GW GUY WIRE
INF IRON FENCE
INV INVERT
M. T. D. METAL DUCT
OHD OVERHEAD
OHG OVERHANG
PA PLANTING AREA
PM PARKING METER
PP POWER POLE
PPC POWER POLE CONNECTION
PWR POWER
RET RETAINING
RF ROOF
S. C. T. SOUTHERN CALIFORNIA TELEPHONE
SD STORMDRAIN
SDMH STORM DRAIN MANHOLE
SLT STREET LIGHT
SMH SEWER MANHOLE
TC TOP OF CURB
TCB TOP OF CATCH BASIN
TEL TELEPHONE
TW TOP OF WALL
VCP VITRIFIED CLAY PIPE
W/ WITH
WDF WOOD FENCE
WM WATER METER
YBE YARD BOX ELECTRICAL
YBSL YARD BOX STREET LIGHT
YLT YARD LIGHT
SCALE: 1" = 10'
10 0 5 10 20
451.00 18F ACCESS ITOP OF STAIRS
POR. LOT 33
WEST PORTION OF THE LICK TRACT
M.R. 7/92
2 STORY BLDG
CENTRO CRISTIANO PENTECOSTAL
4759 HOLLYWOOD BLVD.
APN: 5589-030-032
OWNER: CENTRO CHRISTIANO PENTECOSTAL
AC PARKING
PA
CC PATH
N00°05'30"W 210.86'
445.70' TOP OF PARAPET
CC WALK
BLDG ON LINE
445.42' OHD COMM SAG
444.20' TOP OF PARAPET
GARAGE
427.84 FF
ROOF OHG
POTHOLE
SPOILS AREA
TELEPHONE/ TELEGRAPH/ COMMUNICATIONS EASEMENT
2.5'
POST DEMOLITION SITE
EARTH
LOT 16
LOT 17 PAUL PLACE M.B. 8/74
PAUL PLACE M.B. 8/74
4773 HOLLYWOOD BLVD.
POR. LOT 14
POR. LOT 13
POST DEMOLITION SITE
EARTH
POST DEMOLITION SITE
EARTH
2 STORY APARTMENT BLDG
1726 N. BERENDO ST.
APN: 5529-004-004
OWNER: HAKOP KOUSHIAN AND SOFE GEVORKIAN
CC PATH
PA
GRASS
CC DWY
AC ROAD
N89°56'43"E 135.00'
NET PROPERTY LINE
GROSS PROPERTY LINE
HOLLYWOOD BOULEVARD
N89°56'43"E 363.68'
IRREVOCABLE OFFER FOR PUBLIC STREET, ROAD OR HIGHWAY EASEMENT
RIGHT ACQUIRED BY THE CITY OF LOS ANGELES FOR USE AS PUBLIC STREET
CABLES & CONDUITS EASEMENT
TEL PAINT LINES
ELECT LINES LOCATION MAY VARY
6-4" ELECT LINES
12" SD VCP
8" WATER
ELECT/TEL LINES
N. BERENDO STREET
N00°05'30"W 1320.64'
8" SEWER VCP
SDMH ESTABLISHED PER PLANS
ISMH 421.52 LID
ISMH 413.24 LID
SMH 414.70 LID
SMH 414.70 LID
SMH 414.61 LID
SMH 414.61 LID
SMH 414.61

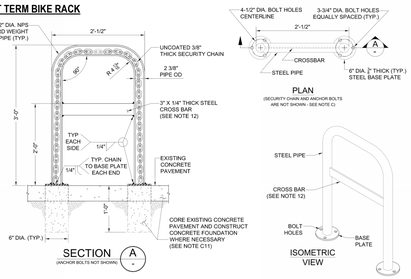


PLOT PLAN
1/16" = 1'-0"

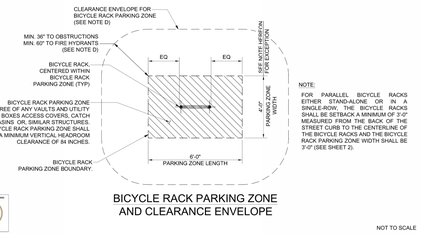
13

SHORT TERM BICYCLE RACK SPEC

SHORT TERM BIKE RACK



BICYCLE RACK

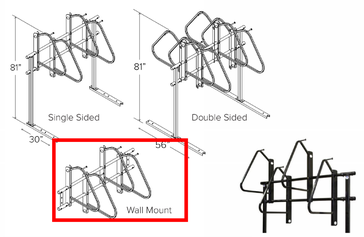


BICYCLE RACK PARKING ZONE AND CLEARANCE ENVELOPE

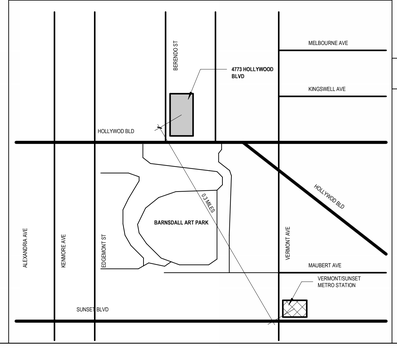
NOT TO SCALE

LONG TERM BICYCLE RACK SPEC

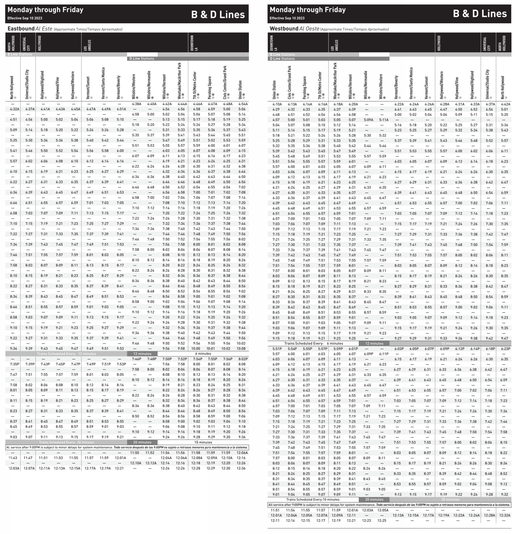
LONG TERM BIKE RACK : DERO WALL MOUNT



VICINITY MAP



ACTIVE TRANSIT SCHEDULE



LEGEND

- PROPOSED GROUND FLOOR FOOTPRINT
- PROPOSED UPPER FLOORS FOOTPRINT
- EXISTING NEIGHBORHOOD BUILDINGS (NOT A PART)
- LANDSCAPE AREA
- HARDSCAPE AREA
- ACCESSIBLE PATH OF TRAVEL
- TO BE DEMOLISHED/REMOVED

NOTES

01 EXISTING POWER POLE
02 EXISTING LIGHT POLE
03 TRANSFORMER
04 EXISTING CURBCUT TO BE EXTENDED TO 20'
05 EXISTING DRIVEWAY TO BE REMOVED
06 EXISTING STREET TREES
07 PROPOSED STREET TREES
08 SWITCHGEAR
09 36" HEIGHT CONCRETE LOW PLANTER WALL, TYP
10 6' HEIGHT SECURITY FENCE

PROJECT INFORMATION

PROJECT NAME: 4773 HOLLYWOOD

ADDRESS: 4773 HOLLYWOOD BLVD
LOS ANGELES, CA 90027

OWNER: BARRISTER SQUARE, LLC
250 NORTH CLARK DRIVE
BEVERLY HILLS, CA 90211

PROJECT DESCRIPTION: 6 STORY MIXED-USE BUILDING WITH 5 LEVELS OF RESIDENTIAL UNITS OVER ONE LEVEL OF PARKING/RETAIL AND ONE LEVEL OF SUBTERRANEAN PARKING.

CONSTRUCTION TYPE: 5 LEVELS TYPE IIIA OVER
2 LEVELS TYPE IA PODIUM

ZONING: RD1.5-1XL
C2-ID
VERMONT WESTERN TRANSIT ORIENTED DEVELOPMENT STATION NEIGHBORHOOD AREA PLAN (SNAP), SUBAREA A & B

FLOOD ZONE: NONE

SITE AREA: C2 ZONE: 21,726 SF
RD1.5 ZONE: 6,746 SF

PROVIDED SET BACKS:

C2 ZONE: NONE REQUIRED PER SNAP

RD1.5 ZONE:

FRONT	0' - 0"
SIDE (BERENDO)	16' - 6" PER SNAP
SIDE (EAST)	9' - 0" PER RD1.5 ZONE
REAR(NORTH)	15' - 0" PER RD1.5 ZONE

STEPBACK: 15' HORIZONTAL STEPBACK ABOVE 30' PER SNAP

ALLOWABLE DENSITY: C2 ZONE (1 DU/400 SF): 55 UNITS
RD1.5 ZONE (1 DU/1,500 SF): 5 UNITS
TOTAL BASE UNITS 60 UNITS

PROJECT DENSITY: 86 UNITS (42.5% DENSITY BONUS)

MAXIMUM ALLOWABLE HEIGHT: 50 FEET IN C2 ZONE (SUBAREA B)
37.5 FEET IN RD ZONE (SUBAREA A) - 22.5 FEET HEIGHT OF LOWEST ADJACENT BUILDING PLUS 15 FEET

TRANSITIONAL HEIGHT: SUBAREA B
DISTANCE HEIGHT FROM SUBAREA A
0 TO 49 FEET 25 FEET
50 TO 99 FEET 33 FEET

BLDG HEIGHT: 69'-0" PER SNAP(INCREASE HEIGHT WAIVER)
LOWEST ADJ GRADE 414 FEET
TOP OF PARAPET 483 FEET

OCCUPANCY TYPE: R2 RESIDENTIAL OVER S2 PARKING

LEGAL DESCRIPTION

LOTS 13, 14, AND 16 OF PAUL PLACE, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 8, PAGE 74 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL MINERALS, OIL, GAS, PETROLEUM, OTHER HYDROCARBON SUBSTANCES AND ALL UNDERGROUND WATER IN OR UNDER OR WHICH MAY BE PRODUCED FROM SAID PROPERTY.

WHICH UNDERLIES A PLANE PARALLEL TO AND 550 FEET BELOW THE PRESENT SURFACE OF SAID PROPERTY FOR THE PURPOSE OF PROSPECTING FOR, THE EXPLORATION@DEVELOPMENT, PRODUCTION, EXTRACTION AND TAKING OF SAID MINERALS, OIL, GAS, PETROLEUM, OTHER HYDROCARBON SUBSTANCES AND WATER FROM SAID PROPERTY BY MEANS OF MINES, WELLS, DERRICKS OR OTHER EQUIPMENT FROM SURFACE LOCATIONS ON ADJOINING OR NEIGHBORING LAND OR LYING OUTSIDE OF THE ABOVE-DESCRIBED PROPERTY, IT BEING UNDERSTOOD THAT THE OWNER OF SUCH MINERALS, OIL, GAS, PETROLEUM, OTHER HYDROCARBON SUBSTANCES AND WATER, AS SET FORTH ABOVE, SHALL HAVE NO RIGHT TO ENTER UPON THE SURFACE OR ANY PORTION THEREOF ABOVE SAID PLANE PARALLEL TO AND 550 FEET BELOW THE PRESENT SURFACE OF THE SAID PROPERTY FOR ANY PURPOSE WHATSOEVER, AS RESERVED IN DEED RECORDED DECEMBER 08, 2000 AS INSTRUMENT NO. 00-2017557 OF OFFICIAL RECORDS.

REQUESTED CONCESSIONS

1. ON-MENU INCENTIVE TO AVERAGE THE FLOOR AREA, DENSITY, OPEN SPACE, AND PARKING OVER THE PROJECT SITE, AND TO PERMIT VEHICULAR ACCESS FROM A LESS RESTRICTIVE ZONE TO A MORE RESTRICTIVE ZONE;

2. OFF-MENU INCENTIVE TO PERMIT A 19 FOOT HEIGHT INCREASE TO PERMIT A MAXIMUM BUILDING HEIGHT OF 69 FEET IN LIEU OF 50 FEET OTHERWISE ALLOWED IN SECTION 8.B OF THE SNAP WITHIN SUBAREA A;

3. OFF-MENU INCENTIVE TO PERMIT A 31 FOOT, 6 INCH HEIGHT INCREASE TO PERMIT A MAXIMUM BUILDING HEIGHT OF 69 FEET IN LIEU OF A MAXIMUM HEIGHT OF 37 FEET AND 6 INCHES OTHERWISE ALLOWED IN SECTION 7.D OF THE SNAP WITHIN SUBAREA B;

4. WAIVER OF DEVELOPMENT STANDARD TO PERMIT A 78.5 PERCENT FLOOR AREA INCREASE TO THE 2:1 FLOOR AREA RATIO (FAR) PERMITTED IN SUBAREA B OF THE VERMONT/WESTERN SNAP SPECIFIC PLAN AND A 19 PERCENT FLOOR AREA INCREASE TO THE 3:1 FAR PERMITTED IN THE RD1.5-1XL ZONE TO ALLOW A 3:57:1 FAR

5. WAIVER OF DEVELOPMENT STANDARD TO WAIVE THE TRANSITIONAL HEIGHT LIMITS OTHERWISE REQUIRED IN SECTION 8.C WITHIN SUBAREA B TO PERMIT A HEIGHT OF 69 FEET IN LIEU OF 25 FEET 0-49 FEET FROM A LOT IN SUBAREA A AND 33 FEET 50-99 FEET FROM A LOT IN SUBAREA A;

6. WAIVER OF DEVELOPMENT STANDARD TO PERMIT A 0 FOOT SIDE YARD ON THE GROUND FLOOR IN THE RD1.5 ZONED PORTION OF THE SITE IN LIEU OF 9 FEET OTHERWISE REQUIRED ALONG THE EASTERLY PROPERTY LINE.

PARKING REQUIRED (PER AB2097)

PARKING REQUIRED COMMERCIAL

NAME	REQ'D PARKING STALLS
CO WORK	0
RETAIL	0

PARKING REQUIRED RESIDENTIAL

UNIT	# OF UNITS	REQ'D PARKING STALLS
1 BR	66	0
2 BR	12	0
STUDIO	11	0
GRAND TOTAL	89	0

SNAP MAXIMUM PARKING PERMITTED

129 RESIDENTIAL

1 SPACE FOR UNITS WITH LESS THAN 3 HABITABLE ROOMS (11 STUDIOS)

1.5 SPACES FOR UNITS WITH 3 HABITABLE ROOMS (63 ONE-BEDROOM UNITS)

2.0 SPACES FOR UNITS WITH MORE THAN 3 HABITABLE ROOMS (12 TWO-BEDROOM UNITS)

43 RESIDENTIAL GUEST SPACES – 0.5 SPACES PER UNIT (ALSO SERVES AS MAX COMMERCIAL SPACES)

172 MAXIMUM SPACES PERMITTED

PARKING PROPOSED

PARKING SCHEDULE (STALL SIZE)

LEVEL P1	
(1.E) STANDARD	
RESIDENTIAL EV	25
	25
(1.R) STANDARD	
RESIDENTIAL	12
	12
(2.R) COMPACT	
RESIDENTIAL	24
	24
(4.R) ACCESSIBLE	
RESIDENTIAL	2
	2
1ST FLOOR	
(1.E) STANDARD	
COMMERCIAL EV	4
RESIDENTIAL EV	8
	12
(1.R) STANDARD	
RESIDENTIAL	5
	5
(2.R) COMPACT	
RESIDENTIAL	9
	9
(3.E) ACCESSIBLE	
COMMERCIAL EV	1
RESIDENTIAL EV	1
	2
(4.E) ACCESSIBLE VAN	
COMMERCIAL EV	1
RESIDENTIAL EV	1
	2
GRAND TOTAL	93

BIKE PARKING

LONG TERM REQUIREMENTS:

RES = .5 PER UNIT
COM = 1 PER 1,000 SF

SHORT TERM REQUIRMENTS:

RES = 6 SPACES PER LAMC
COM = 2 SPACES PER LAMC

PROVIDED:

	RESIDENTIAL	COMMERCIAL
LONG TERM	43	6
SHORT TERM	6	2
TOTAL	**49**	**8**

UNIT COUNT

UNIT MIX (BASE)

UNIT	QTY
1 BR	63
2 BR	12
STUDIO	11
GRAND TOTAL	86

GROSS BUILDING AREA

LEVEL	AREA (SF)
LEVEL P1	24058
1ST FLOOR	22044
2ND FLOOR	17204
3RD FLOOR	18492
4TH FLOOR	18427
5TH FLOOR	18362
6TH FLOOR	17029
GRAND TOTAL	135616

FLOOR AREA RATIO

LOT AREA:
28,472.00 SF
(21,726.00 SF in C2-ID + 6,746.00 SF in RD1.5-1XL)

MULTIPLIER:
2.0:1 in C2-ID
3.0:1 in RD1.5-1XL

BUILDABLE AREA
C2 ZONE: 21,726 SF X 2.0 FAR = 43,452 SF
RD1.5 ZONE: 4,371 X 3.0 FAR = 13,113 SF
TOTAL PERMITED FLOOR AREA: 56,565 SF

PROPOSED FAR:
3.57:1

PROPOSED COMMERCIAL FAR:
.09:1

LEVEL	FAR	AREA (SF)
SUB A		
1ST FLOOR	RESIDENTIAL FAR	606
2ND FLOOR	RESIDENTIAL FAR	2858
3RD FLOOR	RESIDENTIAL FAR	3660
4TH FLOOR	RESIDENTIAL FAR	3660
5TH FLOOR	RESIDENTIAL FAR	3660
6TH FLOOR	RESIDENTIAL FAR	3657
TOTAL		18101

LEVEL	FAR	AREA (SF)
SUB B		
1ST FLOOR	COMMERCIAL FAR	2596
1ST FLOOR	RESIDENTIAL FAR	3336
2ND FLOOR	RESIDENTIAL FAR	14112
3RD FLOOR	RESIDENTIAL FAR	14164
4TH FLOOR	RESIDENTIAL FAR	14170
5TH FLOOR	RESIDENTIAL FAR	14162
6TH FLOOR	RESIDENTIAL FAR	12645
TOTAL		75185

TOTAL FAR

AREA (SF)
93286

MEASUREMENT PER LAMC 12.03:
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 EQUIPMENT OR MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS, AND BASEMENT STORAGE AREAS.

OPEN SPACE REQUIRED

UNIT	# OF UNITS	REQ'D OPEN SPACE
STUDIO	11	1100 SF
1 BR	66	6600 SF
2 BR	12	1500 SF
Grand total		9200 SF

OPEN SPACE REQUIREMENTS PER LAMC 12.21 G:

100 SF/UNIT < 3 HABITABLE ROOMS (STUDIO & 1 BR UNITS)
125 SF/UNIT = 3 HABITABLE ROOMS (2 BR UNITS)
175 SF/UNIT > 3 HABITABLE ROOMS (3 BR UNITS)

NOTE:
1. A KITCHEN IS NOT CONSIDERED A HABITABLE ROOM FOR PURPOSES OF CALCULATING OPEN SPACE.

PERCENT OF LANDSCAPED OPEN SPACE
LANDSCAPED OPEN 25% OR 1,113 SF.

PROPOSED OPEN SPACE: 10,086 SF

PROPOSED OPEN SPACE ABOVE FIRST HABITABLE ROOM LEVEL: 4,746 SF (48%)

PROPOSED OPEN SPACE AT FIRST HABITABLE LEVEL: 5,340 SF (52%)

OPEN SPACE PROPOSED

NAME	LEVEL	QTY	AREA (SF)
COMMON OPEN SPACE: COURTYARD	2ND FLOOR	1	2546
COMMON OPEN SPACE: RECREATION ROOM	2ND FLOOR	2	1677
PRIVATE OPEN SPACE	2ND FLOOR	12	1139
PRIVATE OPEN SPACE	3RD FLOOR	15	947
PRIVATE OPEN SPACE	4TH FLOOR	15	947
PRIVATE OPEN SPACE	5TH FLOOR	15	947
COMMON OPEN SPACE: DECK	6TH FLOOR	1	1130
PRIVATE OPEN SPACE	6TH FLOOR	12	753
			10086
GRAND TOTAL			10086

TREES

1 PER 4 UNITS = 22 (REFER TO LANDSCAPE DRAWINGS

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SHEET TITLE
PLOT PLAN

SHEET NUMBER
A.00

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SITE PHOTO A
1738 N BERENDO ST LOS ANGELES CA 90027
A



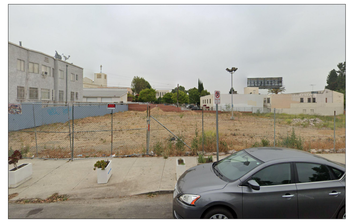
SITE PHOTO B
1734 N BERENDO ST LOS ANGELES CA 90027
B



SITE PHOTO C
1730 N BERENDO ST LOS ANGELES CA 90027
C



SITE PHOTO D
1722 N BERENDO ST LOS ANGELES CA 90027
D



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SITE PHOTO F
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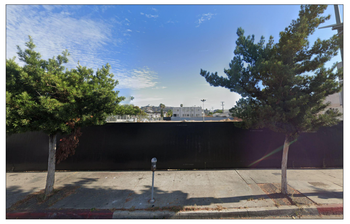


SITE PHOTO G
4773 HOLLYWOOD BLVD LOS ANGELES CA 90027
G



SITE PHOTO H
4759 HOLLYWOOD BLVD LOS ANGELES CA 90027
H



SITE PHOTO I
4747 HOLLYWOOD BLVD LOS ANGELES CA 90027
I



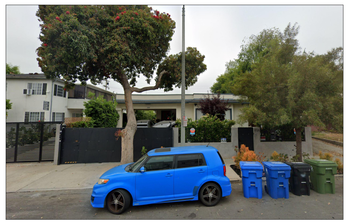
SITE PHOTO 1
1739 N BERENDO ST LOS ANGELES CA 90027
1



SITE PHOTO 2
1735 N BERENDO ST LOS ANGELES CA 90027
2



SITE PHOTO 3
1731 N BERENDO ST LOS ANGELES CA 90027
3



SITE PHOTO 4
1725 N BERENDO ST LOS ANGELES CA 90027
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SITE PHOTO 5
1717 N BERENDO ST LOS ANGELES CA 90027
5



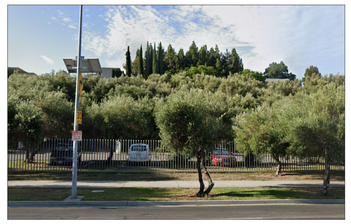
SITE PHOTO 6
4803 HOLLYWOOD BLVD LOS ANGELES CA 90027
6



SITE PHOTO 7
4820 HOLLYWOOD BLVD LOS ANGELES CA 90027
7



SITE PHOTO 8
4820 HOLLYWOOD BLVD LOS ANGELES CA 90027
8



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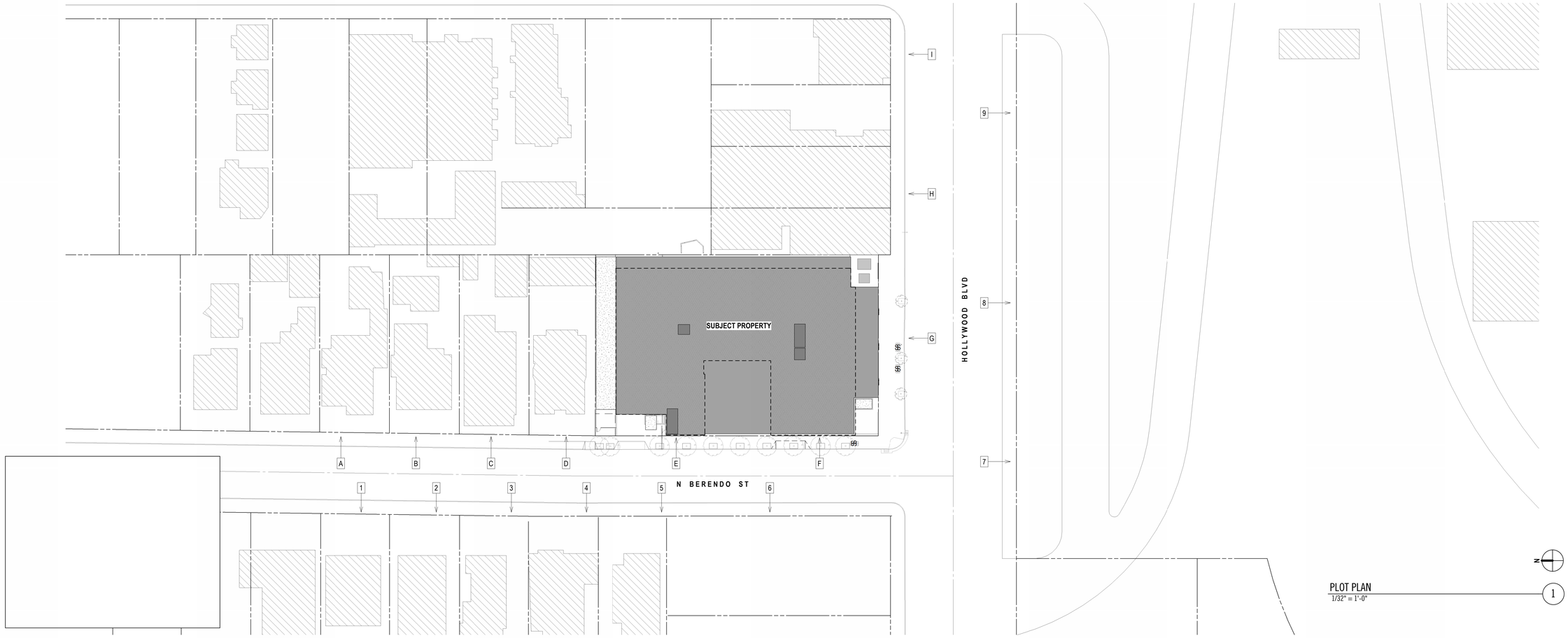

PLOT PLAN
1/32" = 1'-0"
1

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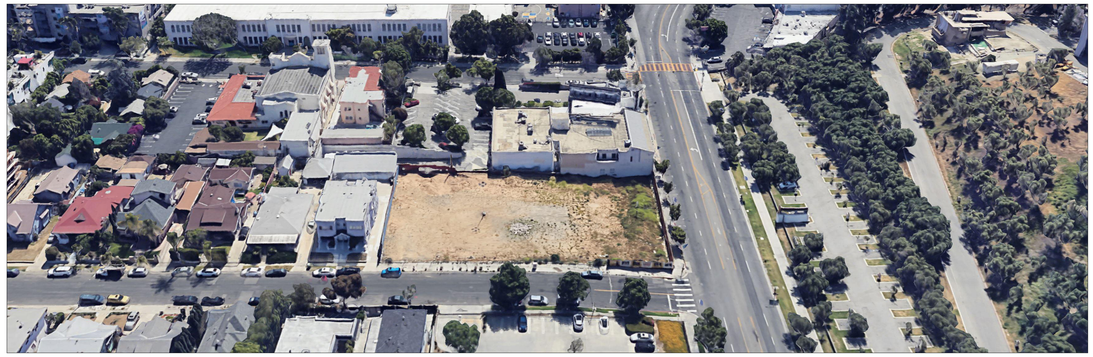
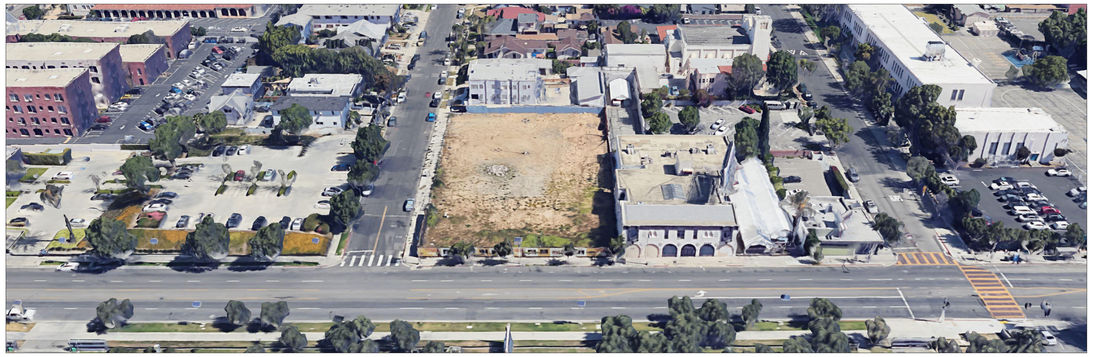


AERIAL PHOTO A1
WEST
A1



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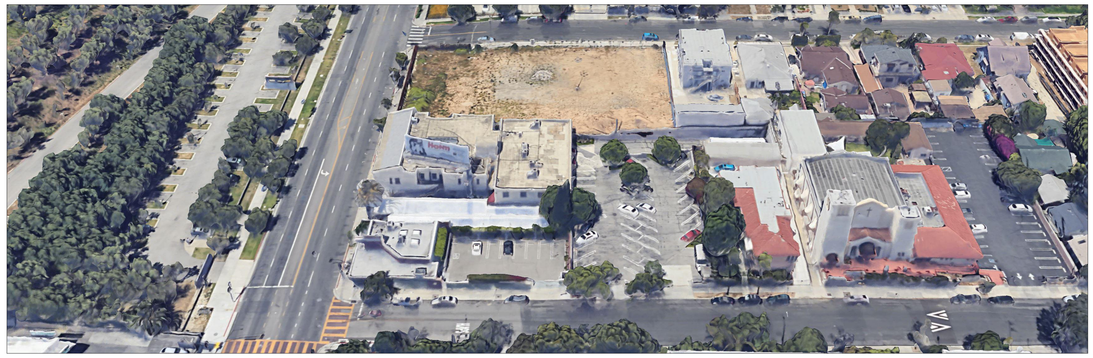
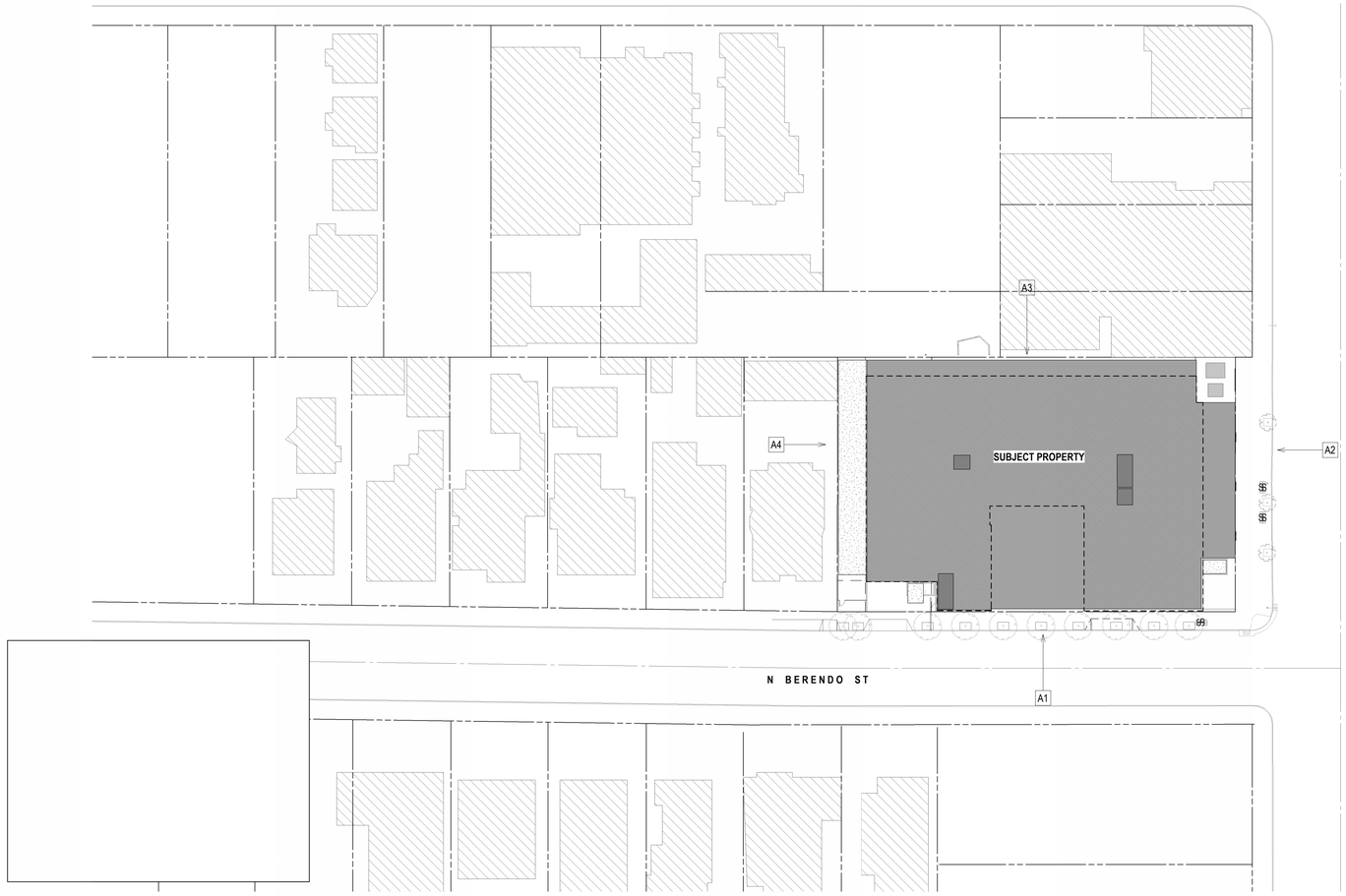
SOUTH
A2



AERIAL PHOTO A3
EAST
A3



AERIAL PHOTO A4
NORTH
A4



PLOT PLAN
1/32" = 1'-0"
1

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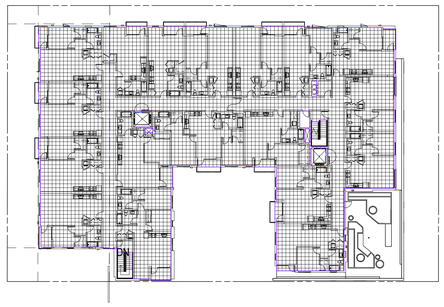
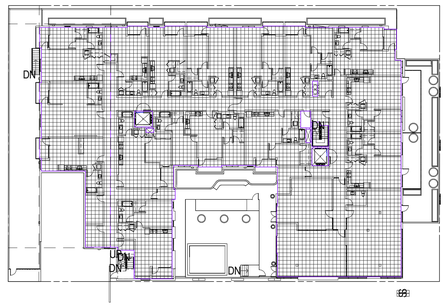


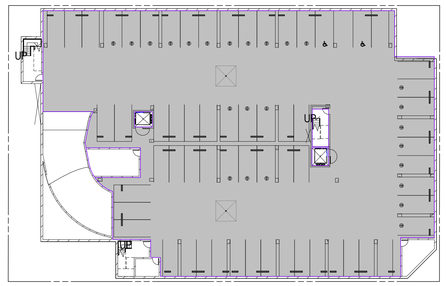
6TH FLOOR FAR PLAN
1" = 30'-0" — 7



4TH FLOOR FAR PLAN
1" = 30'-0" — 5



2ND FLOOR FAR PLAN
1" = 30'-0" — 3



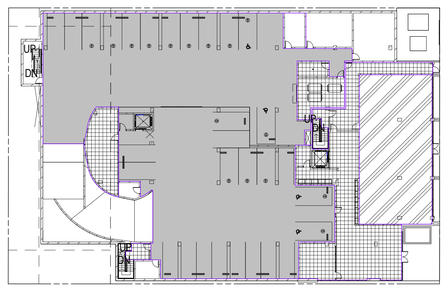
LEVEL P1 FAR PLAN
1" = 30'-0" — 1



5TH FLOOR FAR PLAN
1" = 30'-0" — 6



3RD FLOOR FAR PLAN
1" = 30'-0" — 4



1ST FLOOR FAR PLAN
1" = 30'-0" — 2

FAR SUMMARY

LOT AREA:
28,472.00 SF
(21,726.00 SF in C2-ID + 6,746.00 SF in RD1.5-1XL)

MULTIPLIER:
2.0:1 in C2-ID
3.0:1 in RD1.5-1XL

BUILDABLE AREA
C2 ZONE: 21,726 SF X 2.0 FAR = 43,452 SF
RD1.5 ZONE: 4,371 X 3.0 FAR = 13,113 SF
TOTAL PERMITED FLOOR AREA: 56,565 SF

PROPOSED FAR:
3.57:1

PROPOSED COMMERCIAL FAR:
.09:1

PROPOSED FAR

LEVEL	FAR	AREA (SF)
SUB A		
1ST FLOOR	RESIDENTIAL FAR	606
2ND FLOOR	RESIDENTIAL FAR	2858
3RD FLOOR	RESIDENTIAL FAR	3660
4TH FLOOR	RESIDENTIAL FAR	3660
5TH FLOOR	RESIDENTIAL FAR	3660
6TH FLOOR	RESIDENTIAL FAR	3657
TOTAL		18101

LEVEL	FAR	AREA (SF)
SUB B		
1ST FLOOR	COMMERCIAL FAR	2596
1ST FLOOR	RESIDENTIAL FAR	3336
2ND FLOOR	RESIDENTIAL FAR	14112
3RD FLOOR	RESIDENTIAL FAR	14164
4TH FLOOR	RESIDENTIAL FAR	14170
5TH FLOOR	RESIDENTIAL FAR	14162
6TH FLOOR	RESIDENTIAL FAR	12645
TOTAL		75185

AREA (SF)
93286

SHEET NOTES

MEASUREMENT PER LAMC 12.03:
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 EQUIPMENT OR MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS, AND BASEMENT STORAGE AREAS.

LEGEND

- PARKING
- NOT FAR
- COMMERCIAL FAR
- RESIDENTIAL FAR

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FLOOR AREA RATIO DIAGRAMS

SHEET NUMBER:
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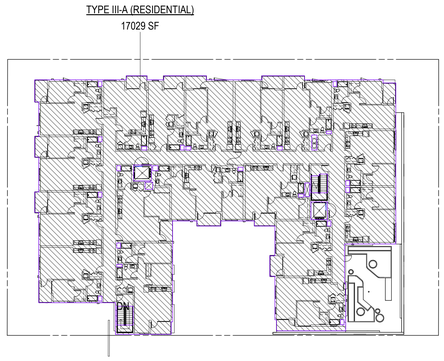
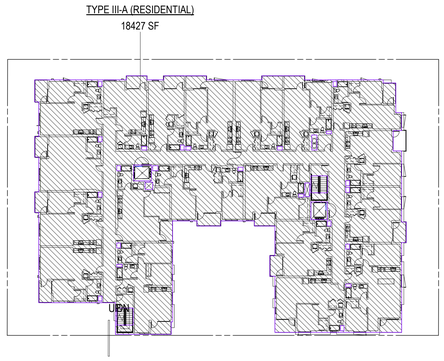
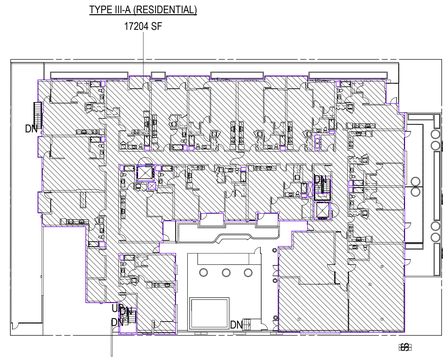


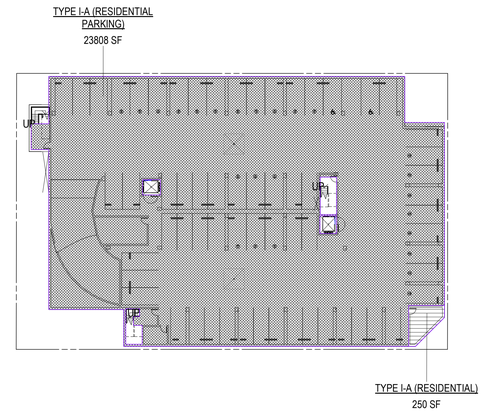
6TH FLOOR GROSS AREA PLAN 7
1" = 30'-0"



4TH FLOOR GROSS AREA PLAN 5
1" = 30'-0"



2ND FLOOR GROSS AREA PLAN 3
1" = 30'-0"



LEVEL P1 GROSS AREA PLAN 1
1" = 30'-0"

5TH FLOOR GROSS AREA PLAN 6
1" = 30'-0"

3RD FLOOR GROSS AREA PLAN 4
1" = 30'-0"

1ST FLOOR GROSS AREA PLAN 2
1" = 30'-0"

GROSS BUILDING AREA

CONST. TYPE	LEVEL	AREA
TYPE I-A (COMMERCIAL PARKING)		
TYPE I-A (COMMERCIAL PARKING)	1ST FLOOR	5938
		5938
TYPE I-A (COMMERCIAL)		
TYPE I-A (COMMERCIAL)	1ST FLOOR	2684
TYPE I-A (COMMERCIAL)	1ST FLOOR	185
		2869
TYPE I-A (RESIDENTIAL PARKING)		
TYPE I-A (RESIDENTIAL PARKING)	LEVEL P1	23808
TYPE I-A (RESIDENTIAL PARKING)	1ST FLOOR	8101
		31909
TYPE I-A (RESIDENTIAL)		
TYPE I-A (RESIDENTIAL)	LEVEL P1	250
TYPE I-A (RESIDENTIAL)	1ST FLOOR	2292
TYPE I-A (RESIDENTIAL)	1ST FLOOR	1819
TYPE I-A (RESIDENTIAL)	1ST FLOOR	751
TYPE I-A (RESIDENTIAL)	1ST FLOOR	274
		5386

CONST. TYPE	LEVEL	AREA
TYPE III-A (RESIDENTIAL)		
TYPE III-A (RESIDENTIAL)	2ND FLOOR	17204
TYPE III-A (RESIDENTIAL)	3RD FLOOR	18492
TYPE III-A (RESIDENTIAL)	4TH FLOOR	18427
TYPE III-A (RESIDENTIAL)	5TH FLOOR	18362
TYPE III-A (RESIDENTIAL)	6TH FLOOR	17029
		89514
TOTAL GROSS BUILDING AREA		135616

COMMERCIAL RATIO PROPOSED:
= 2,869.00 SF / 135,616.00 SF
= 0.021 OR 2.1%

COMMERCIAL PARKING RATIO PROPOSED:
= 5,938.00 SF / 135,616.00 SF
= 0.043 OR 4.3%

RESIDENTIAL RATIO PROPOSED:
= (5,386.00 SF + 89,514.00 SF) / 135,616.00 SF
= 0.69 OR 69%

RESIDENTIAL PARKING RATIO PROPOSED:
= 31,909.00 SF / 135,616.00 SF
= 0.235 OR 23.5%

GROSS AREA NOTES

MEASUREMENT DEFINITION

MEASUREMENT TO EXTERIOR FACE OF EXTERIOR WALLS, INCLUSIVE OF ALL SPACES, WITH THE EXCEPTION OF SHAFT SPACES ON ALL FLOORS ABOVE THE LOWEST LEVEL.

LEGEND

- TYPE I-A (COMMERCIAL PARKING)
- TYPE I-A (COMMERCIAL)
- TYPE I-A (RESIDENTIAL PARKING)
- TYPE I-A (RESIDENTIAL)
- TYPE III-A (RESIDENTIAL)

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GROSS BUILDING AREA DIAGRAMS

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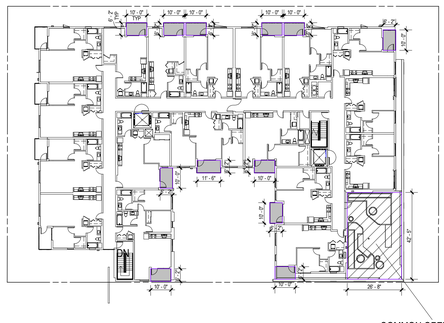
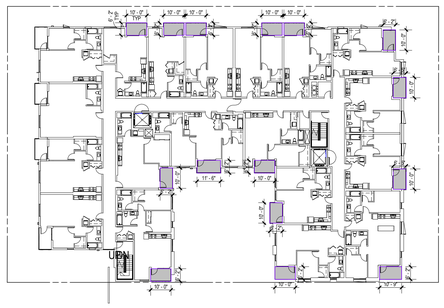
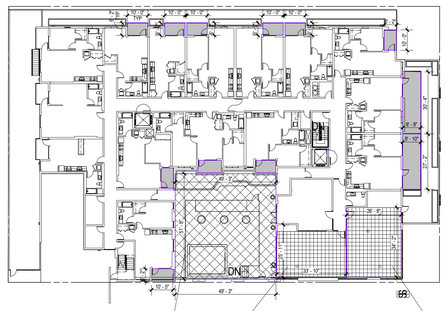


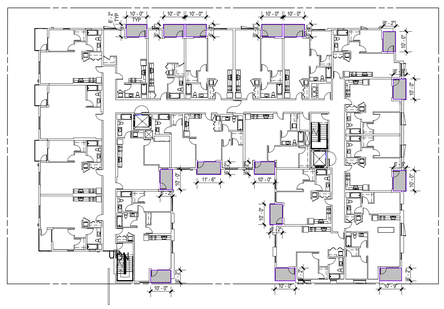
6TH FLOOR OPEN SPACE PLAN
1" = 30'-0"
6



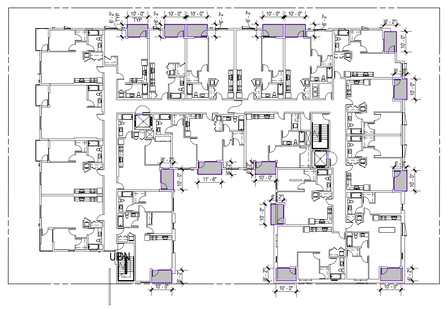
4TH FLOOR OPEN SPACE PLAN
1" = 30'-0"
4



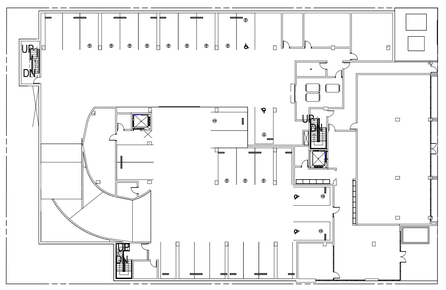
2ND FLOOR OPEN SPACE PLAN
1" = 30'-0"
2



5TH FLOOR OPEN SPACE PLAN
1" = 30'-0"
5



3RD FLOOR OPEN SPACE PLAN
1" = 30'-0"
3



1ST FLOOR OPEN SPACE PLAN
1" = 30'-0"
1

PROPOSED OPEN SPACE

NAME	LEVEL	QTY	AREA (SF)
COMMON OPEN SPACE: COURTYARD	2ND FLOOR	1	2546
COMMON OPEN SPACE: RECREATION ROOM	2ND FLOOR	2	1677
PRIVATE OPEN SPACE	2ND FLOOR	12	1139
PRIVATE OPEN SPACE	3RD FLOOR	15	947
PRIVATE OPEN SPACE	4TH FLOOR	15	947
PRIVATE OPEN SPACE	5TH FLOOR	15	947
COMMON OPEN SPACE: DECK	6TH FLOOR	1	1130
PRIVATE OPEN SPACE	6TH FLOOR	12	753
			10086
GRAND TOTAL			10086

REQUIRED OPEN SPACE

UNIT	# OF UNITS	REQ'D OPEN SPACE
STUDIO / 1 HABITABLE ROOM	11	1100 SF
1 BR / 2 HABITABLE ROOM	66	6600 SF
2 BR / 3 HABITABLE ROOM	12	1500 SF
Grand total		9200 SF

SHEET NOTES

OPEN SPACE REQUIREMENTS PER LAMC 12.21 G:

100 SF/UNIT < 3 HABITABLE ROOMS (STUDIO & 1 BR UNITS)
125 SF/UNIT = 3 HABITABLE ROOMS (2 BR UNITS)
175 SF/UNIT > 3 HABITABLE ROOMS (3 BR UNITS)

NOTE:
1. A KITCHEN IS NOT CONSIDERED A HABITABLE ROOM FOR PURPOSES OF CALCULATING OPEN SPACE.

PERCENT OF LANDSCAPED OPEN SPACE
LANDSCAPED OPEN 25% OR 1,113 SF.

PROPOSED OPEN SPACE: 10,086 SF

PROPOSED OPEN SPACE ABOVE FIRST HABITABLE ROOM LEVEL: 4,746 SF (48%)

PROPOSED OPEN SPACE AT FIRST HABITABLE LEVEL: 5,340 SF (52%)

LEGEND

- COMMON OPEN SPACE: COURTYARD
- COMMON OPEN SPACE: DECK
- COMMON OPEN SPACE: RECREATION ROOM
- PRIVATE OPEN SPACE

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SHEET TITLE:
OPEN SPACE CALCULATIONS

SHEET NUMBER:
G.022

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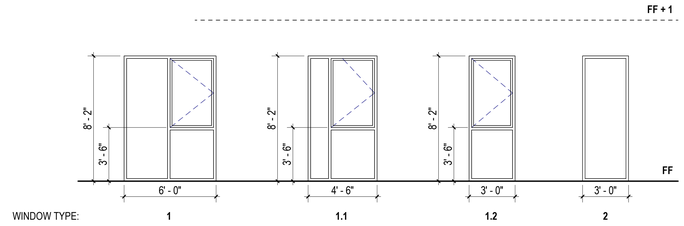
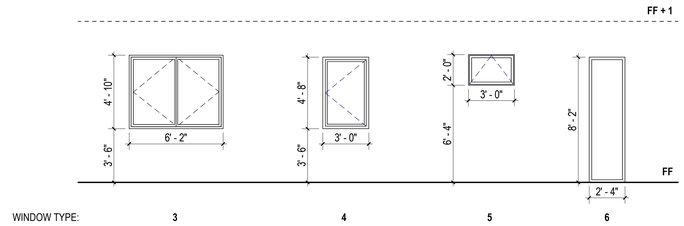
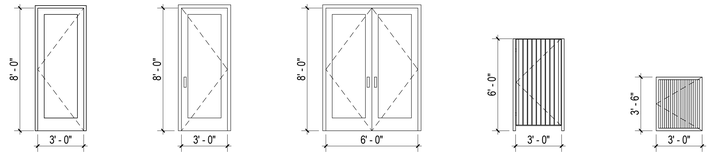
WINDOW TYPE	OPERATION	OPENING SIZE		MATERIAL
		WIDTH	HEIGHT	
1	FIXED/CASEMENT	6' - 0"	8' - 2"	VINYL
1.1	FIXED/CASEMENT	4' - 6"	8' - 2"	VINYL
1.2	FIXED/CASEMENT	3' - 0"	8' - 2"	VINYL
2	FIXED	3' - 0"	8' - 2"	VINYL
3	DOUBLE CASEMENT	6' - 0"	4' - 8"	VINYL
4	CASEMENT	3' - 0"	4' - 8"	VINYL
5	CASEMENT	3' - 0"	2' - 0"	VINYL
6	FIXED	2' - 4"	8' - 2"	VINYL





WINDOW TYPES
1/4" = 1'-0"



UNIT BALCONY DOOR

RESIDENTIAL AND COMMERCIAL ENTRANCE

RESIDENTIAL AND COMMERCIAL ENTRANCE

EXIT COURTYARD GATE

EXIT STAIR GATE

DOOR TYPE	LOCATION	DOOR SIZE		MATERIAL
		WIDTH	HEIGHT	
1	UNIT BALCONY	3' - 0"	8' - 0"	ALUM / VYNIL
2	RES & COMM ENTRANCE	<varies>	8' - 0"	ALUM
3	RES & COMM ENTRANCE	<varies>	<varies>	ALUM
4	EXIT DOOR	3' - 0"	6' - 0"	STEEL
5	EXIT DOOR	3' - 0"	3' - 6"	STEEL

EXTERIOR DOOR TYPES
1/4" = 1'-0"

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SHEET TITLE:
WINDOW AND DOOR SCHEDULE

SHEET NUMBER:
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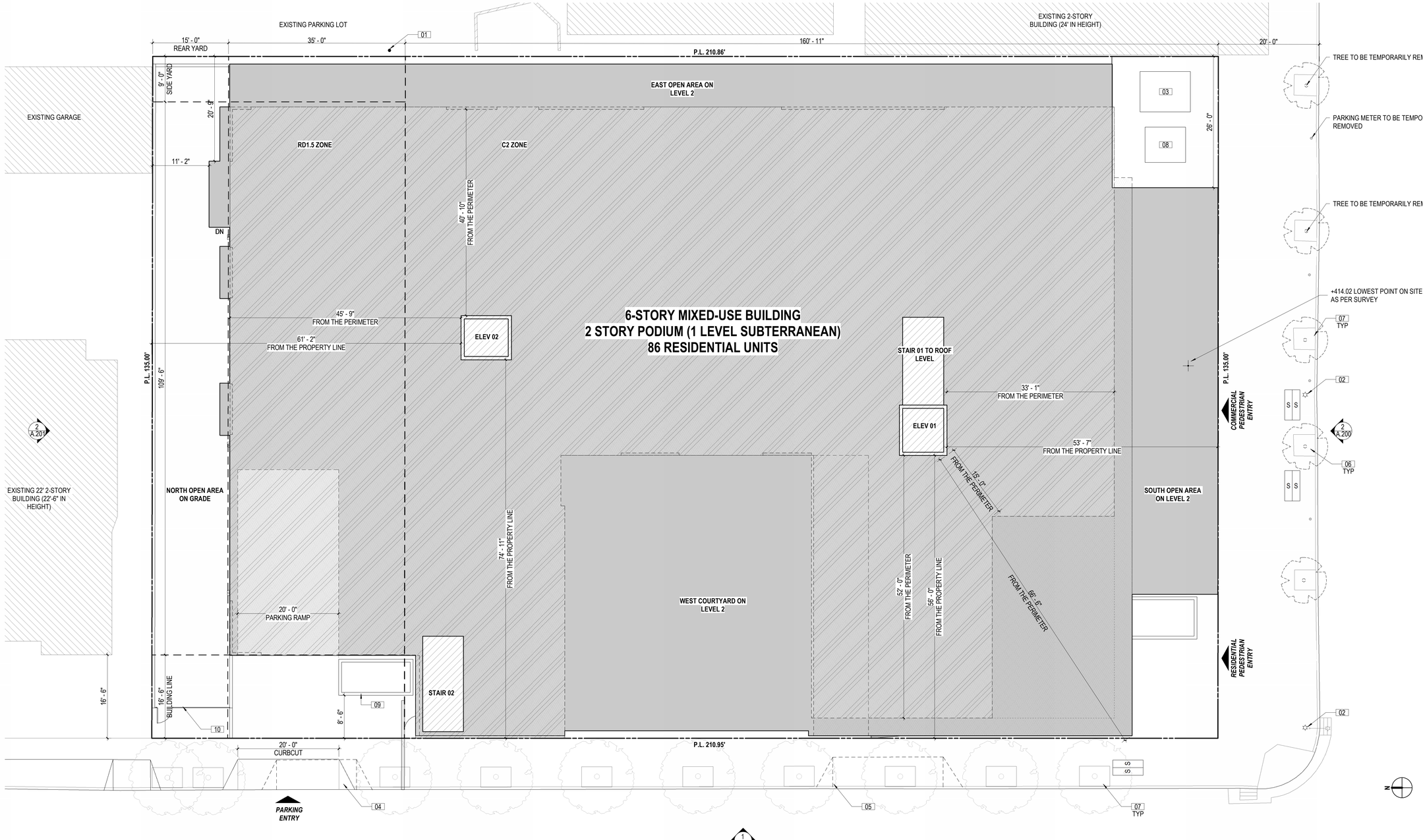

SITE PLAN
1/8" = 1'-0"

FAR

TOTAL FLOOR AREA / BUILDABLE AREA
93,286 SF / 26,451.00 SF = **3.52**

LEVEL	FAR	AREA (SF)
1ST FLOOR	COMMERCIAL FAR	2596
		2596
1ST FLOOR	RESIDENTIAL FAR	3942
2ND FLOOR	RESIDENTIAL FAR	16970
3RD FLOOR	RESIDENTIAL FAR	17824
4TH FLOOR	RESIDENTIAL FAR	17830
5TH FLOOR	RESIDENTIAL FAR	17822
6TH FLOOR	RESIDENTIAL FAR	16302
		90690
GRAND TOTAL		93286

SHEET NOTES

A. DWELLING UNITS SHALL BE SEPARATED WITH 1-HOUR FIRE-RESISTIVE CONSTRUCTION AT WALLS AND FLOORS.

NOTES

01 EXISTING POWER POLE
02 EXISTING LIGHT POLE
03 TRANSFORMER
04 EXISTING CURBCUT TO BE EXTENDED TO 20'
05 EXISTING DRIVEWAY TO BE REMOVED
06 EXISTING STREET TREES
07 PROPOSED STREET TREES
08 SWITCHGEAR
09 36" HEIGHT CONCRETE LOW PLANTER WALL, TYP
10 6' HEIGHT SECURITY FENCE

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SHEET TITLE:
SITE PLAN

SHEET NUMBER:
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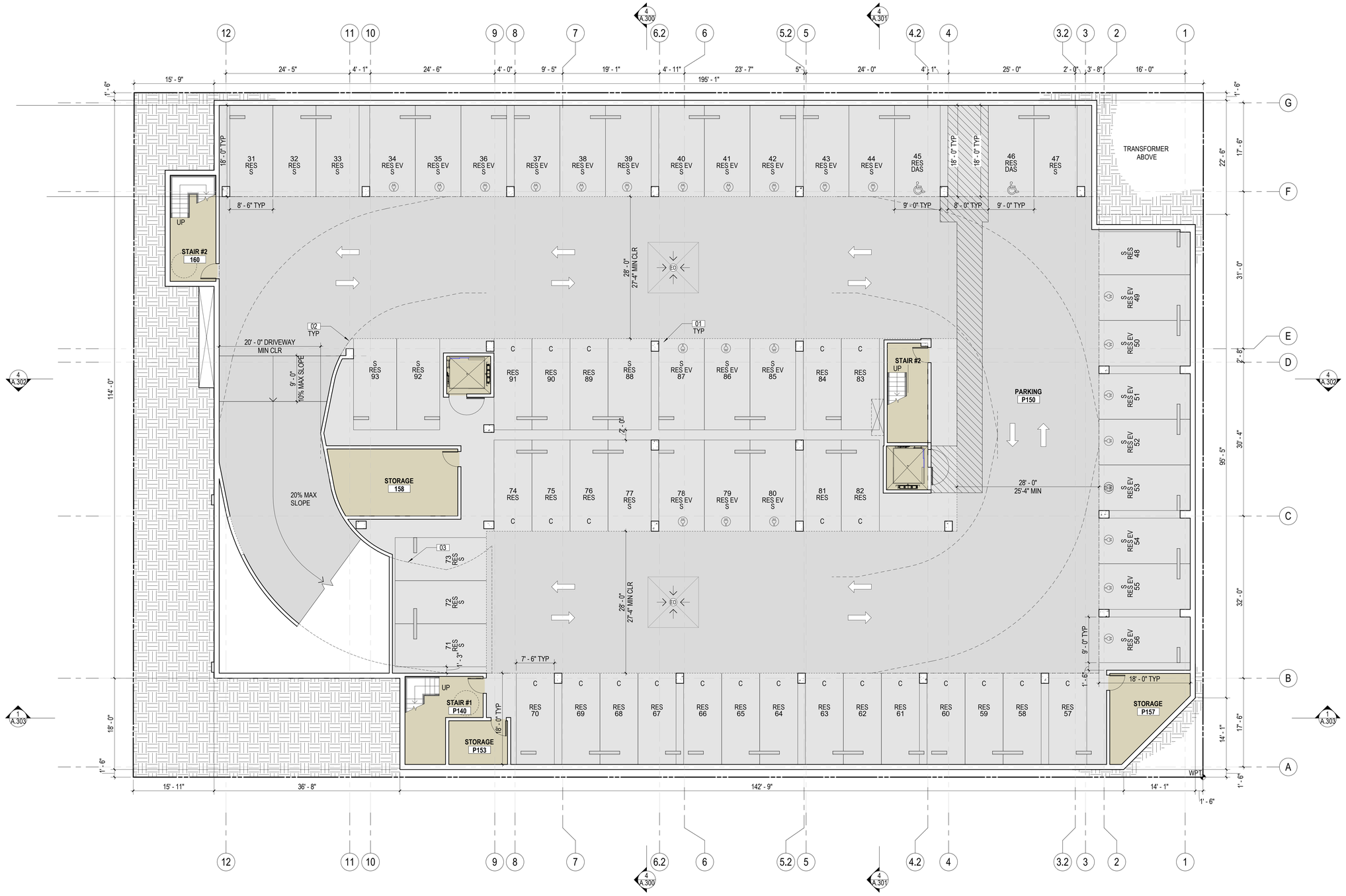

LEVEL P1 PLAN
1/8" = 1'-0"

NOTES

01 PARKING STALL STRIPING, TYP
02 LINE OF REQUIRED TURNING RADIUS, TYP
03 LINE OF RAMP ABOVE

SHEET NOTES

A. DWELLING UNITS SHALL BE SEPARATED WITH 1-HOUR FIRE-RESISTIVE CONSTRUCTION AT WALLS AND FLOORS.

LEGEND

RES	RESIDENTIAL STALL
COMM	COMMERCIAL STALL
S	STANDARD 8'-6" x 18', TYP
	ELECTRIC VEHICLE 9' x 18', TYP
	ACCESSIBLE PARKING STALL
	CONCRETE COLUMN

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SHEET TITLE:
LEVEL P1 PLAN

SHEET NUMBER:
A.100

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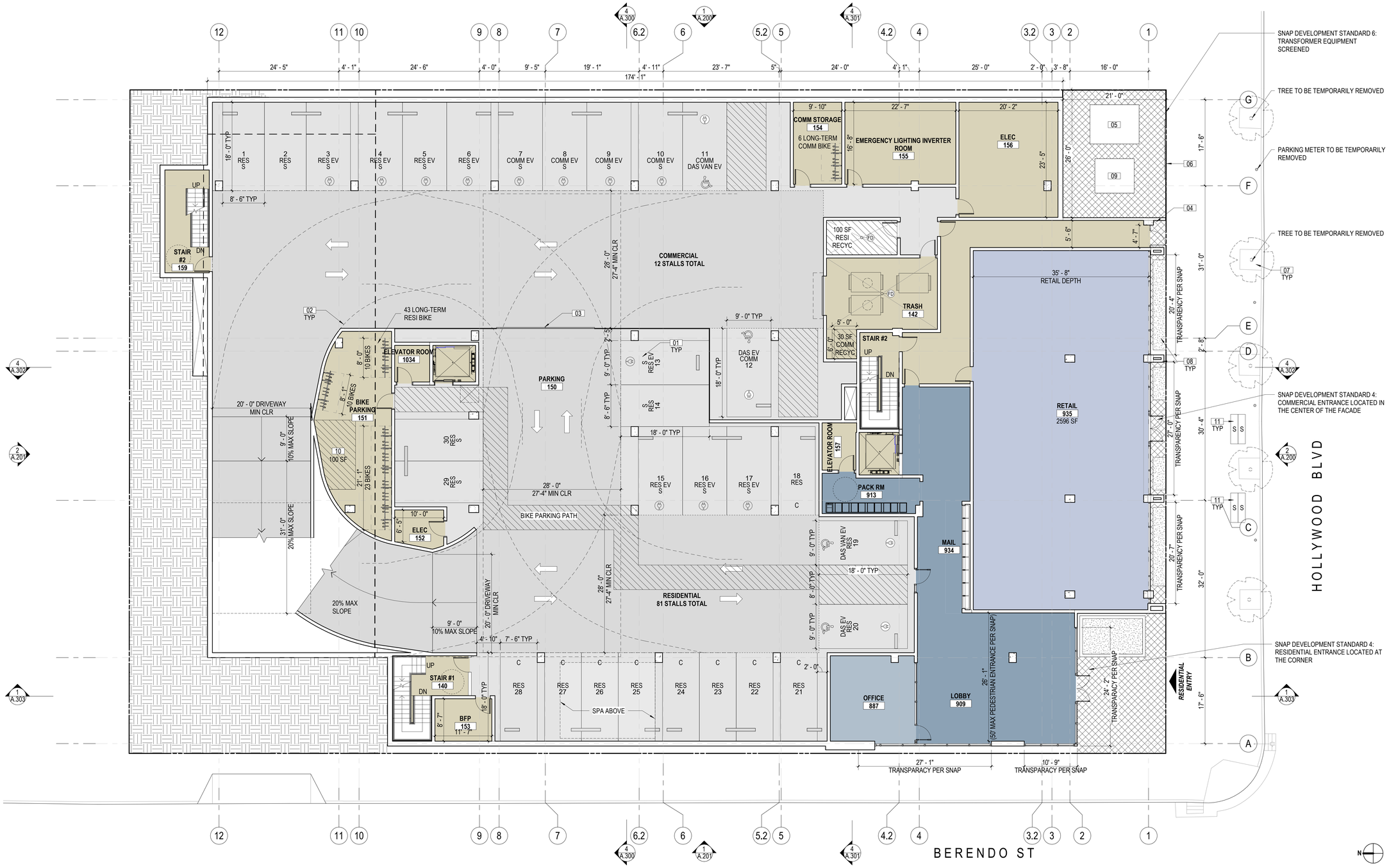

1ST FLOOR PLAN
1/8" = 1'-0"

4

FAR

TOTAL FLOOR AREA / BUILDABLE AREA
93,286 SF / 26,097.00 SF = **3.57**

LEVEL	FAR	AREA (SF)
1ST FLOOR	COMMERCIAL FAR	2596
		2596
1ST FLOOR	RESIDENTIAL FAR	3942
2ND FLOOR	RESIDENTIAL FAR	16970
3RD FLOOR	RESIDENTIAL FAR	17824
4TH FLOOR	RESIDENTIAL FAR	17830
5TH FLOOR	RESIDENTIAL FAR	17822
6TH FLOOR	RESIDENTIAL FAR	16302
		90690
GRAND TOTAL		93286

NOTES

01 PARKING STALL STRIPING, TYP
02 LINE OF REQUIRED TURNING RADIUS, TYP
03 RESIDENT SECURITY FENCE W/ CAR GATE
RESIDENTS SECURITY FENCE W/ CAR GATE
04 SECURITY FENCE W/ GATE
05 TRANSFORMER
06 6' HIGH FENCE WITH SLIDING GATE FOR EQUIPMENT ACCESS
07 EXISTING STREET TREES, TYP
08 PLANTER, TYP
09 SWITCHGEAR
10 BIKE MAINTENANCE WORKSPACE
11 SHORT TERM RESI BIKE PARKING

SHEET NOTES

A. DWELLING UNITS SHALL BE SEPARATED WITH 1-HOUR FIRE-RESISTIVE CONSTRUCTION AT WALLS AND FLOORS.

LEGEND

RES	RESIDENTIAL STALL
COMM	COMMERCIAL STALL
S	STANDARD 8'-6" x 18', TYP
	ELECTRIC VEHICLE 9' x 18', TYP
	ACCESSIBLE PARKING STALL
	CONCRETE COLUMN
	PROPOSED HARDSCAPE AT GRADE
	PROPOSED LANDSCAPE
	SINGLE TIER SHORT TERM BIKE PARKING SPACE

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FIRST FLOOR PLAN

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2ND FLOOR PLAN
1/8" = 1'-0"

NOTES

01 42" HEIGHT CONCRETE SOLID WALL, TYP
02 DARK BRONZE ALUMINUM STOREFRONT
03 36" HEIGHT CONCRETE PLANTER WALL, TYP
04 42" HEIGHT DARK GRAY STUCCO WALL, TYP
06 42" HEIGHT LIGHT GRAY METAL GUARDRAIL, TYP
07 PRIVATE BALCONY NOT INCLUDED IN OPEN SPACE CALCULATIONS.
08 42" HEIGHT GLASS GUARDRAIL, TYP

FAR

TOTAL FLOOR AREA / BUILDABLE AREA
93,286 SF / 26,097.00 SF = **3.57**

LEVEL	FAR	AREA (SF)
1ST FLOOR	COMMERCIAL FAR	2596
		2596
1ST FLOOR	RESIDENTIAL FAR	3942
2ND FLOOR	RESIDENTIAL FAR	16970
3RD FLOOR	RESIDENTIAL FAR	17824
4TH FLOOR	RESIDENTIAL FAR	17830
5TH FLOOR	RESIDENTIAL FAR	17822
6TH FLOOR	RESIDENTIAL FAR	16302
		90690
GRAND TOTAL		93286

UNIT MIX

UNIT	QTY
STUDIO	11
1 BR	63
2 BR	12
TOTAL	86

NOTES

01 EXISTING STREET TREES, TYP

SHEET NOTES

A. DWELLING UNITS SHALL BE SEPARATED WITH 1-HOUR FIRE-RESISTIVE CONSTRUCTION AT WALLS AND FLOORS.

LEGEND

- PROPOSED HARDSCAPE AT GRADE
- COMMON AREA DECK ABOVE GRADE
- PROPOSED LANDSCAPE
- SINGLE TIER SHORT TERM BIKE PARKING SPACE

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SHEET TITLE:
SECOND FLOOR PLAN

SHEET NUMBER:
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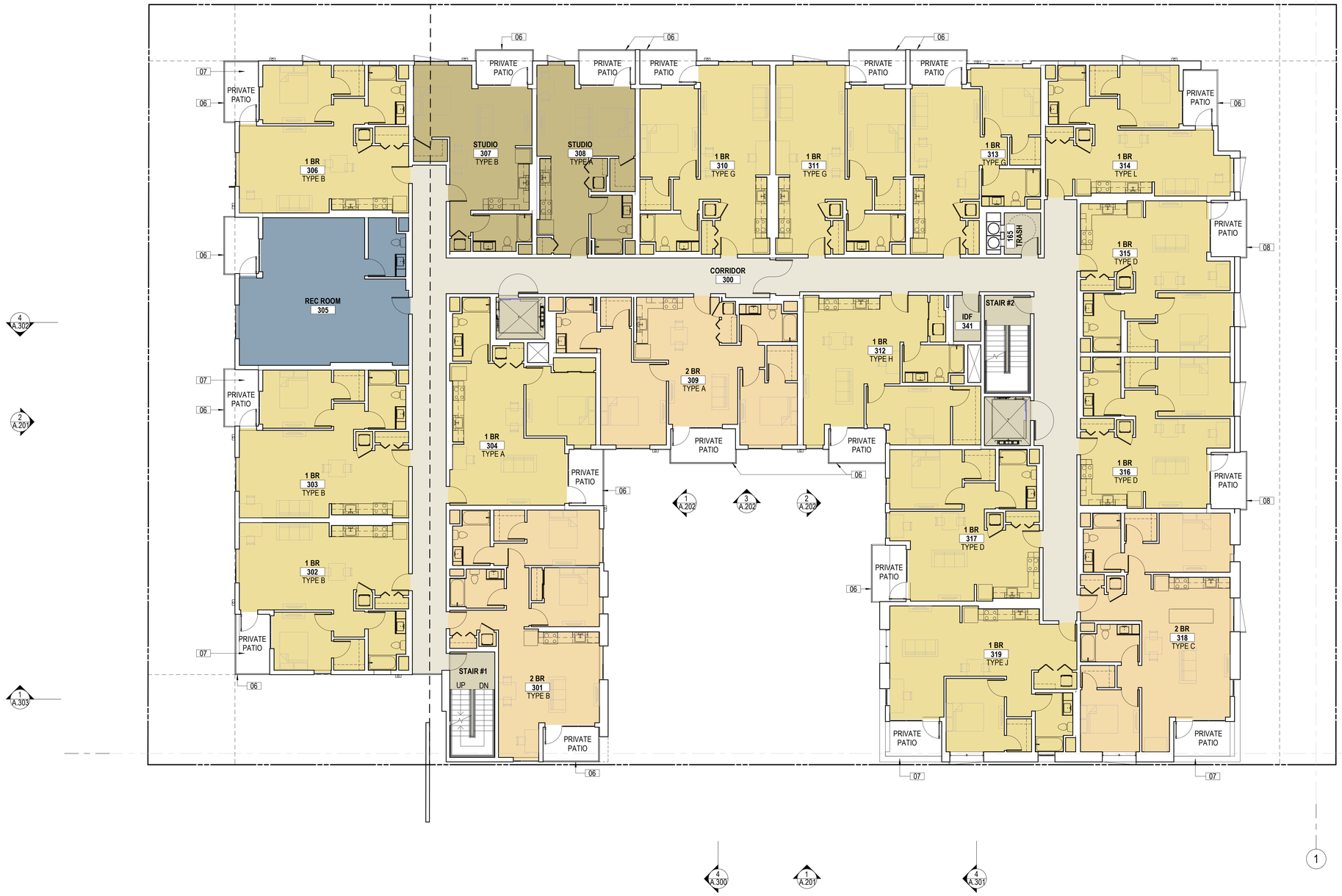

3RD FLOOR PLAN
1/8" = 1'-0"

4

NOTES

01 42" HEIGHT CONCRETE SOLID WALL, TYP
02 DARK BRONZE ALUMINUM STOREFRONT
03 36" HEIGHT CONCRETE PLANTER WALL, TYP
04 42" HEIGHT DARK GRAY STUCCO WALL, TYP
06 42" HEIGHT LIGHT GRAY METAL GUARDRAIL, TYP
07 PRIVATE BALCONY NOT INCLUDED IN OPEN SPACE CALCULATIONS.
08 42" HEIGHT GLASS GUARDRAIL, TYP

FAR

TOTAL FLOOR AREA / BUILDABLE AREA
93,286 SF / 26,097.00 SF = **3.57**

LEVEL	FAR	AREA (SF)
1ST FLOOR	COMMERCIAL FAR	2596
		2596
1ST FLOOR	RESIDENTIAL FAR	3942
2ND FLOOR	RESIDENTIAL FAR	16970
3RD FLOOR	RESIDENTIAL FAR	17824
4TH FLOOR	RESIDENTIAL FAR	17830
5TH FLOOR	RESIDENTIAL FAR	17822
6TH FLOOR	RESIDENTIAL FAR	16302
		90690
GRAND TOTAL		93286

UNIT MIX

UNIT	QTY
STUDIO	11
1 BR	63
2 BR	12
TOTAL	86

SHEET NOTES

A. DWELLING UNITS SHALL BE SEPARATED WITH 1-HOUR FIRE-RESISTIVE CONSTRUCTION AT WALLS AND FLOORS.

LEGEND

PROPOSED HARDSCAPE AT GRADE
COMMON AREA DECK ABOVE GRADE
PROPOSED LANDSCAPE
05 SINGLE TIER SHORT TERM BIKE PARKING SPACE

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THIRD FLOOR PLAN

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4TH FLOOR PLAN
1/8" = 1'-0"

4

NOTES

01 42" HEIGHT CONCRETE SOLID WALL, TYP
02 DARK BRONZE ALUMINUM STOREFRONT
03 36" HEIGHT CONCRETE PLANTER WALL, TYP
04 42" HEIGHT DARK GRAY STUCCO WALL, TYP
06 42" HEIGHT LIGHT GRAY METAL GUARDRAIL, TYP
07 PRIVATE BALCONY NOT INCLUDED IN OPEN SPACE CALCULATIONS.
08 42" HEIGHT GLASS GUARDRAIL, TYP

FAR

TOTAL FLOOR AREA / BUILDABLE AREA
93,286 SF / 26,097.00 SF = **3.57**

LEVEL	FAR	AREA (SF)
1ST FLOOR	COMMERCIAL FAR	2596
		2596
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4TH FLOOR	RESIDENTIAL FAR	17830
5TH FLOOR	RESIDENTIAL FAR	17822
6TH FLOOR	RESIDENTIAL FAR	16302
		90690
GRAND TOTAL		93286

UNIT MIX

UNIT	QTY
STUDIO	11
1 BR	63
2 BR	12
TOTAL	86

SHEET NOTES

A. DWELLING UNITS SHALL BE SEPARATED WITH 1-HOUR FIRE-RESISTIVE CONSTRUCTION AT WALLS AND FLOORS.

LEGEND

- PROPOSED HARDSCAPE AT GRADE
- COMMON AREA DECK ABOVE GRADE
- PROPOSED LANDSCAPE
- SINGLE TIER SHORT TERM BIKE PARKING SPACE

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FOURTH FLOOR PLAN

SHEET NUMBER:
A.140

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5TH FLOOR PLAN
1/8" = 1'-0"

NOTES

01 42" HEIGHT CONCRETE SOLID WALL, TYP
02 DARK BRONZE ALUMINUM STOREFRONT
03 36" HEIGHT CONCRETE PLANTER WALL, TYP
04 42" HEIGHT DARK GRAY STUCCO WALL, TYP
06 42" HEIGHT LIGHT GRAY METAL GUARDRAIL, TYP
07 PRIVATE BALCONY NOT INCLUDED IN OPEN SPACE CALCULATIONS.
08 42" HEIGHT GLASS GUARDRAIL, TYP

FAR

TOTAL FLOOR AREA / BUILDABLE AREA
93,286 SF / 26,097.00 SF = **3.57**

LEVEL	FAR	AREA (SF)
1ST FLOOR	COMMERCIAL FAR	2596
		2596
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5TH FLOOR	RESIDENTIAL FAR	17822
6TH FLOOR	RESIDENTIAL FAR	16302
		90690
GRAND TOTAL		93286

UNIT MIX

UNIT	QTY
STUDIO	11
1 BR	63
2 BR	12
TOTAL	86

SHEET NOTES

A. DWELLING UNITS SHALL BE SEPARATED WITH 1-HOUR FIRE-RESISTIVE CONSTRUCTION AT WALLS AND FLOORS.

LEGEND

PROPOSED HARDSCAPE AT GRADE
COMMON AREA DECK ABOVE GRADE
PROPOSED LANDSCAPE
SINGLE TIER SHORT TERM BIKE PARKING SPACE

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SHEET TITLE:
FIFTH FLOOR PLAN

SHEET NUMBER:
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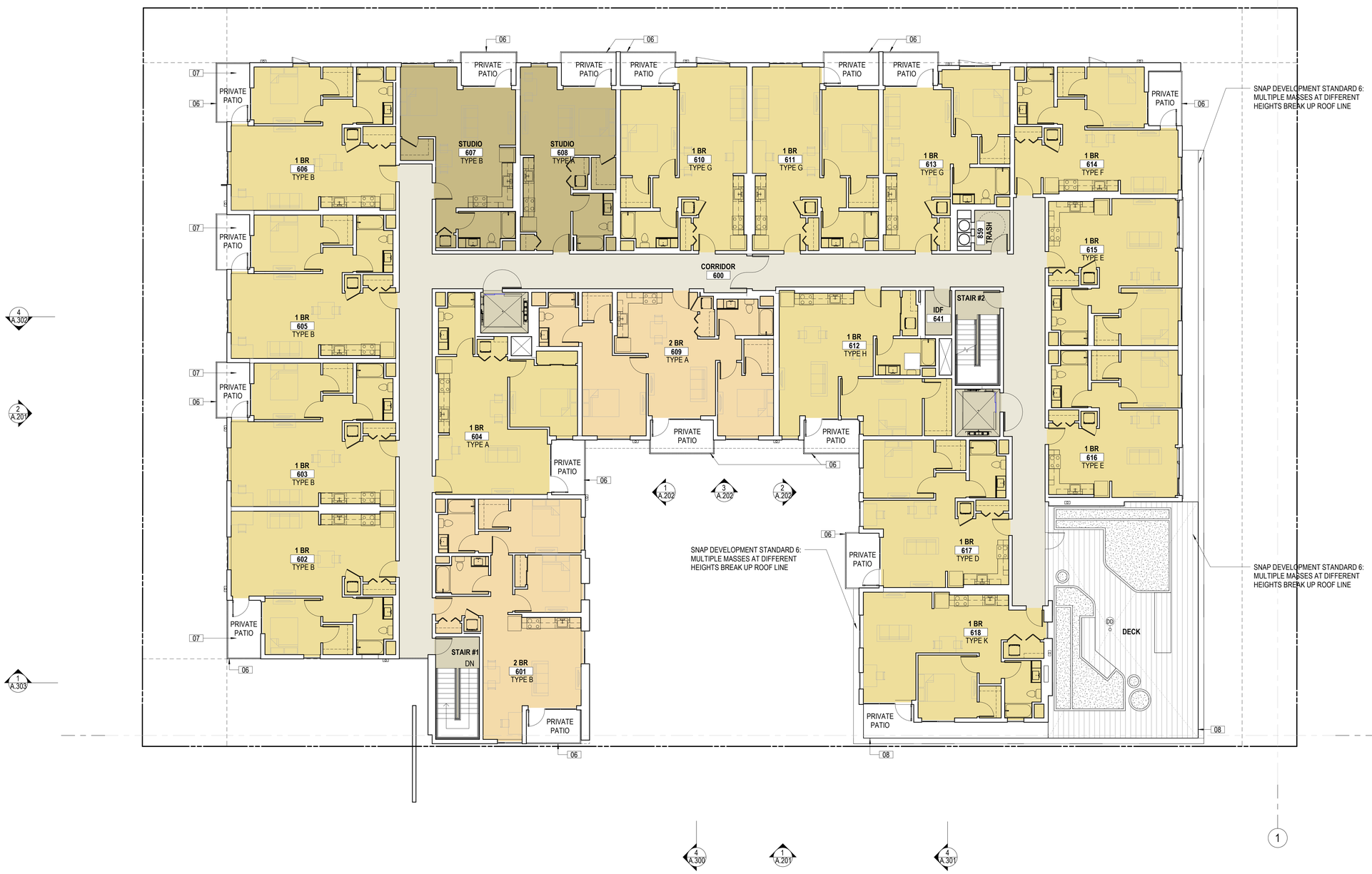

6TH FLOOR PLAN
1/8" = 1'-0"

NOTES

01 42" HEIGHT CONCRETE SOLID WALL, TYP
02 DARK BRONZE ALUMINUM STOREFRONT
03 36" HEIGHT CONCRETE PLANTER WALL, TYP
04 42" HEIGHT DARK GRAY STUCCO WALL, TYP
06 42" HEIGHT LIGHT GRAY METAL GUARDRAIL, TYP
07 PRIVATE BALCONY NOT INCLUDED IN OPEN SPACE CALCULATIONS.
08 42" HEIGHT GLASS GUARDRAIL, TYP

FAR

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93,286 SF / 26,097.00 SF = **3.57**

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		90690
GRAND TOTAL		93286

UNIT MIX

UNIT	QTY
STUDIO	11
1 BR	63
2 BR	12
TOTAL	86

SHEET NOTES

A. DWELLING UNITS SHALL BE SEPARATED WITH 1-HOUR FIRE-RESISTIVE CONSTRUCTION AT WALLS AND FLOORS.

LEGEND

PROPOSED HARDSCAPE AT GRADE
COMMON AREA DECK ABOVE GRADE
PROPOSED LANDSCAPE
SINGLE TIER SHORT TERM BIKE PARKING SPACE

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SHEET TITLE:
SIXTH FLOOR PLAN

SHEET NUMBER:
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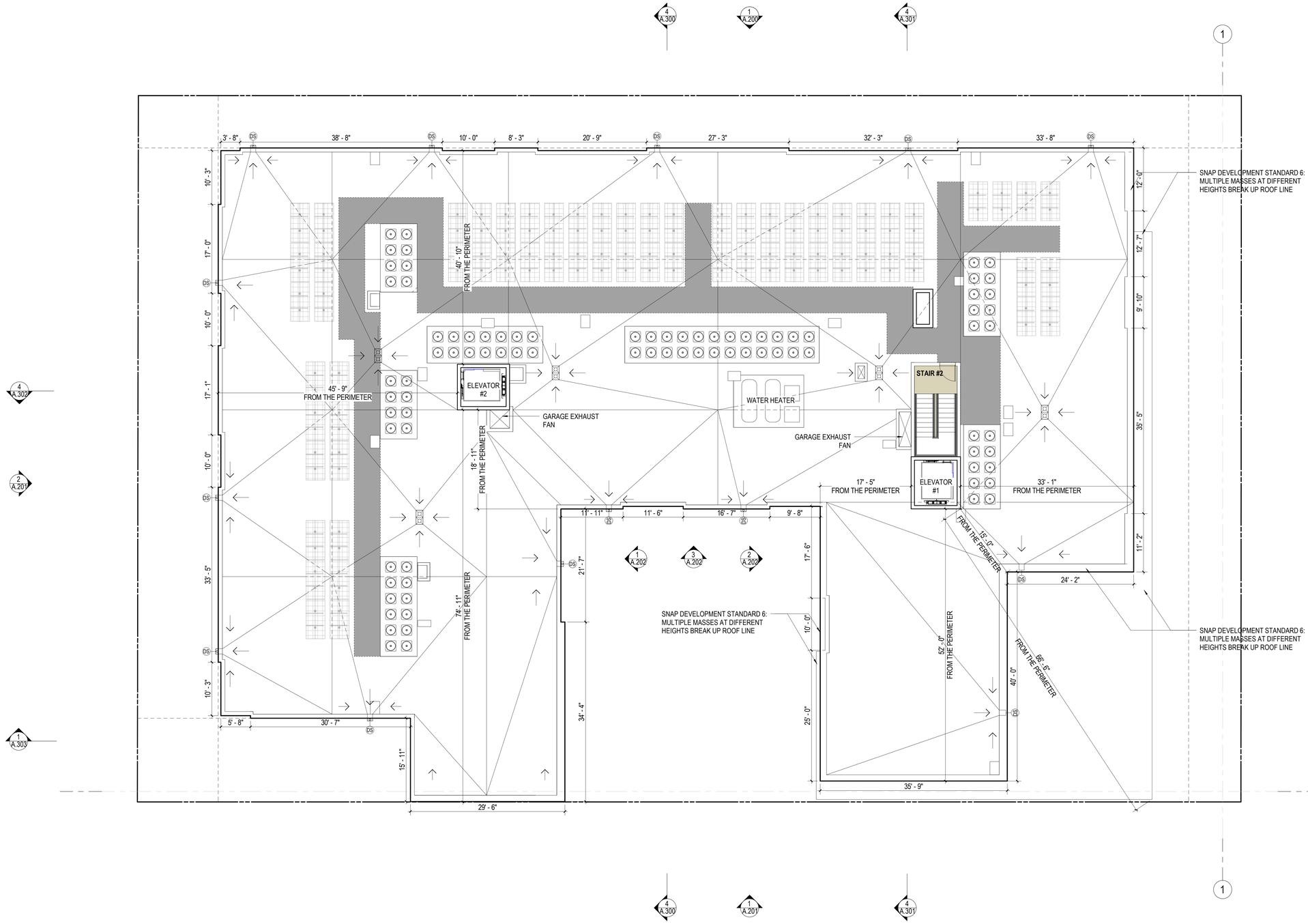

ROOF PLAN
1/8" = 1'-0"

4

SOLAR ZONE CALCULATIONS

TOTAL ROOF AREA:	11,351 SF
15% MIN ROOF AREA REQUIRED:	1,703 SF
VIABLE ROOF AREA PROVIDED:	1,706 SF

SHEET NOTES

A. ROOF SLOPES CONTINUOUS TO DOWNSPOUT OR ROOF DRAIN. SLOPES TO BE A MINIMUM OF 1/4" PER FOOT.

B. OVERFLOW DRAINS SHALL BE THE SAME SIZE AS THE ROOF DRAIN WITH INLET 2" ABOVE THE LOW POINT OF THE ROOF AND SHALL NOT BE CONNECTED TO THE ROOF DRAIN LINES.

C. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

LEGEND

- ROOF DRAIN WITH OVER FLOW DRAIN 2" ABOVE ROOF DRAIN
- INDICATES ROOF SLOPE DIRECTION. ALL ROOF SLOPES TO HAVE A 2% SLOPE MIN UNO
- WALKING PATH PER ROOF MFR AND SPECIFICATIONS
- INDICATES AREA FOR INSTALLATION OF SOLAR PANELS

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ROOF PLAN

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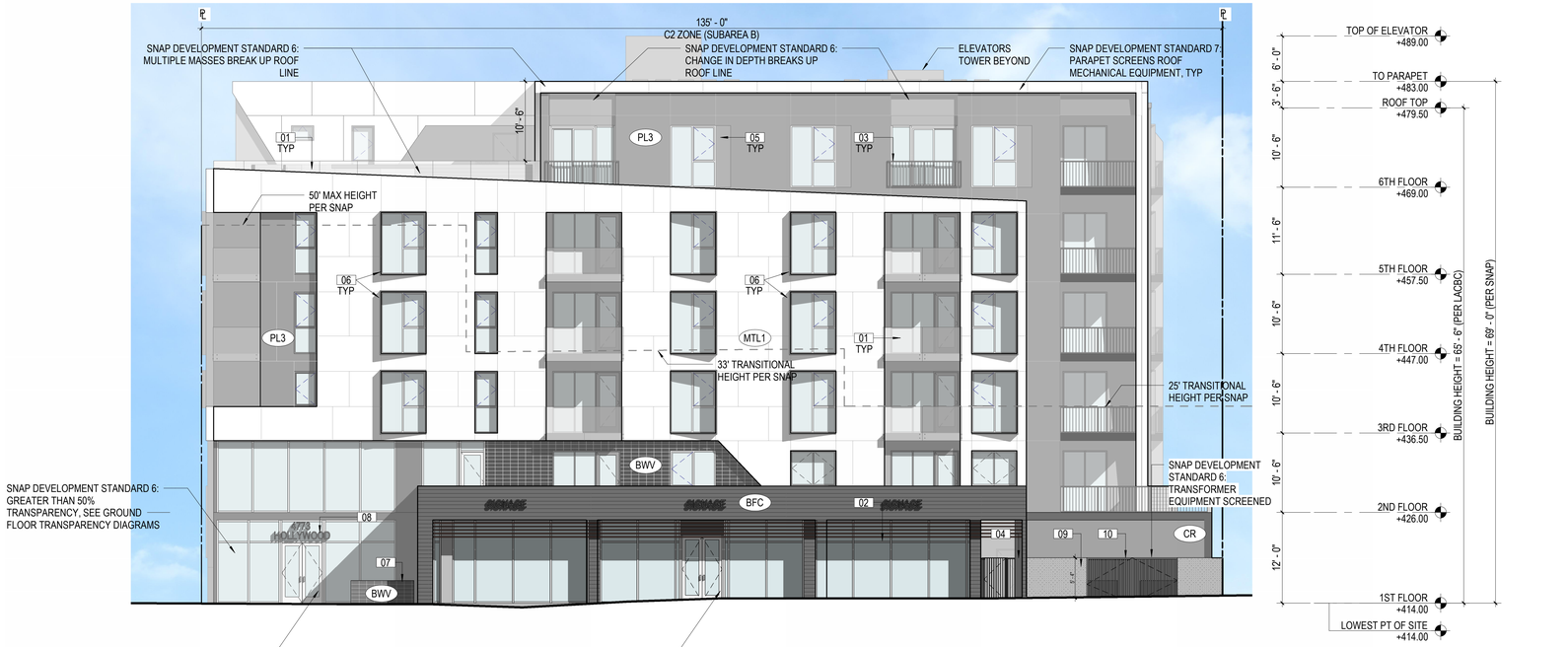
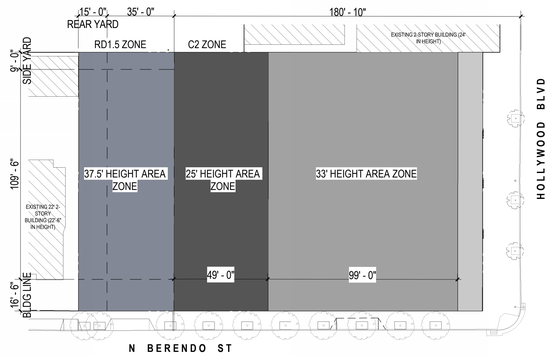
EAST ELEVATION
1/8" = 1'-0"
1



SOUTH ELEVATION
1/8" = 1'-0"
2



TRANSITIONAL HEIGHT DIAGRAM
1/32" = 1'-0"
3

NOTES

01 42" HIGH GLASS GUARDRAIL, TYP.
02 DARK BRONZE ALUMINUM STOREFRONT
03 42" HIGH LIGHT GRAY METAL GUARDRAIL, TYP.
04 SECURITY FENCE WITH GATE
05 ACRYLIC PLASTER PANEL - MEDIUM GRAY PAINT
06 WHITE METAL SHADING FIN, TYP
07 PLANTER
08 BUILDING SIGNAGE
09 TRANSFORMER AND SWITCHGEAR
10 GATE FOR EQUIPMENT ACCESS

LEGEND

PL1	ACRYLIC PLASTER - WHITE PAINT - 20/30
PL2	ACRYLIC PLASTER - MEDIUM GREY PAINT - 20/30
PL3	ACRYLIC PLASTER - DARK GREY PAINT - 20/30
MTL1	METAL PANEL - ARCTIC FROST - ALUCOBOND
MTL2	CUSTOM METAL SURROUND - WHITE
MTL3	METAL PANEL - GRAPHITE GRAY - ALUCOBOND
CR	CAST IN PLACE CONCRETE - NATURAL
BFC	CAST IN PLACE CONCRETE - NATURAL - BFC
BWV	BRICK WALL VENEER - RANGIFER
GL1	GLASS GUARDRAIL - CLEAR - CRL
MTL5	METAL GUARDRAIL - LIGHT GRAY - KYNAR 500
AW	VYNIL WINDOW/BALCONY SYSTEM - DARK BRONZE
AS1	ALUMINUM STOREFRONT - DARK BRONZE

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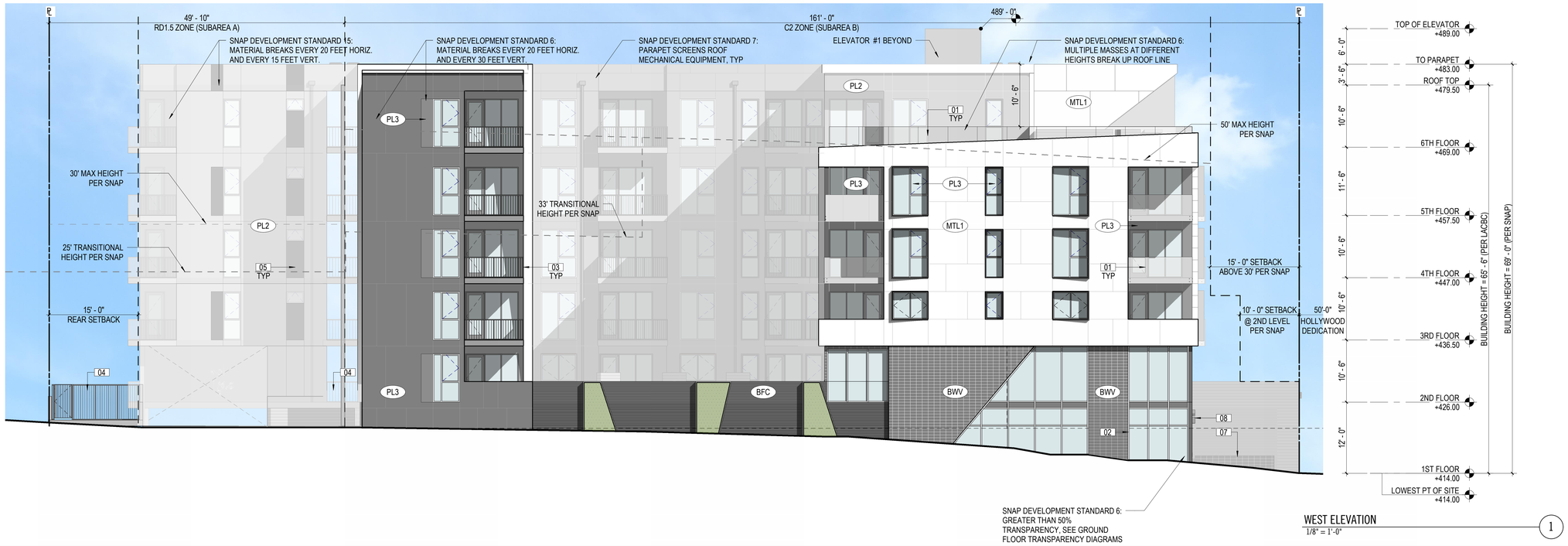

WEST ELEVATION
1/8" = 1'-0"

1



NORTH ELEVATION
1/8" = 1'-0"

2

NOTES

01 42" HEIGHT GLASS GUARDRAIL, TYP
02 DARK BRONZE ALUMINUM STOREFRONT
03 42" HEIGHT LIGHT GRAY METAL GUARDRAIL, TYP
04 6' HEIGHT LIGHT GRAY METAL SECURITY FENCE W/ GATE
05 ACRYLIC PLASTER PANEL - DARK GRAY PAINT
06 METAL SHADING FIN, TYP
07 PLANTER
08 BUILDING SIGNAGE

LEGEND

PL1	ACRYLIC PLASTER - WHITE PAINT - 20/30
PL2	ACRYLIC PLASTER - MEDIUM GREY PAINT - 20/30
PL3	ACRYLIC PLASTER - DARK GREY PAINT - 20/30
MTL1	METAL PANEL - ARCTIC FROST - ALUCOBOND
MTL2	CUSTOM METAL SURROUND - WHITE
MTL3	METAL PANEL - GRAPHITE GRAY - ALUCOBOND
CR	CAST IN PLACE CONCRETE - NATURAL
BFC	CAST IN PLACE CONCRETE - NATURAL - BFC
BWV	BRICK WALL VENEER - RANGIFER
GL1	GLASS GUARDRAIL - CLEAR - CRL
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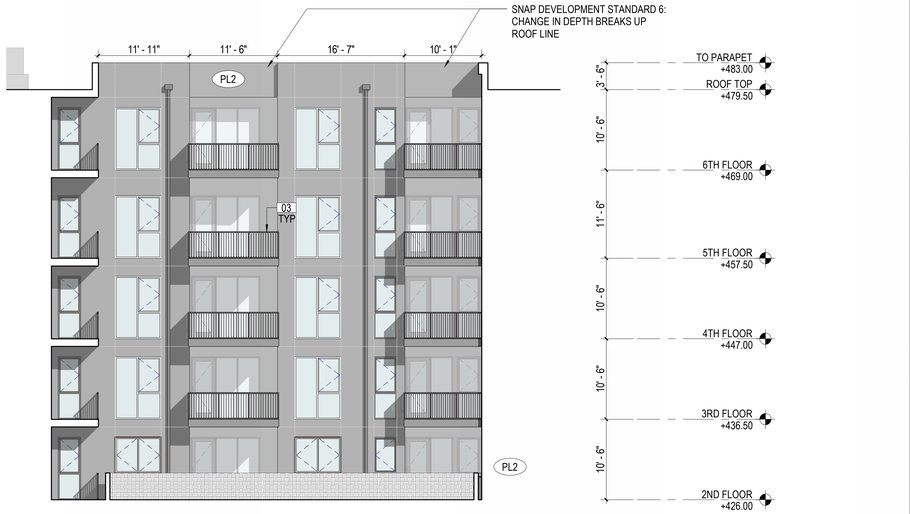
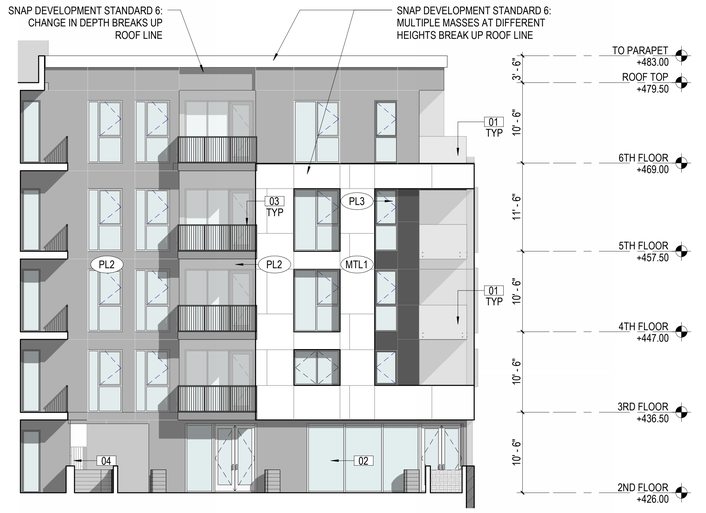
COURTYARD ELEVATION SOUTH
1/8" = 1'-0"
1



COURTYARD ELEVATION WEST
1/8" = 1'-0"
3



COURTYARD ELEVATION NORTH
1/8" = 1'-0"
2

NOTES

01 42" HEIGHT CONCRETE SOLID WALL, TYP
02 DARK BRONZE ALUMINUM STOREFRONT
03 36" HEIGHT CONCRETE PLANTER WALL, TYP
04 42" HEIGHT DARK GRAY STUCCO WALL, TYP
06 42" HEIGHT LIGHT GRAY METAL GUARDRAIL, TYP
07 PRIVATE BALCONY NOT INCLUDED IN OPEN SPACE CALCULATIONS.
08 42" HEIGHT GLASS GUARDRAIL, TYP

LEGEND

PL1 ACRYLIC PLASTER - WHITE PAINT - 20/30
PL2 ACRYLIC PLASTER - MEDIUM GREY PAINT - 20/30
PL3 ACRYLIC PLASTER - DARK GREY PAINT - 20/30
MTL1 METAL PANEL - ARCTIC FROST - ALUCOBOND
MTL2 CUSTOM METAL SURROUND - WHITE
MTL3 METAL PANEL - GRAPHITE GRAY - ALUCOBOND
CR CAST IN PLACE CONCRETE - NATURAL
BFC CAST IN PLACE CONCRETE - NATURAL - BFC
BWV BRICK WALL VENEER - RANGIFER
GL1 GLASS GUARDRAIL - CLEAR - CRL
MTL5 METAL GUARDRAIL - LIGHT GRAY - KYNAR 500
AW VYNIL WINDOW/BALCONY SYSTEM - DARK BRONZE
AS1 ALUMINUM STOREFRONT - DARK BRONZE

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ELEVATIONS

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DIAGRAM - EAST ELEVATION
1/8" = 1'-0"
1



DIAGRAM - SOUTH ELEVATION
1/8" = 1'-0"
4

LEGEND

PL1	ACRYLIC PLASTER - WHITE PAINT - 20/30
PL2	ACRYLIC PLASTER - MEDIUM GREY PAINT - 20/30
PL3	ACRYLIC PLASTER - DARK GREY PAINT - 20/30
MTL1	METAL PANEL - ARCTIC FROST - ALUCOBOND
MTL2	CUSTOM METAL SURROUND - WHITE
MTL3	METAL PANEL - GRAPHITE GRAY - ALUCOBOND
CR	CAST IN PLACE CONCRETE - NATURAL
BFC	CAST IN PLACE CONCRETE - NATURAL - BFC
BWV	BRICK WALL VENEER - RANGIFER
GL1	GLASS GUARDRAIL - CLEAR - CRL
MTL5	METAL GUARDRAIL - LIGHT GRAY - KYNAR 500
AW	VYNIL WINDOW/BALCONY SYSTEM - DARK BRONZE
AS1	ALUMINUM STOREFRONT - DARK BRONZE

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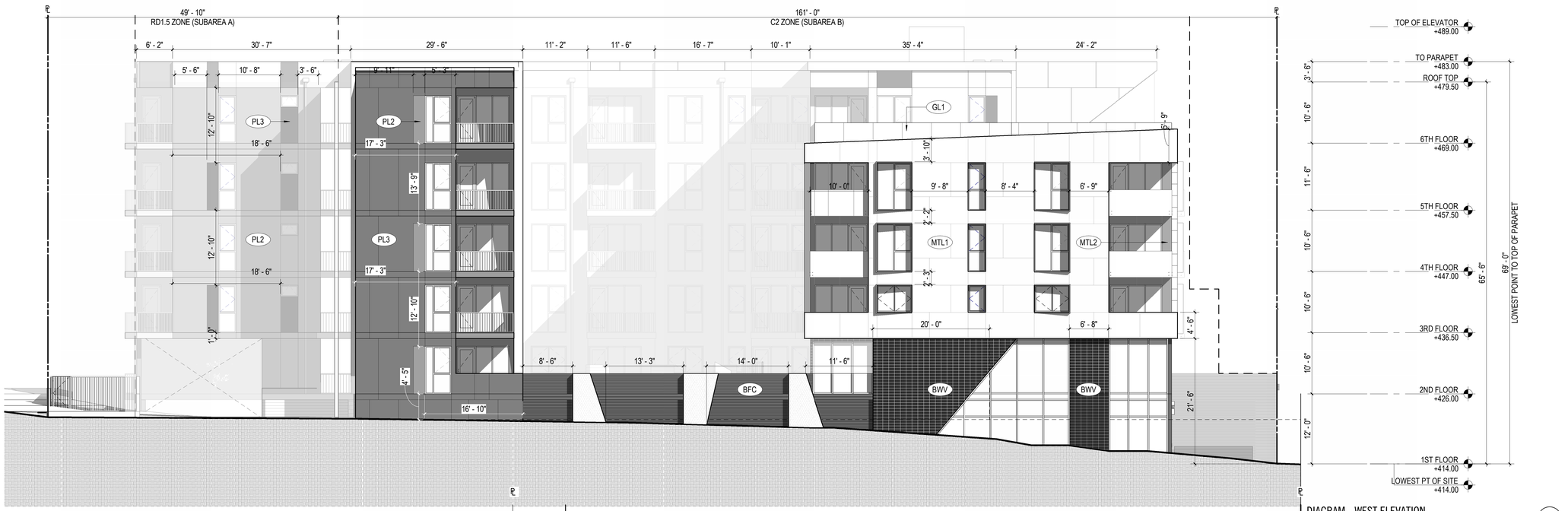

DIAGRAM - WEST ELEVATION 1

1/8" = 1'-0"



DIAGRAM - NORTH ELEVATION 2

1/8" = 1'-0"

LEGEND

PL1	ACRYLIC PLASTER - WHITE PAINT - 20/30
PL2	ACRYLIC PLASTER - MEDIUM GREY PAINT - 20/30
PL3	ACRYLIC PLASTER - DARK GREY PAINT - 20/30
MTL1	METAL PANEL - ARCTIC FROST - ALUCOBOND
MTL2	CUSTOM METAL SURROUND - WHITE
MTL3	METAL PANEL - GRAPHITE GRAY - ALUCOBOND
CR	CAST IN PLACE CONCRETE - NATURAL
BFC	CAST IN PLACE CONCRETE - NATURAL - BFC
BWV	BRICK WALL VENEER - RANGIFER
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AS1	ALUMINUM STOREFRONT - DARK BRONZE

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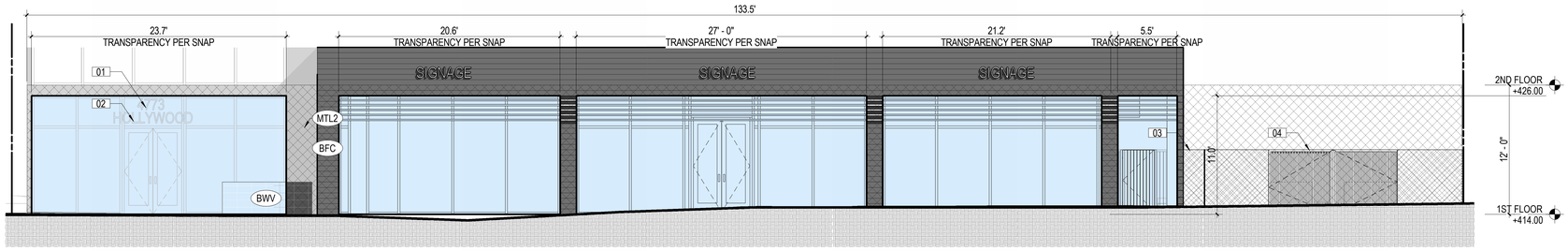
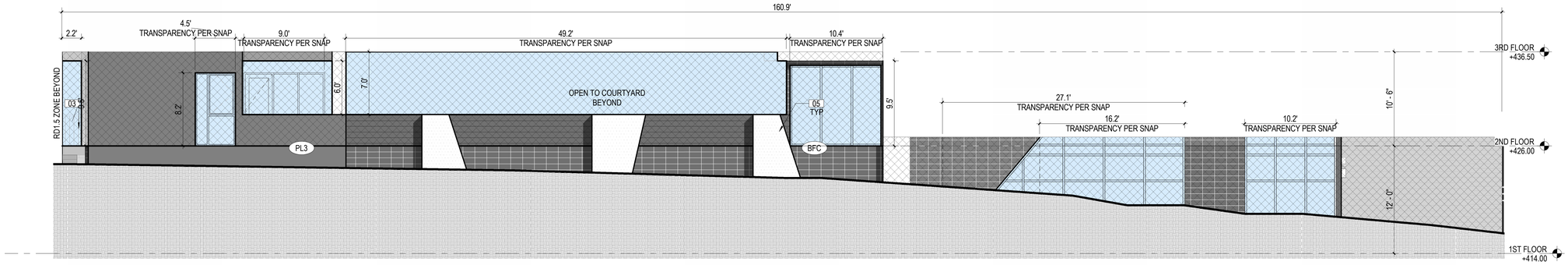


TRANSPARENCY DIAGRAM - SOUTH ELEVATION
3/16" = 1'-0" 1



TRANSPARENCY DIAGRAM - WEST ELEVATION
3/16" = 1'-0" 2

NOTES

01 BUILDING SIGNAGE
02 BLACK ALUMINUM STOREFRONT
03 SECURITY FENCE W/ GATE
04 GATE FOR EQUIPMENT ACCESS
05 GREEN WALL PLANTER, TYP

SNAP NOTES

SNAP DEVELOPMENT STANDARD 6:
SUBAREA B TRANSPARENCY
50% MIN GROUND FLOOR TRANSPARENCY

SOUTH FACADE (HOLLYWOOD BLVD)
TRANSPARENCY AREA = 1,068 SF /
EXTERIOR WALL SURFACE = 1,601 SF
= 0.67 OR 67%

WEST FACADE (BERENDO ST)
TRANSPARENCY AREA = 923.08 SF /
EXTERIOR WALL SURFACE = 1,790.28 SF
= 0.515 OR 51%

LEGEND

PL1 ACRYLIC PLASTER - WHITE PAINT - 20/30
PL2 ACRYLIC PLASTER - MEDIUM GREY PAINT - 20/30
PL3 ACRYLIC PLASTER - DARK GREY PAINT - 20/30
MTL1 METAL PANEL - ARCTIC FROST - ALUCOBOND
MTL2 CUSTOM METAL SURROUND - WHITE
MTL3 METAL PANEL - GRAPHITE GRAY - ALUCOBOND
CR CAST IN PLACE CONCRETE - NATURAL
BFC CAST IN PLACE CONCRETE - NATURAL - BFC
BWV BRICK WALL VENEER - RANGIFER
GL1 GLASS GUARDRAIL - CLEAR - CRL
MTL5 METAL GUARDRAIL - LIGHT GRAY - KYNAR 500
AW VYNIL WINDOW/BALCONY SYSTEM - DARK BRONZE
AS1 ALUMINUM STOREFRONT - DARK BRONZE

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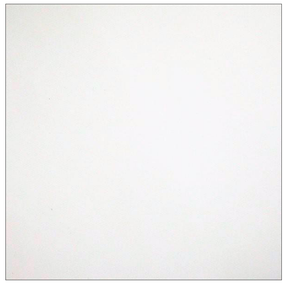


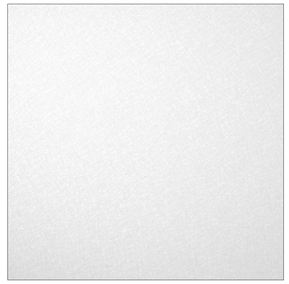
PL1 **ACRYLIC PLASTER**
COLOR: WHITE
FINISH: 20/30



PL2 **ACRYLIC PLASTER**
COLOR: MEDIUM GREY
FINISH: 20/30



PL3 **ACRYLIC PLASTER**
COLOR: DARK GREY
FINISH: 20/30



MTL1 **INSULATED METAL PANEL**
COLOR: ARCTIC FROST
MFR: ALUCOBOND



MTL2 **CUSTOM METAL SURROUND**
COLOR: WHITE



MTL3 **INSULATED METAL PANEL**
COLOR: DARK GRAY
MFR: ALUCOBOND



BFC **CAST IN PLACE CONCRETE**
COLOR: NATURAL
FINISH: BOARD-FORMED



BWV **BRICK WALL VENEER**
COLOR: RANGIFER
MFR: BRICK IT



GL1 **GLASS GUARDRAIL**
COLOR: CLEAR
MFR: CRL



MTL5 **DECORATED METALGUARDRAIL**
COLOR: LIGHT GREY
FINISH: KYNAR 500



AW **VYNIL WINDOW SYSTEM**
COLOR: DARK BRONZE



AS1 **ALUMINUM STOREFRONT**
COLOR: DARK BRONZE

LEGEND

- PL1 ACRYLIC PLASTER - WHITE PAINT - 20/30
- PL2 ACRYLIC PLASTER - MEDIUM GREY PAINT - 20/30
- PL3 ACRYLIC PLASTER - DARK GREY PAINT - 20/30
- MTL1 METAL PANEL - ARCTIC FROST - ALUCOBOND
- MTL2 CUSTOM METAL SURROUND - WHITE
- MTL3 METAL PANEL - GRAPHITE GRAY - ALUCOBOND
- CR CAST IN PLACE CONCRETE - NATURAL
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- AW VYNIL WINDOW/BALCONY SYSTEM - DARK BRONZE
- AS1 ALUMINUM STOREFRONT - DARK BRONZE

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SOUTHWEST CORNER STREET VIEW

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NORTHWEST CORNER STREET VIEW

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NORTHWEST CORNER STREET VIEW

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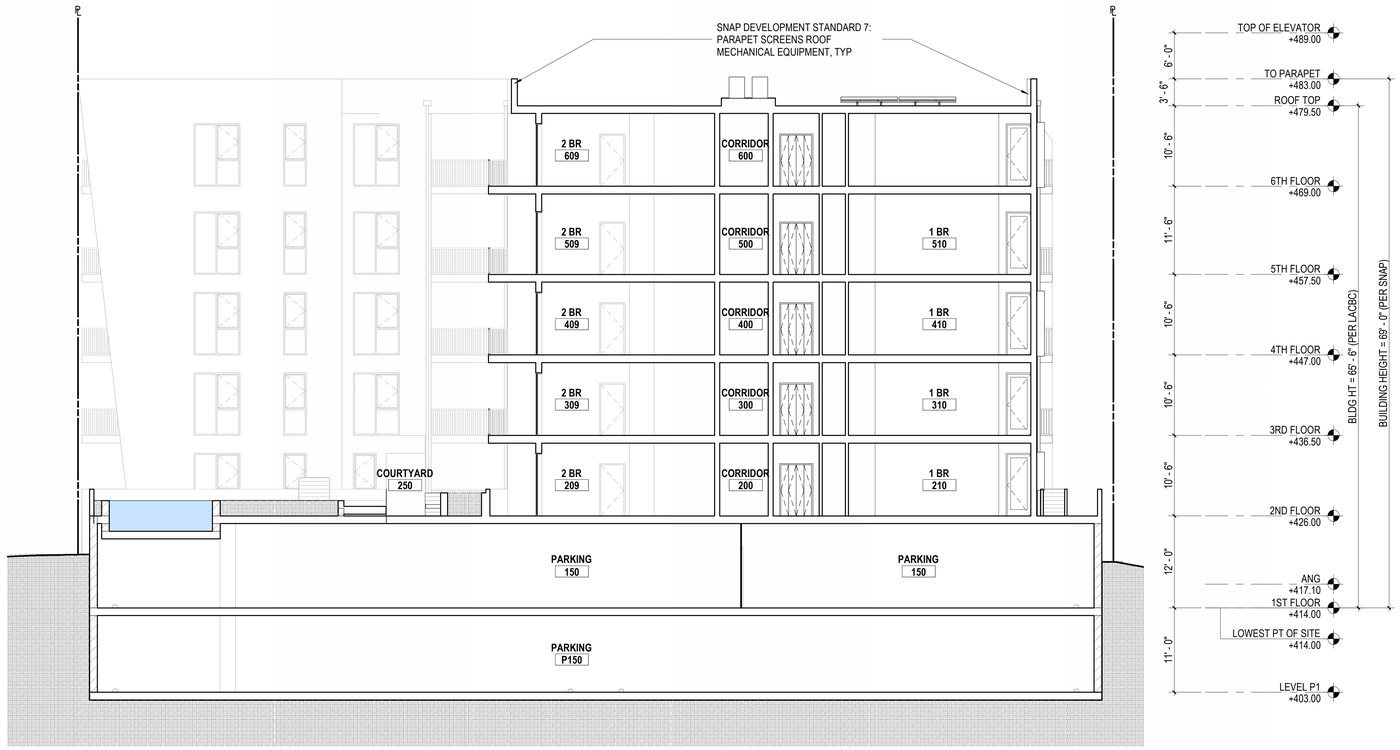

EAST-WEST SECTION 01
1/8" = 1'-0"

4

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SHEET TITLE:
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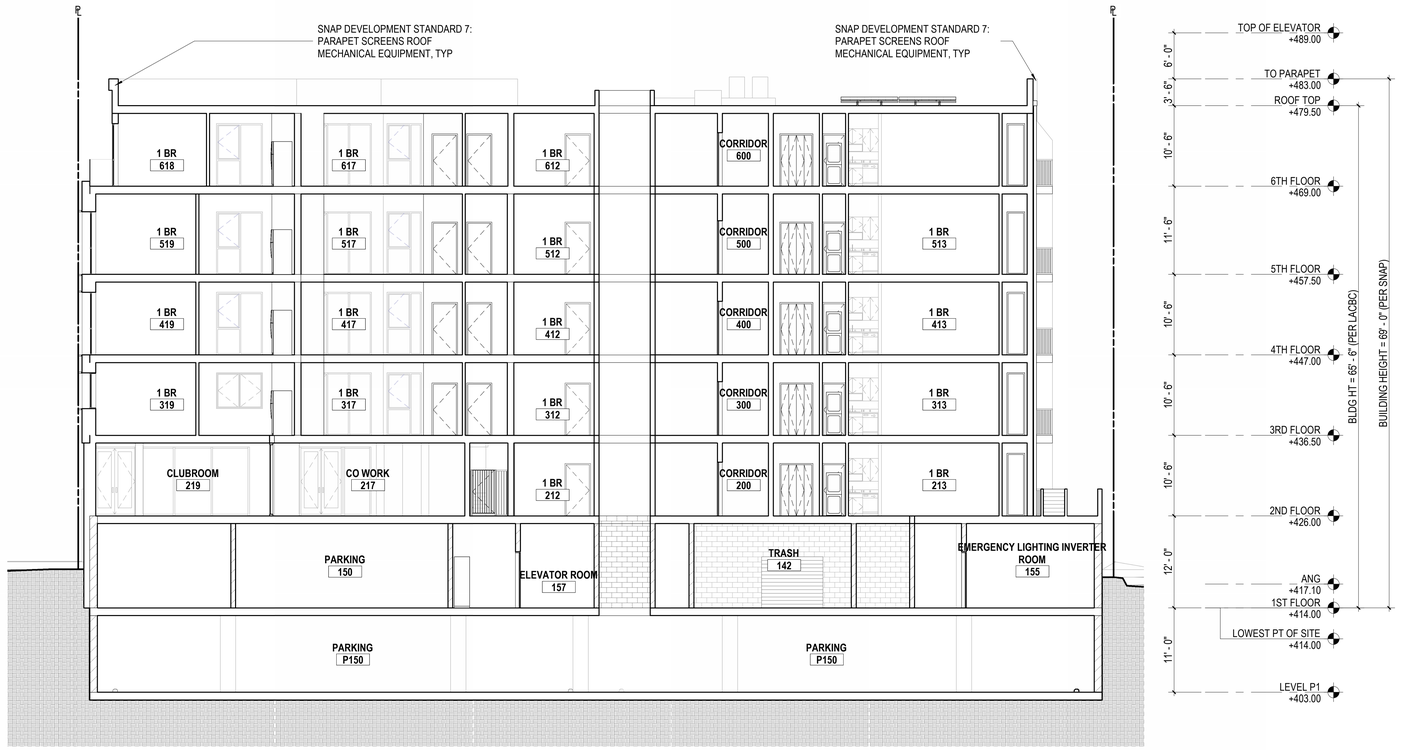

EAST-WEST SECTION 02
1/8" = 1'-0"

4

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SHEET TITLE:
EAST-WEST SECTION 02

SHEET NUMBER:
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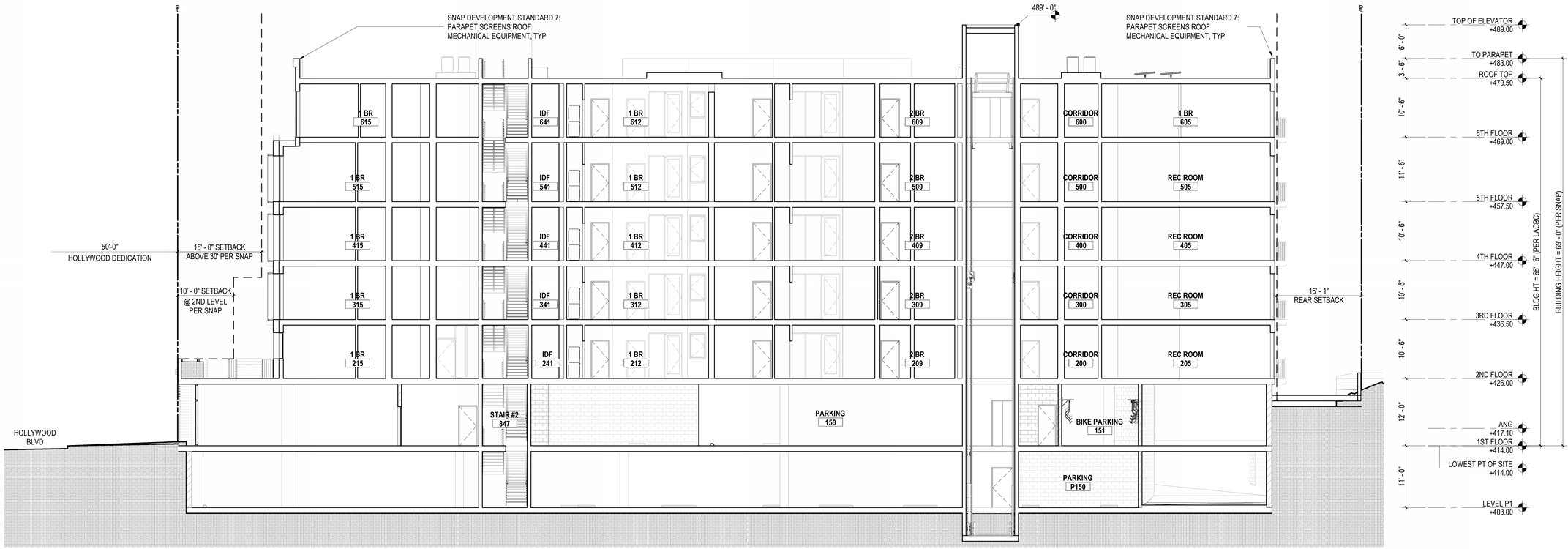

NORTH-SOUTH SECTION
1/8" = 1'-0"

4

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SHEET TITLE:
NORTH-SOUTH SECTION

SHEET NUMBER:
A.302
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SOUTH-NORTH SECTION
1/8" = 1'-0"

1

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SHEET TITLE:
SOUTH-NORTH SECTION

SHEET NUMBER:
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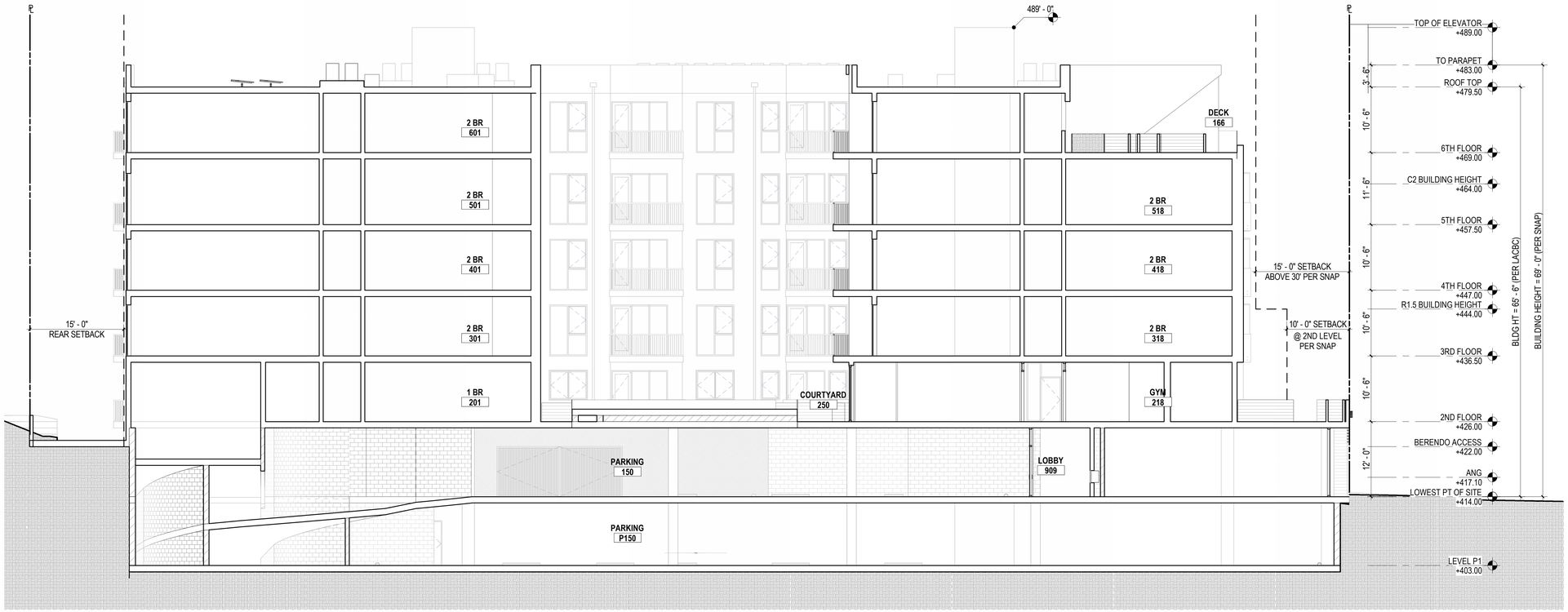

SOUTH-NORTH SECTION
1/8" = 1'-0"

1

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SHEET TITLE:
NORTH-SOUTH RAMP SECTION

SHEET NUMBER:
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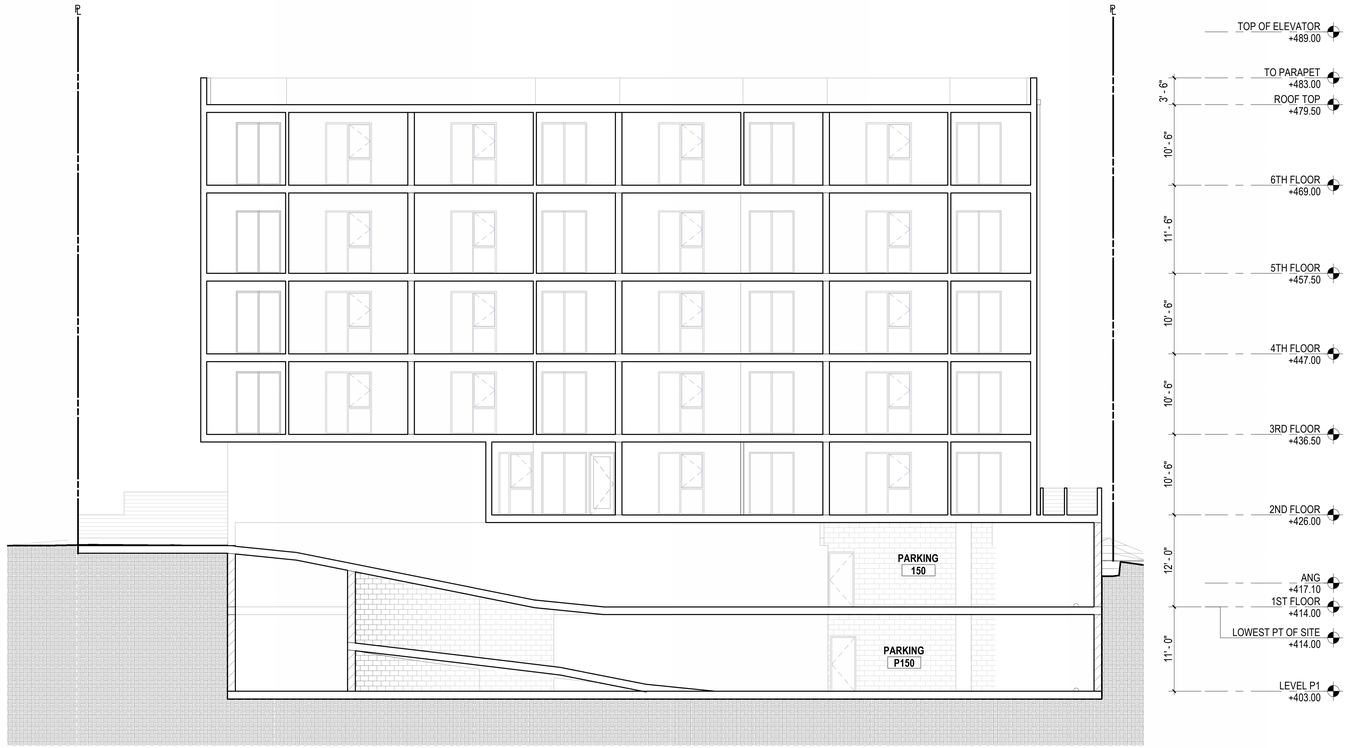

EAST-WEST SECTION 01
1/8" = 1'-0"

1

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SHEET TITLE:
EAST-WEST RAMP SECTION

SHEET NUMBER:
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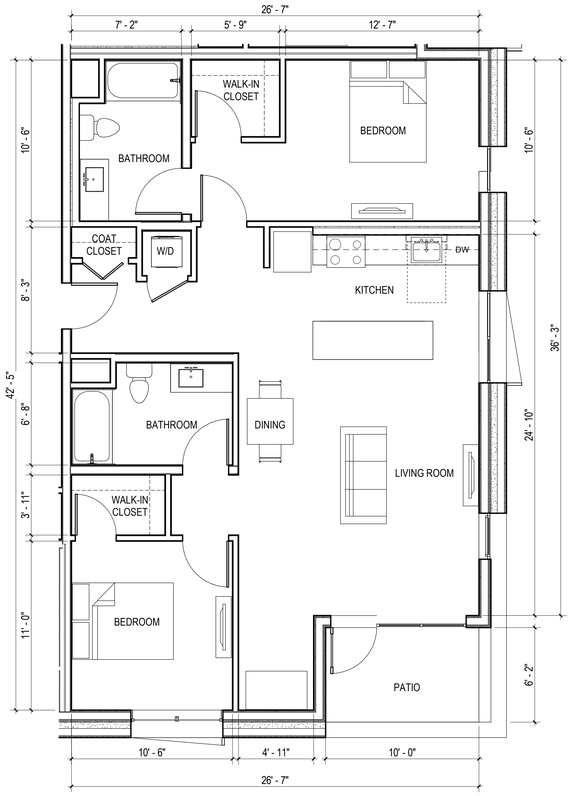
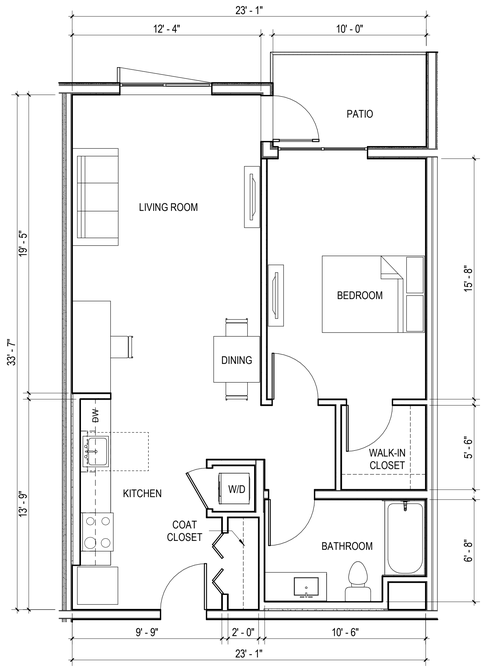


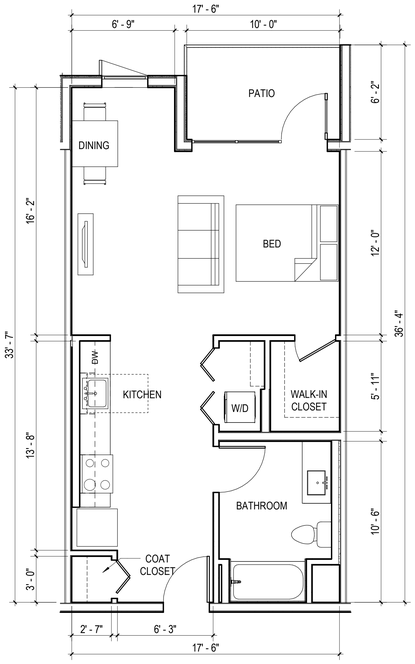
2 BR - TYPE C
1/4" = 1'-0"

3



1 BR - TYPE G
1/4" = 1'-0"

2



STUDIO - TYPE A
1/4" = 1'-0"

1

NOTES

SHEET NOTES

LEGEND

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SHEET TITLE:
TYPICAL UNIT PLANS

SHEET NUMBER:
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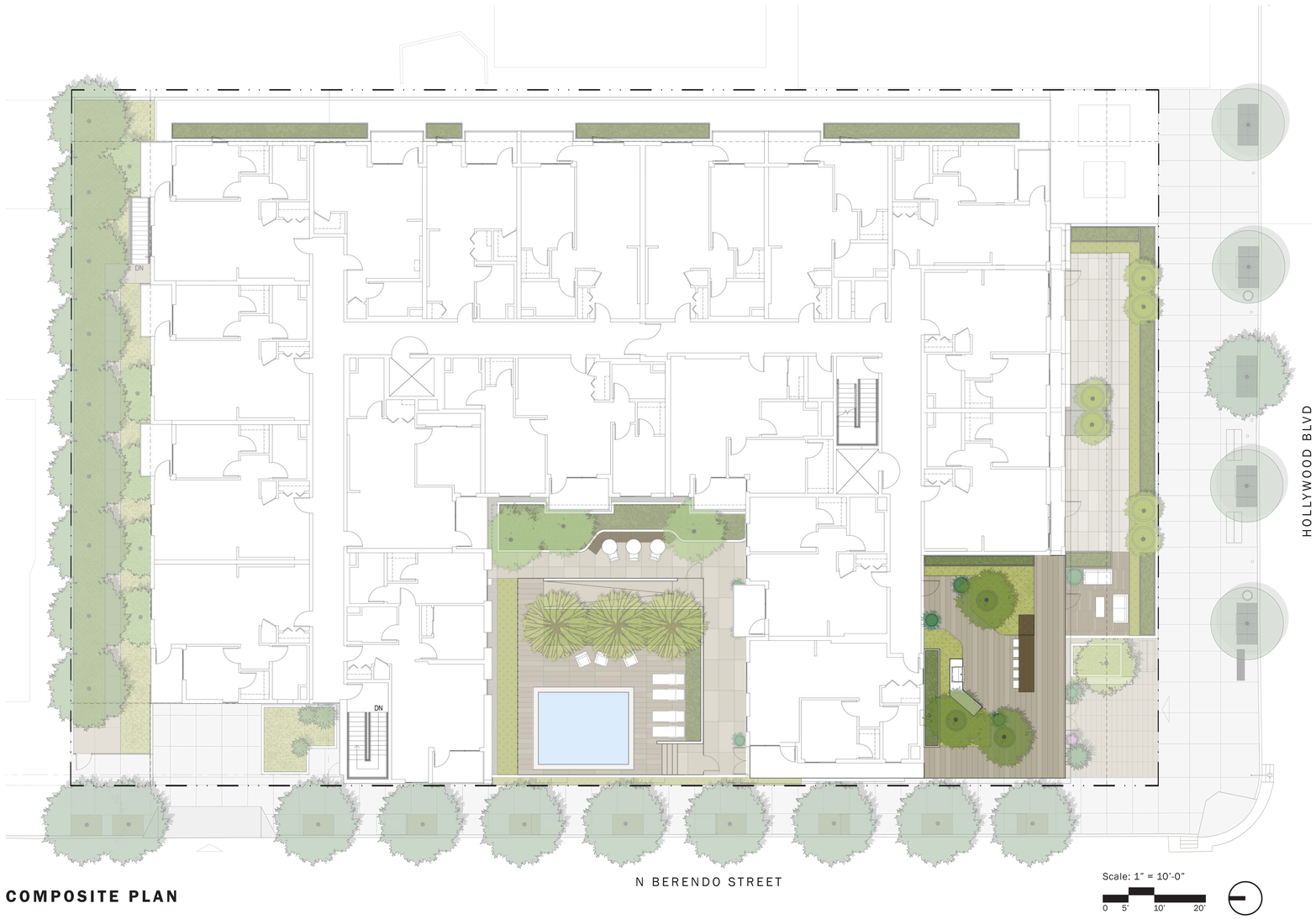

COMPOSITE PLAN

Scale: 1" = 10'-0"

0 5' 10' 20'

LANDSCAPE DATA

LANDSCAPE AREA	PROVIDED
Ground Level	1777 SF
Level 2	1426 SF
Level 6	349 SF
Total	3552 SF

HYDROZONE AREA	PROVIDED
Very Low	150 SF
Low	2850 SF
Moderate	552 SF
Total	3552 SF

EXTERIOR COMMON OPEN SPACE	PROVIDED	REQUIRED LANDSCAPE (25%)	PROPOSED LANDSCAPE
Deck	1246 SF	312 SF	927 SF
Courtyard	2546 SF	637 SF	658 SF
Total	3792 SF	949 SF	1585 SF

Refer to Open Space Calculations on Sheet G.022 for Open Space Diagrams.

TREE COUNT	PROVIDED	REQUIRED
Proposed Street Trees	11	22
Ground Level (On-Site)	14	**TOTAL UNITS: 86** **REQUIRED: (1) 24" BOX MIN. PER 4 UNITS**
Existing Street Trees	4	
Total	29	

Note: Street tree quantity and locations to be per SNAP requirements and Urban Forestry approval.

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SHEET TITLE:

LANDSCAPE DATA

SHEET NUMBER:

L.100

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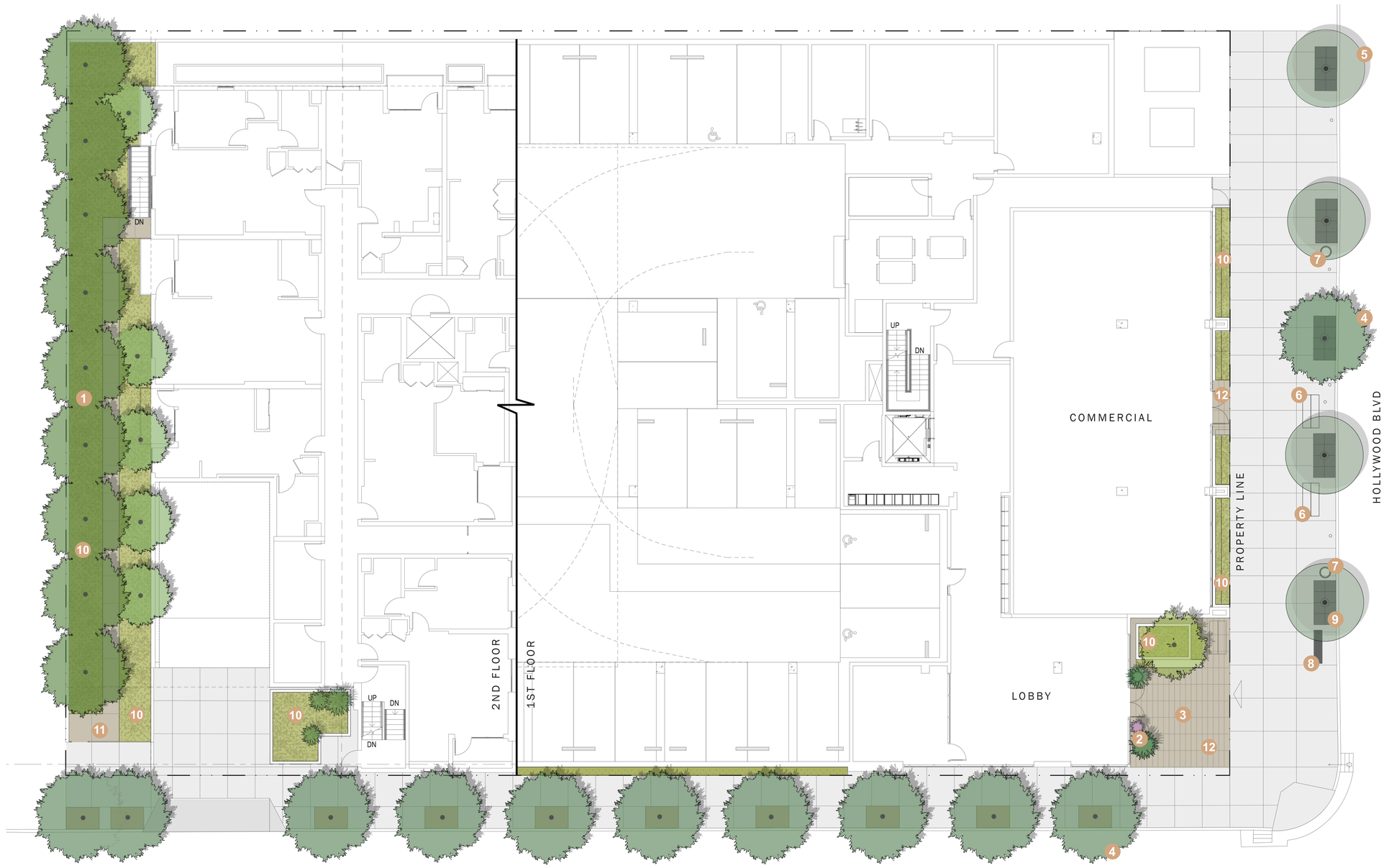

LEGEND

1. View Garden with Screening Plant Material
2. Decorative Pottery
3. Entry Plaza
4. Proposed Street Trees, Typ.
5. Existing Street Trees to Remain, Typ.
6. Bike Parking
7. Trash Receptacle
8. Public Bench
9. Tree Well Grate, Typ.
10. Planting Area
11. Integral Color Concrete
12. Precast Concrete Pavers

Notes:

Refer to Sheet L2.01 for SNAP streetscape improvements.

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

0 4' 8' 16'

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SHEET TITLE:

GROUND LEVEL LANDSCAPE PLAN

SHEET NUMBER:

L.101

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LEGEND

1. Spa Deck
2. Spa
3. Raised Planter
4. Ramp
5. Steps
6. Spa Enclosure
7. Decorative Pottery
8. Green Roof Planting
9. Lounge Seating
10. Private Unit Patios
11. Integral Color Concrete
12. Porcelain Tile

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

0 4' 8' 16'

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DATE:
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SHEET TITLE:

LEVEL 2 LANDSCAPE PLAN

SHEET NUMBER:

L.110

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HOLLYWOOD BLVD

N BERENDO STREET

LEGEND

1. Potted Olive Trees
2. Green Roof
3. Bar Seating
4. BBQ Counter
5. Decorative Pottery
6. Fiberglass Planter
7. Porcelain Tile

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

0 4' 8' 16'

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REVISIONS:

SHEET TITLE:

LEVEL 6 LANDSCAPE PLAN

SHEET NUMBER:

L.111

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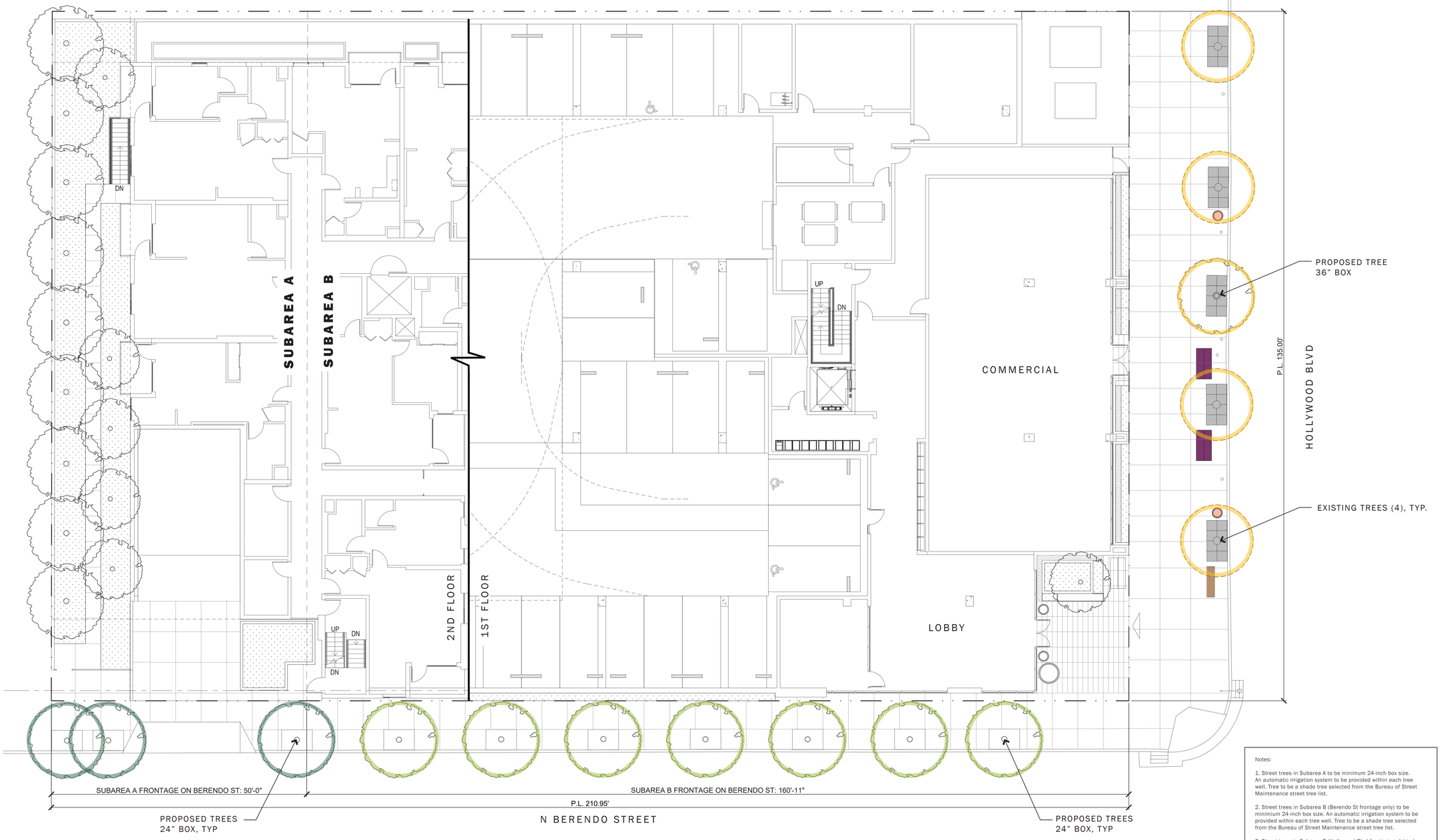

BERENDO ST FRONTAGE SNAP CALCULATIONS:

SNAP STREET TREES: SUBAREA A (BERENDO ST)

STREET TREES (1/20 LF)	REQUIRED	PROPOSED
BERENDO ST FRONTAGE (50')	2.5	3 - 24" Box

SNAP STREET TREES: SUBAREA B (BERENDO ST)

STREET TREES (1/25 LF)	REQUIRED	PROPOSED
BERENDO ST FRONTAGE (160'-11")	6.4	7 - 24" Box

HOLLYWOOD BLVD FRONTAGE SNAP CALCULATIONS:

SNAP STREET TREES: SUBAREA B (HOLLYWOOD BLVD)

STREET TREES (1/30 LF)	REQUIRED	PROPOSED
HOLLYWOOD BLVD FRONTAGE (135')	4.5	1 - 36" Box 4 Existing to Remain

TREE WELL COVERS (1 PER TREE)

HOLLYWOOD BLVD FRONTAGE (135')	5	5

SNAP STREETSCAPE ELEMENTS: SUBAREA B (HOLLYWOOD BLVD)

BIKE RACKS (1/50 LF)	REQUIRED	PROPOSED
HOLLYWOOD BLVD FRONTAGE (135')	2.7	4

TRASH RECEPTACLES (1/100 LF)		
HOLLYWOOD BLVD FRONTAGE (135')	1.4	2

PUBLIC BENCHES (1/250 LF)		
HOLLYWOOD BLVD FRONTAGE (135')	0.5	1

Notes:

1. Street trees in Subarea A to be minimum 24-inch box size. An automatic irrigation system to be provided within each tree well. Tree to be a shade tree selected from the Bureau of Street Maintenance street tree list.

2. Street trees in Subarea B (Berendo St frontage only) to be minimum 24-inch box size. An automatic irrigation system to be provided within each tree well. Tree to be a shade tree selected from the Bureau of Street Maintenance street tree list.

3. Street trees in Subarea B (Hollywood Blvd frontage only) to be minimum 36-inch box size. An automatic irrigation system to be provided within each tree well. Tree to be a shade tree selected from the Bureau of Street Maintenance street tree list.

4. Bike racks in Subarea B (Hollywood Blvd frontage only) to be black and installed 3'-0" from curb edge or per City Department of Transportation's requirements.

5. Tree well covers in Subarea B (Hollywood Blvd frontage only) to be ADA compliant black, cast iron tree wells. To be installed on all new and existing street trees.

6. Public benches in Subarea B (Hollywood Blvd frontage only) to be painted black with a backrest, three armrests, and intermediate frame.

7. Trash receptacles in Subarea B (Hollywood Blvd frontage only) to be painted black. They are to be maintained and emptied by owner.

8. All street tree locations in Subarea A and B to defer to Urban Forestry requirements and standards.

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

0 4' 8' 16'

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SHEET TITLE:

SNAP STREETSCAPE DIAGRAM

SHEET NUMBER:

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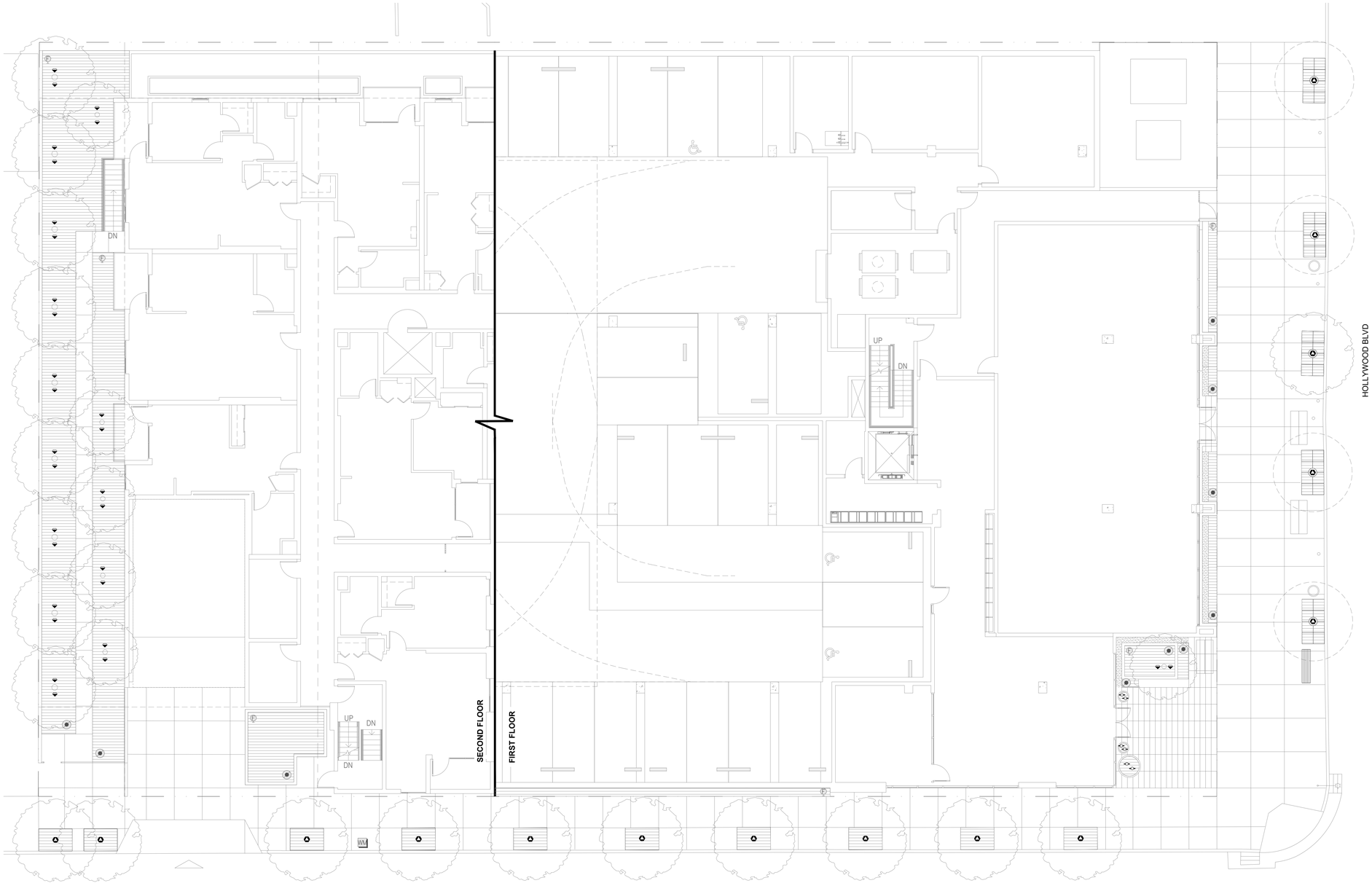

IRRIGATION SCHEDULE-GROUND

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	PSI
1401 1402	Rain Bird RWS-M-B-C 1400 Series Mini Root Watering System with 4in. diameter x 18in. long with locking grate, semi-rigid mesh tube and Rain Bird 1401 0.25 GPM or 1402 0.5 GPM bubbler as indicated. With Check Valve.	30

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Netafim LVCZS8010075-LF Pre-Assembled Control Zone Kit, with 1in. Series 80 Control Valve, 3/4in. Disc Filter, and Low Flow Pressure Regulator 0.25GPM-4.4GPM
	Pipe Transition Point Pipe transition point from PVC lateral to drip tubing.
	Netafim TLSOV Netafim TLSOV- 1/2in. manual flush valve, barbed insert. Install in 10in. box, with adequate blank or in.cobrain. tubing to extend valve out of valve box. 2/3 in fits Techline HCVXR, HCVXR-RW/RWP, CV, DL, RW and RWP driplines, and PE irrigation hose
	Drip Tree Ring See Details for Configuration and Installation.
0.5 1.0 2.0	Netafim SPCV Single Outlet Pressure Compensating Drip Emitter, 1.5psi Internal Check Valve, with Self-Piercing Barb. Blue= 0.5gph, Black= 1.0gph, Red= 2.0gph.
	Area to Receive Dripline Netafim TLHCVXR-CS-053-18 Techline HCVXR-CS Pressure Compensating Landscape Dripline with Copper Stripe, Check Valve and Anti-Siphon feature. 0.53 GPH emitters at 18" O.C. installed sub-grade. Dripline laterals spaced at 18" apart, with emitters offset for triangular pattern. 17mm.

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Rain Bird PEB 1in., 1-1/2in., 2in. Plastic Industrial Valves. Low Flow Operating Capability, Globe Configuration.
	Rain Bird PEB-PRS-D 1in., 1-1/2in., 2in. Plastic Industrial Valves. Low Flow Operating Capability, Globe Configuration. With Pressure Regulator Module.
	LASCO Fittings TUBV-SC 1in., 1-1/2in., 2in., and 3in. Plastic Full Block True Union Ball Valve. Shut Off/Isolation Valve to Eliminate Water Hammer. Install same size as mainline.
	Nibco T-113-K Class 125 bronze gate shut off valve with cross handle, same size as mainline pipe diameter at valve location. Size Range - 1/4in. - 3in.
MV	Superior 3200 1-1/2" Normally Closed Brass Master Valve that Provides Dirty Water Protection and No Minimum Flow Feature, which ensures reliable opening and closing of the valve in extreme high or low flow scenarios. Available in 3/4in.,1in.1-1/2in.,2in.,2-1/2in. and 3in..

BF	Febco 825Y 1-1/2" Reduced Pressure Backflow Preventer
CX	Hunter A2C-3000-M 30-Station controller with three (3) A2M-600 modules in an outdoor gray steel wall mount enclosure.
WS	Hunter WSS-SEN Wireless Solar, rain freeze sensor with outdoor interface, connects to Hunter X-Core and ACC Controllers, install as noted. Includes gutter mount bracket. Module not included.
FSS	Creative Sensor Technology FSI-T10-001 1in. PVC tee type flow sensor w/socket ends, custom mounting tee and ultra-lightweight impeller enhances low flow measurement. 2 wire digital output compatible w/all irrigation controllers. Flow range: .86 GPM - 52 GPM.
WM	Water Meter 1-1/2"
	Irrigation Lateral Line: PVC Schedule 40
	Irrigation Lateral Line: Polyethylene Pipe SDR-7
	Irrigation Mainline: PVC Schedule 40
	Pipe Sleeve: PVC Schedule 40

Valve Callout
Valve Number
Valve Flow
Valve Size

0 4' 8' 16' 24'
GRAPHIC SCALE: 1/8"=1'-0"

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GROUND LEVEL IRRIGATION PLAN

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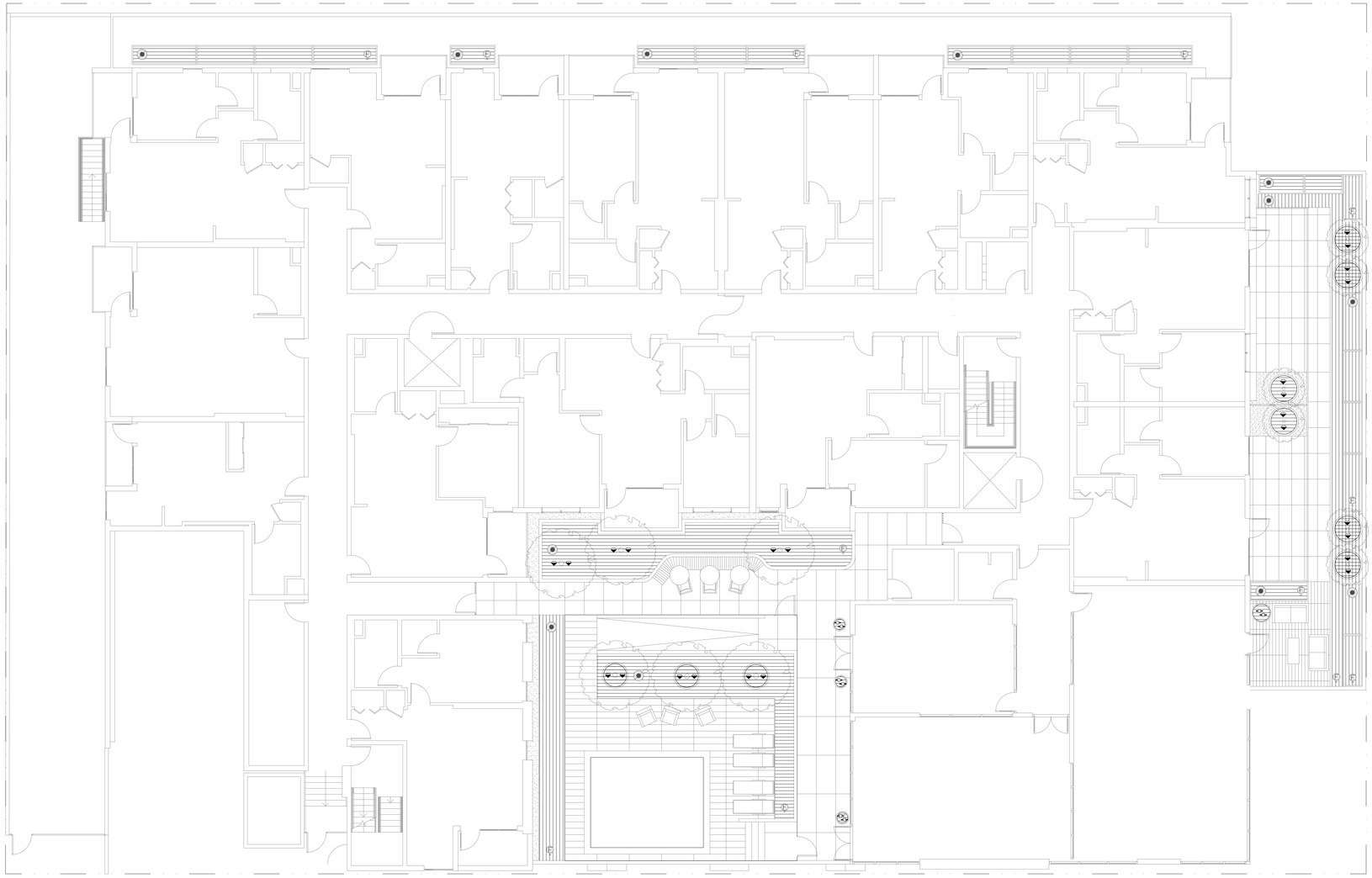
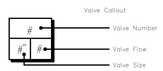


IRRIGATION SCHEDULE-GROUND

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	PSI
1401 1402	Rain Bird RWS-M-B-C 1400 Series Mini Root Watering System with 4in. diameter x 18in. long with locking grate, semi-rigid mesh tube and Rain Bird 1401 0.25 GPM or 1402 0.5 GPM bubbler as indicated. With Check Valve.	30

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Netafim LVCZS8010075-LF Pre-Assembled Control Zone Kit, with 1in. Series 80 Control Valve, 3/4in. Disc Filter, and Low Flow Pressure Regulator 0.25GPM-4.4GPM
	Pipe Transition Point Pipe transition point from PVC lateral to drip tubing.
	Netafim TLSOV Netafim TLSOV- 1/2in. manual flush valve, barbed insert. Install in 10in. box, with adequate blank or in.cobrain. tubing to extend valve out of valve box. 2/3 in fits Techline HCVXR, HCVXR-RW/RWP, CV, DL, RW and RWP driplines, and PE irrigation hose
	Drip Tree Ring See Details for Configuration and Installation.
0.5 1.0 2.0	Netafim SPCV Single Outlet Pressure Compensating Drip Emitter, 1.5psi Internal Check Valve, with Self-Piercing Barb. Blue= 0.5gph, Black= 1.0gph, Red= 2.0gph.
	Area to Receive Dripline Netafim TLHCVXR-CS-053-18 Techline HCVXR-CS Pressure Compensating Landscape Dripline with Copper Stripe, Check Valve and Anti-Siphon feature. 0.53 GPH emitters at 18" O.C. installed sub-grade. Dripline laterals spaced at 18" apart, with emitters offset for triangular pattern. 17mm.

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Rain Bird PEB 1in., 1-1/2in., 2in. Plastic Industrial Valves. Low Flow Operating Capability, Globe Configuration.
	Rain Bird PEB-PRS-D 1in., 1-1/2in., 2in. Plastic Industrial Valves. Low Flow Operating Capability, Globe Configuration. With Pressure Regulator Module.
	LASCO Fittings TUBV-SC 1in., 1-1/2in., 2in., and 3in. Plastic Full Block True Union Ball Valve. Shut Off/Isolation Valve to Eliminate Water Hammer. Install same size as mainline.
	Nibco T-113-K Class 125 bronze gate shut off valve with cross handle, same size as mainline pipe diameter at valve location. Size Range - 1/4in. - 3in.
MV	Superior 3200 1-1/2" Normally Closed Brass Master Valve that Provides Dirty Water Protection and No Minimum Flow Feature, which ensures reliable opening and closing of the valve in extreme high or low flow scenarios. Available in 3/4in.,1in.1-1/2in.,2in.,2-1/2in. and 3in..
BF	Febco 825Y 1-1/2" Reduced Pressure Backflow Preventer
CX	Hunter A2C-3000-M 30-Station controller with three (3) A2M-600 modules in an outdoor gray steel wall mount enclosure.
	Hunter WSS-SEN Wireless Solar, rain freeze sensor with outdoor interface, connects to Hunter X-Core and ACC Controllers, install as noted. Includes gutter mount bracket. Module not included.
FS	Creative Sensor Technology FSI-T10-001 1in. PVC tee type flow sensor w/socket ends, custom mounting tee and ultra-lightweight impeller enhances low flow measurement. 2 wire digital output compatible w/all irrigation controllers. Flow range: .86 GPM - 52 GPM.
WM	Water Meter 1-1/2"
	Irrigation Lateral Line: PVC Schedule 40
	Irrigation Lateral Line: Polyethylene Pipe SDR-7
	Irrigation Mainline: PVC Schedule 40
	Pipe Sleeve: PVC Schedule 40



0 4' 8' 16' 24'

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

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JOB NUMBER:
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DATE:
10/03/24

REVISIONS:

SHEET TITLE:

LEVEL 2 IRRIGATION PLAN

SHEET NUMBER:

L.310

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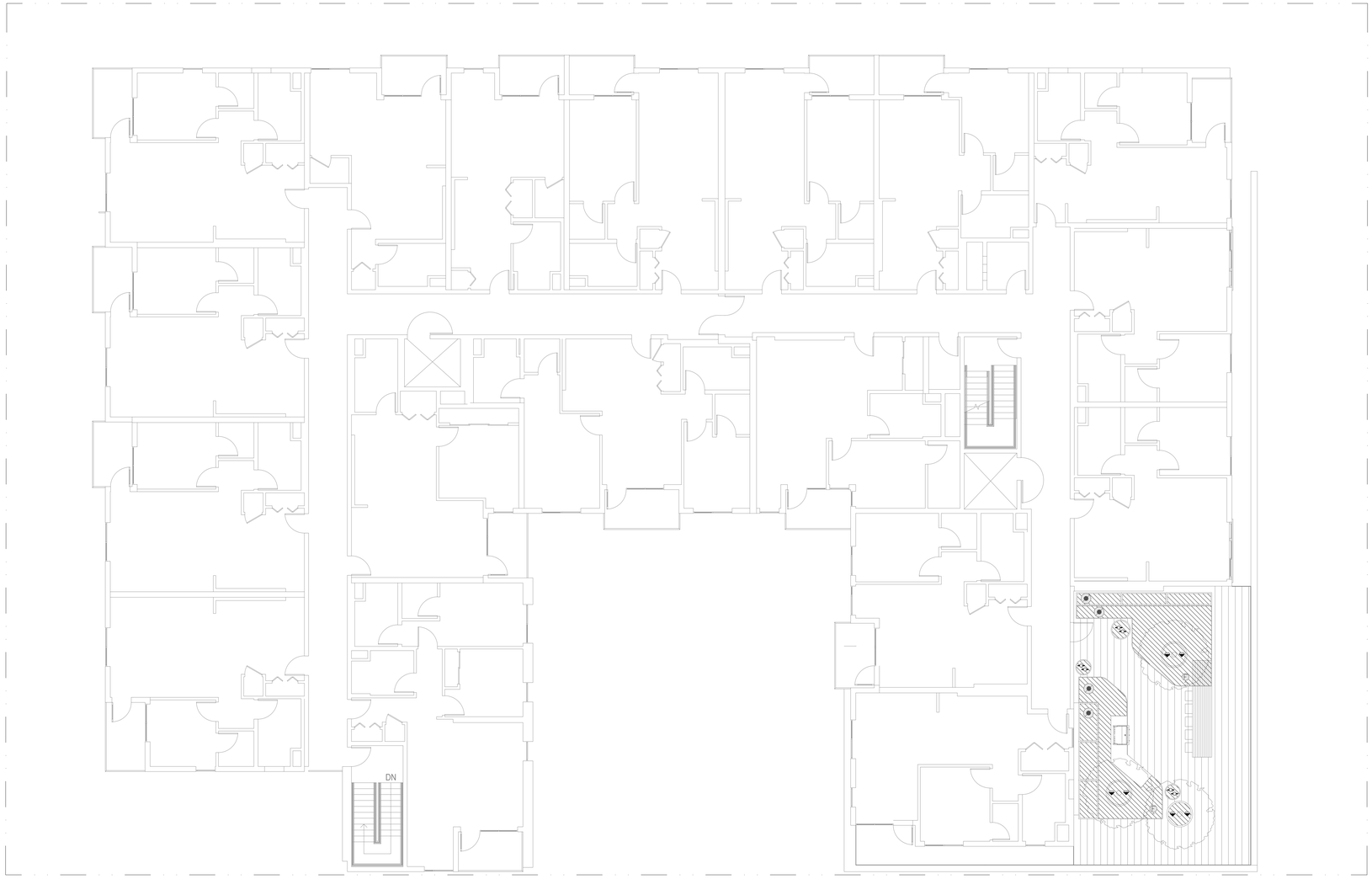

WATER EFFICIENT LANDSCAPE WORKSHEET

PROJECT: 4773 Hollywood — DATE: 4/24/24

This w orksheet is filled out by the project applicant and it is a required element of the Landscape Documentation Package.

Reference Evapotranspiration (ETo) 50.10

Conversion Factor 0.62

Hydrozone # /Planting Description[a]	Plant Factor (PF)	Irrigation Method[b]	Irrigation Efficiency (IE)[c]	ETAF (PF/IE)	Landscape Area (sq. ft.)	ETAF x Area	Estimated Total Water Use (ETWU)[d]
Regular Landscape Areas							
Very Low water use plantings	0.1	Drip	0.81	0.12	150	19	575
Low water use plantings	0.3	Drip	0.81	0.37	2850	1056	32,788
Moderate water use plantings	0.44	Drip	0.81	0.54	552	300	9,314
High water use Water Feature	1	Water Feature	0.81	1.23	245	302	9,395
				TOTALS	**3,797**	**1676**	**52,072**
Special Landscape Areas							
Turf areas parks		Spray		1		0	0
Turf areas parks		Drip		1		0	0
Edible Garden		Drip		1		0	0
				TOTALS	**0**	***0***	**0**
						ETWU Total	**52,072**
				Maximum Allowed Water Allowance (MAWA)[e]			**53,074**

MAWA

ETAF for residential areas is .55 or .45 for commercial areas

MAWA =	ETO *	Conv Factor *	((ETAF	*	LA)	+	(1-ETAF)	*	SLA))
	50.1	0.62	0.45		3,797		0.55		0
MAWA=	**53,074**								

ETAF Calculations

Regular Landscape Areas	
Total ETAF x Area	1,676
Total Area	3,797
Average ETAF	**0.44**

All Landscape Areas	
Total ETAF x Area	1,676
Total Area	3,797
Sitewide ETAF	**0.44**

A verage ETAF for Regular Landscape Areas must be 0.55 or below for residential areas, and 0.45 or below for non-residential areas.

GENERAL NOTES

1. ALL LOCAL MUNICIPAL AND STATE LAWS, RULES AND REGULATIONS GOVERNING OR RELATING TO ANY PORTION OF THIS WORK ARE HEREBY INCORPORATED INTO AND MADE A PART OF THESE SPECIFICATIONS AND THEIR PROVISIONS SHALL BE CARRIED OUT BY THE CONTRACTOR. IN CASE OF CONFLICT BETWEEN THE SPECIFICATIONS, DRAWINGS, AND/OR CODE, THE MORE STRINGENT REQUIREMENT SHALL PREVAIL.
2. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL EXISTING UTILITIES, STRUCTURES AND SERVICES BEFORE COMMENCING WORK. THE LOCATIONS OF UTILITIES, STRUCTURES AND SERVICES SHOWN IN THESE PLANS ARE APPROXIMATE ONLY. NO IRRIGATION EQUIPMENT IS TO BE FASTENED TO ANY HARDSCAPE SURFACE, WALL OR STRUCTURE. ANY DISCREPANCIES BETWEEN THESE PLANS AND ACTUAL FIELD CONDITIONS SHALL BE REPORTED TO THE OWNER'S REPRESENTATIVE. CONTRACTOR WILL NOT FASTEN ANY PORTION OF THE IRRIGATION SYSTEM TO ANY STRUCTURE, WALL, PATH OR ANY HARDSCAPE WITHOUT THE PERMISSION OF THE LANDSCAPE ARCHITECT OR OWNER.
3. THE CONTRACTOR SHALL OBTAIN THE PERTINENT ENGINEERING OR ARCHITECTURAL PLANS BEFORE BEGINNING WORK.
4. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS REQUIRED TO PERFORM THE WORK INDICATED HEREIN BEFORE BEGINNING WORK.
5. THE MAINLINE AND SLEEVING IS DIAGRAMMATIC. ALL PIPING IS FOR DESIGN CLARIFICATION ONLY AND SHALL BE INSTALLED WITHIN LIMIT OF WORK BOUNDARIES. AVOID ANY CONFLICTS BETWEEN THE IRRIGATION SYSTEM, PLANTING, STRUCTURES AND ARCHITECTURAL FEATURES.
6. IRRIGATION EQUIPMENT AS SHOWN IS DIAGRAMMATIC. INSTALL ALL THE IRRIGATION REMOTE CONTROL VALVES, QUICK COUPLERS, MASTER VALVES, FLOW SENSORS, BACKFLOWS, AIR/VACUUM DEVICES, BALL VALVES, AND ANCILLARY EQUIPMENT IN SHRUB PLANTING AREAS WHEN FEASIBLE OR AS APPROVED BY OWNER'S REPRESENTATIVE AND THE LANDSCAPE IRRIGATION DESIGNER.
7. DO NOT WILLFULLY INSTALL ANY EQUIPMENT AS SHOWN ON THE PLANS WHEN IT IS OBVIOUS IN THE FIELD THAT UNKNOWN CONDITIONS EXIST THAT WERE NOT EVIDENT AT THE TIME THESE PLANS WERE PREPARED. ANY SUCH CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE PRIOR TO ANY WORK OR THE IRRIGATION CONTRACTOR SHALL ASSUME ALL RESPONSIBILITY FOR ANY FIELD REVISIONS DEEMED NECESSARY BY THE OWNER.
8. INSTALL ALL EQUIPMENT AS SHOWN IN THE DETAILS AND SPECIFICATIONS. CONTRACTOR SHALL BE RESPONSIBLE TO COMPLY WITH LOCAL CITY, COUNTY, AND STATE REQUIREMENTS FOR BOTH EQUIPMENT AND INSTALLATION. ACTUAL LOCATION FOR THE INSTALLATION OF ANCILLARY EQUIPMENT INCLUDING, BUT NOT LIMITED TO, THE BACKFLOW PREVENTER, PUMP STATION (IF APPLICABLE) AND THE AUTOMATIC CONTROLLER IS TO BE DETERMINED IN THE FIELD BY THE OWNER'S AUTHORIZED REPRESENTATIVE.
9. CONTRACTOR IS TO PROVIDE THREE (3) ADDITIONAL PILOT WIRES AND ONE (1) COMMON WIRE TO THE END OF THE MAINLINE RUN IN TWO DIRECTIONS FROM THE CONTROLLER. THE ADDITIONAL WIRE SHALL BE EXTENDED 10', MAKING A COIL TO FIT INSIDE A RECTANGULAR PULL BOX. LABEL THE LID OF THE PULL BOX 'SW'.
10. ALL PIPE UNDER PAVED AREAS, HARDSCAPE, OR AS DIRECTED BY OWNERS REPRESENTATIVE TO BE INSTALLED IN SLEEVING, TWICE THE DIAMETER OF PIPE OR WIRE BUNDLE CARRIED. ALL 4" AND SMALLER SLEEVING SHALL BE PVC1220 SCH. 40, TYPE 1, GRADE 2 MATERIAL CONFORMING TO ASTM STANDARD D-1785-4. ALL 6" AND LARGER SLEEVING SHALL BE PVC1220 CLASS 200 SDR21, TYPE 1, GRADE 2 MATERIAL CONFORMING TO ASTM STANDARD D-2241. SLEEVES TO EXTEND AT LEAST 12" PAST THE EDGE OF PAVING.
11. ALL QUICK COUPLER VALVES (IF APPLICABLE) TO BE INSTALLED IN SHRUB OR GROUND COVER AREAS WHERE POSSIBLE. ALL QUICK COUPLER VALVES TO BE INSTALLED AS SHOWN ON THE INSTALLATION DETAILS. INSTALL QUICK COUPLER VALVES WITHIN 18" OF HARDSCAPE OR AS NOTED ON PLANS.
12. THE IRRIGATION CONTRACTOR SHALL ADJUST THE PRESSURE REGULATOR ON EACH ELECTRIC CONTROL VALVE SO THAT THE SPRINKLER HEAD FARTHEST AND HIGHEST IN ELEVATION FROM ITS RESPECTIVE CONTROL VALVE OPERATES WITHIN THE OPERATING PRESSURE SHOWN ON THE IRRIGATION LEGEND. NOT TO EXCEED FIVE (5) PSI ABOVE THE GIVEN OPERATING PRESSURE FROM THE SPECIFIED PRESSURE LOCATED ON THE IRRIGATION LEGEND.
13. THE IRRIGATION SYSTEM DESIGN IS BASED ON THE MINIMUM OPERATING PRESSURE AND THE MAXIMUM FLOW DEMAND SHOWN ON THE IRRIGATION DRAWINGS AT EACH POINT OF CONNECTION. THE IRRIGATION CONTRACTOR SHALL VERIFY WATER PRESSURE BY DIRECT FIELD MEASUREMENT PRIOR TO CONSTRUCTION. REPORT ANY DIFFERENCE BETWEEN THE WATER PRESSURE INDICATED ON THE DRAWINGS AND THE ACTUAL PRESSURE READING AT THE IRRIGATION POINT OF CONNECTION TO THE OWNER'S AUTHORIZED REPRESENTATIVE. IN THE EVENT PRESSURE DIFFERENCES ARE NOT REPORTED PRIOR TO START OF CONSTRUCTION, THE IRRIGATION CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY AND COSTS FOR ANY REVISIONS.
14. SHOULD FIELD CONDITIONS REQUIRE PIPE INSTALLATION OTHER THAN THAT SHOWN ON PLANS, THE CONTRACTOR SHALL LIMIT EXCESS FLOW AND SIZE ALL PIPE NOT TO EXCEED A VELOCITY OF 5 FEET PER SECOND (FPS) IN PVC PIPE AND CAST IRON PIPE. FLOW THROUGH ANCILLARY EQUIPMENT, STEEL AND COPPER PIPE SHALL NOT EXCEED A VELOCITY OF 7.5 FPS. ALL ADJUSTMENTS SHALL BE MADE AT NO ADDITIONAL COST TO THE OWNER.
15. ELECTRICAL POWER SOURCE FOR THE IRRIGATION CONTROLLER AND/OR BOOSTER PUMP (IF APPLICABLE) SHALL BE PROVIDED UNDER THE ELECTRICAL SECTION OF THE SPECIFICATIONS. IT SHALL BE THE RESPONSIBILITY OF THE IRRIGATION CONTRACTOR TO COORDINATE ELECTRICAL SERVICE WITH THE GENERAL CONTRACTOR AND SHALL MAKE THE FINAL CONNECTION FROM THE ELECTRICAL SOURCE TO THE CONTROLLER AND/OR BOOSTER PUMP.
16. LANDSCAPE CONTRACTOR SHALL PROVIDE CLIENT WITH "AS BUILT" IRRIGATION ZONE PLAN CONTAINING ALL IRRIGATION ZONES, VALVE BOXES, MAIN LINES, HOSE BIBS, CONTROLLER, AND MASTER ASSEMBLY.
17. THE IRRIGATION DESIGNER OR LANDSCAPE DESIGNER OR LANDSCAPE ARCHITECT SHALL NOT BE RESPONSIBLE UNDER ANY CIRCUMSTANCES FOR THE QUALITY OR TIMELINESS OF PERFORMANCE OF THE WORK INCLUDING BUT NOT LIMITED TO THE INSTALLATION OF THE BACKFLOW PREVENTION ASSEMBLY MAINLINE, LATERALS, VALVES, SPRINKLER HEADS, DRIP IRRIGATION EQUIPMENT, CONTROL WIRE, CONTROLLERS AND SENSORS (if applicable). THE RESPONSIBILITY FOR SAME SHALL REST WITH THE CONTRACTOR PERFORMING THE WORK.

OWNERS RESPONSIBILITY

18. THE OWNER IS RESPONSIBLE FOR THE SCHEDULING OF THE IRRIGATION SYSTEM TO MEET HORTICULTURAL REQUIREMENTS AND TO INSURE THAT EXCESSIVE SOIL SATURATION AND/OR SOIL EROSION DOES NOT OCCUR.
19. THE OWNER IS RESPONSIBLE FOR MAINTENANCE OF THE IRRIGATION SYSTEM.
20. IT IS THE OWNER'S RESPONSIBILITY TO INSPECT THE IRRIGATION SYSTEM PERIODICALLY TO INSURE THAT THE SYSTEM IS OPERATING EFFICIENTLY AND THAT ALL NECESSARY REPAIRS ARE MADE TO PROTECT THE HEALTH, SAFETY AND WELFARE OF THE PUBLIC.

IRRIGATION SCHEDULE-GROUND

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	PSI
1401 1402	Rain Bird RWS-M-B-C 1400 Series Mini Root Watering System with 4in. diameter x 18in. long with locking grate, semi-rigid mesh tube and Rain Bird 1401 0.25 GPM or 1402 0.5 GPM bubbler as indicated. With Check Valve.	30

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Netafim LVCZS8010075-LF Pre-Assembled Control Zone Kit, with 1in. Series 80 Control Valve, 3/4in. Disc Filter, and Low Flow Pressure Regulator 0.25GPM-4.4GPM
	Pipe Transition Point Pipe transition point from PVC lateral to drip tubing.
	Netafim TLSOV Netafim TLSOV- 1/2in. manual flush valve, barbed insert. Install in 10in. box, with adequate blank or in.cobrain. tubing to extend valve out of valve box. 2/3 in fits Techline HCVXR, HCVXR-RW/RWP, CV, DL, RW and RWP driplines, and PE irrigation hose
	Drip Tree Ring See Details for Configuration and Installation.
0.5 1.0 2.0	Netafim SPCV Single Outlet Pressure Compensating Drip Emitter, 1.5psi Internal Check Valve, with Self-Piercing Barb. Blue= 0.5gph, Black= 1.0gph, Red= 2.0gph.
	Area to Receive Dripline Netafim TLHCVXR-CS-053-18 Techline HCVXR-CS Pressure Compensating Landscape Dripline with Copper Stripe, Check Valve and Anti-Siphon feature. 0.53 GPH emitters at 18" O.C. installed sub-grade. Dripline laterals spaced at 18" apart, with emitters offset for triangular pattern. 17mm.

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Rain Bird PEB 1in., 1-1/2in., 2in. Plastic Industrial Valves. Low Flow Operating Capability, Globe Configuration.
	Rain Bird PEB-PRS-D 1in., 1-1/2in., 2in. Plastic Industrial Valves. Low Flow Operating Capability, Globe Configuration. With Pressure Regulator Module.
	LASCO Fittings TUBV-SC 1in., 1-1/2in., 2in., and 3in. Plastic Full Block True Union Ball Valve. Shut Off/Isolation Valve to Eliminate Water Hammer. Install same size as mainline.
	Nibco T-113-K Class 125 bronze gate shut off valve with cross handle, same size as mainline pipe diameter at valve location. Size Range - 1/4in. - 3in.
MV	Superior 3200 1-1/2" Normally Closed Brass Master Valve that Provides Dirty Water Protection and No Minimum Flow Feature, which ensures reliable opening and closing of the valve in extreme high or low flow scenarios. Available in 3/4in.,1in.1-1/2in.,2in.,2-1/2in. and 3in..

BF	Febco 825Y 1-1/2" Reduced Pressure Backflow Preventer
CX	Hunter A2C-3000-M 30-Station controller with three (3) A2M-600 modules in an outdoor gray steel wall mount enclosure.
	Hunter WSS-SEN Wireless Solar, rain freeze sensor with outdoor interface, connects to Hunter X-Core and ACC Controllers, install as noted. Includes gutter mount bracket. Module not included.
CTS	Creative Sensor Technology FSI-T10-001 1in. PVC tee type flow sensor w/socket ends, custom mounting tee and ultra-lightweight impeller enhances low flow measurement. 2 wire digital output compatible w/all irrigation controllers. Flow range: .86 GPM - 52 GPM.
WM	Water Meter 1-1/2"
	Irrigation Lateral Line: PVC Schedule 40
	Irrigation Lateral Line: Polyethylene Pipe SDR-7
	Irrigation Mainline: PVC Schedule 40
	Pipe Sleeve: PVC Schedule 40

Valve Callout
Valve Number
Valve Flow
Valve Size

GENERAL IRRIGATION NOTES:

PRESSURE REGULATING DEVICES ARE REQUIRED IF WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED PRESSURE OF THE SPECIFIED DEVICES.

CHECK VALVES OR ANTI-DRAIN VALVES ARE REQUIRED ON ALL SPRINKLER HEADS WHERE LOW POINT DRAINAGE COULD OCCUR.

A DIAGRAM OF THE IRRIGATION PLAN SHOWING HYDROZONES SHALL BE KEPT WITH THE IRRIGATION CONTROLLER FOR SUBSEQUENT MANAGEMENT PURPOSES.

A CERTIFICATE OF COMPLETION SHALL BE FILLED OUT AND CERTIFIED BY EITHER THE DESIGNER OF THE LANDSCAPE PLANS, IRRIGATION PLANS, OR THE LICENSED LANDSCAPE CONTRACTOR FOR THE PROJECT.

AN IRRIGATION AUDIT REPORT SHALL BE COMPLETED AT THE TIME OF THE FINAL INSPECTION.

A MINIMUM 3-INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT TURF AREAS, CREEPING OR ROOTING GROUNDCOVERS, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED.

AT THE TIME OF FINAL INSPECTION, THE PERMIT APPLICANT MUST PROVIDE THE OWNER OF THE PROPERTY WITH A CERTIFICATE OF COMPLETION, CERTIFICATE OF INSTALLATION, IRRIGATION SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE.

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS.

FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6 INCHES OF SOIL, COMPOST AT A RATE OF MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL.

0 4' 8' 16' 24'

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

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REVISIONS:

SHEET TITLE:

LEVEL 6 IRRIGATION PLAN AND NOTES

SHEET NUMBER:

L.311

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HARDSCAPE PALETTE

PAVING



Integral Color Concrete | Trademark
Color: Mesa Sand
Finish: Ecocast #5



Integral Color Concrete | Davis
Color: Mesquite
Finish: Sandblast



Precast Concrete Paver | Stepstone
Color: Porcelain
Finish: Medium Sandblast w/Slag



Pebble | Southwest Boulder & Stone
Color: Charcoal-Blues



Porcelain Tile | Belgard
Color: Braies - Silverlake
Finish: N/A



Porcelain Tile | Belgard
Color: Cedro - Oudh
Finish: N/A



Porcelain Tile | Belgard
Color: Lagoon - Atmosphere
Finish: N/A

WALLS + POTTERY



PIP Concrete Planter
Color: Natural Gray
Finish: TBD



CMU Planter | Orco
Color: Sterling Black Cinder
Finish: Shotblast



Steel Planter
Color: Bronze
Finish: Matte



CMU to Steel Planter Connection



GFRC Pottery | Tournesol
Color: Charcoal and Pearl
Finish: Sandblast





Concrete Pottery | Kornegay
Color: Dune and Graphite
Finish: N/A

GREEN ROOF



Green Roof Module | LiveRoof
Size: Maxx



PLANTING AREA: 3552 SF

SIZE	PERCENTAGE	SPACING*
15 gal	20%	48" o.c.
5 gal	70%	36" o.c.
1 gal	10%	18" o.c.

*Average on-center spacing

PLANT PALETTE

TREES



Arbutus 'Marina'
Strawberry Tree



Acacia stenophylla
Shoe String Acacia



Olea europaea 'Swan Hill'
Swan Hill Fruitless Olive



Prosopis glandulosa 'Maverick'
Maverick Thornless Mesquite



Ulmus parvifolia 'Drake'
Drake Elm

PLANT LEGEND

Botanical Name **Common Name**	**Size (H x W)**	**Container Size**	**WUCOLS**	**Indigenous to Los Angeles?**
Arbutus 'Marina' Strawberry Tree	40' x 25'	24" Box	Low	No
Acacia stenophylla Shoe String Acacia	25' x 10'	24" Box	Low	No
Olea europaea 'Swan Hill' Swan Hill Fruitless Olive	25' x 20'	36" Box	Low	No
Prosopis glandulosa 'Maverick' Maverick Thornless Mesquite	35' x 25'	24" Box	Low	Yes
Ulmus parvifolia 'Drake' Drake Elm	40' x 35'	36" Box	Moderate	No
Achillea 'Moonshine' Yarrow Moonshine	1' x 2'	5 gal	Low	Yes
Carex divulsa European Grey Sedge	1' x 1'	5 gal	Low	No
Crassula 'Bluebird' Bluebird Crassula	2' x 2'	5 gal	Low	No
Dianella revoluta 'Little Rev' Little Rev Flax Lily	3' x 2'	5 gal	Low	No
Dichondra argentea 'Silver Falls' Silver Nickel Vine	4" x 3'	1 gal	Moderate	No
Epilobium canum California Fuchsia	2' x 4'	5 gal	Very Low	Yes
Euphorbia characias 'Wilcott' Silver Swan Euphorbia	2' x 3'	5 gal	Very Low	No
Feijoa sellowiana Pineapple Guava	10' x 10'	15 gal	Low	No
Festuca mairei Atlas Fescue	2' x 3'	5 gal	Low	No
Jasminum nitidum Angel Wing Jasmine	10' x 3'	15 gal	Moderate	No
Juniperus conferta 'Blue Pacific' Blue Pacific Shore Juniper	1' x 6'	5 gal	Low	No
Kalanchoe beharensis Velvet Elephant Ear	10' x 6'	15 gal	Low	No
Lavandula stoechas Spanish Lavender	2' x 3'	5 gal	Low	No
Leonotis leonurus Lion's Ear	5' x 5'	5 gal	Low	No
Muhlenbergia dubia Pine Muhly	2' x 3'	5 gal	Low	No
Rosmarinus officinalis 'Huntington Carpet' Huntington Carpet Rosemary	1' x 8'	5 gal	Low	No
Salvia clevelandii Cleveland Sage	2' x 4'	5 gal	Low	Yes
Stachys byzantina Lamb's Ear	1' x 3'	1 gal	Moderate	No

Note:

Final Landscape Plan to comply with LAMC Sections 12.40 through 12.43 and Landscape Ordinance requirements.

SHRUBS + GROUNDCOVER



Achillea 'Moonshine'
Yarrow Moonshine



Carex divulsa
European Grey Sedge



Crassula 'Bluebird'
Bluebird Crassula



Dianella revoluta 'Little Rev'
Little Rev Flax Lily



Dichondra argentea 'Silver Falls'
Silver Nickel Vine



Epilobium canum
California Fuchsia



Euphorbia characias 'Wilcott'
Silver Swan Euphorbia



Feijoa sellowiana
Pineapple Guava



Festuca mairei
Atlas Fescue



Jasminum nitidum
Angel Wing Jasmine



Juniperus conferta 'Blue Pacific'
Blue Pacific Shore Juniper



Kalanchoe beharensis
Velvet Elephant Ear



Lavandula stoechas
Spanish Lavender



Leonotis leonurus
Lion's Ear



Muhlenbergia dubia
Pine Muhly



Rosmarinus officinalis 'Huntington Carpet'
Huntington Carpet Rosemary



Salvia clevelandii
Cleveland Sage



Stachys byzantina
Lamb's Ear

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JOB NUMBER:
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SHEET TITLE:
HARDSCAPE AND PLANT PALETTE

SHEET NUMBER:
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EXHIBIT B – MAPS

B.1 – VICINITY MAP
B.2 – RADIUS MAP
B.3 – ZIMAS MAP
B.4. – VERMONT/WESTERN SNAP SPECIFIC PLAN AREA MAP

EXHIBIT B.1 – VICINITY MAP

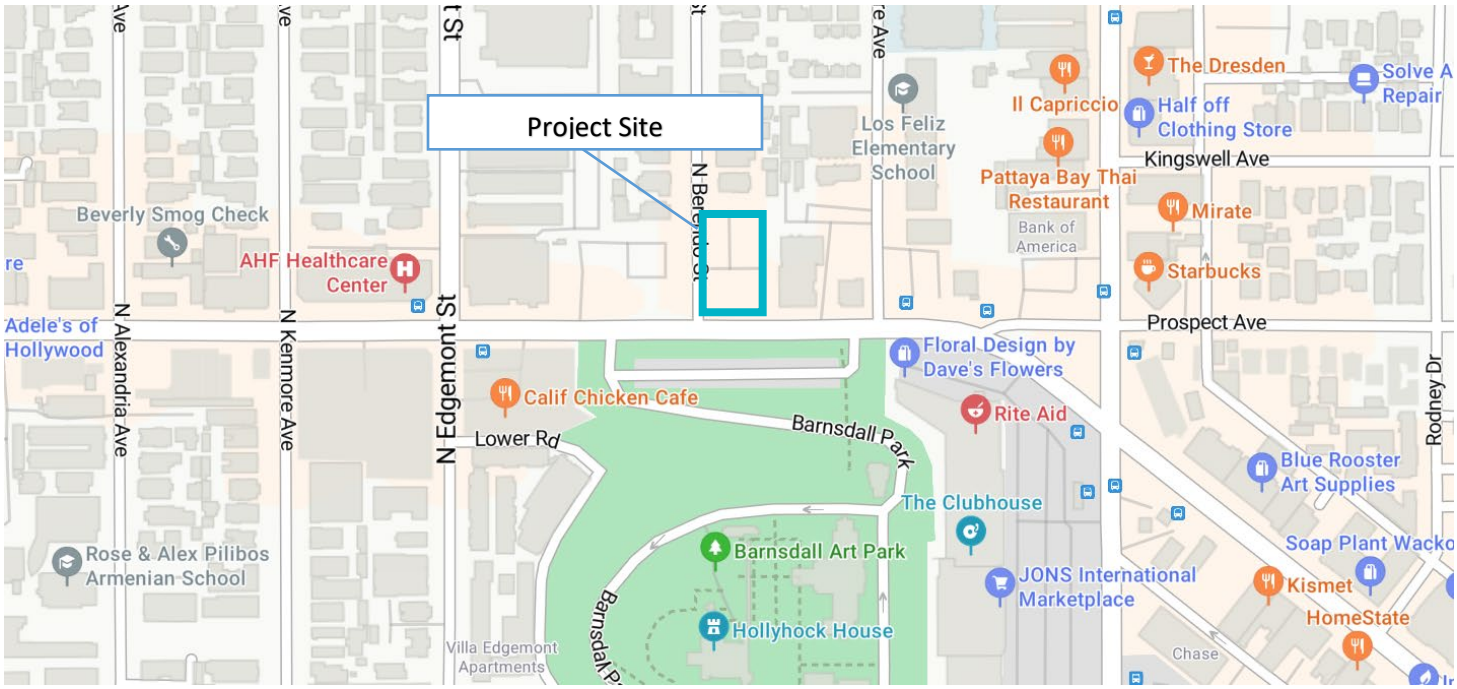
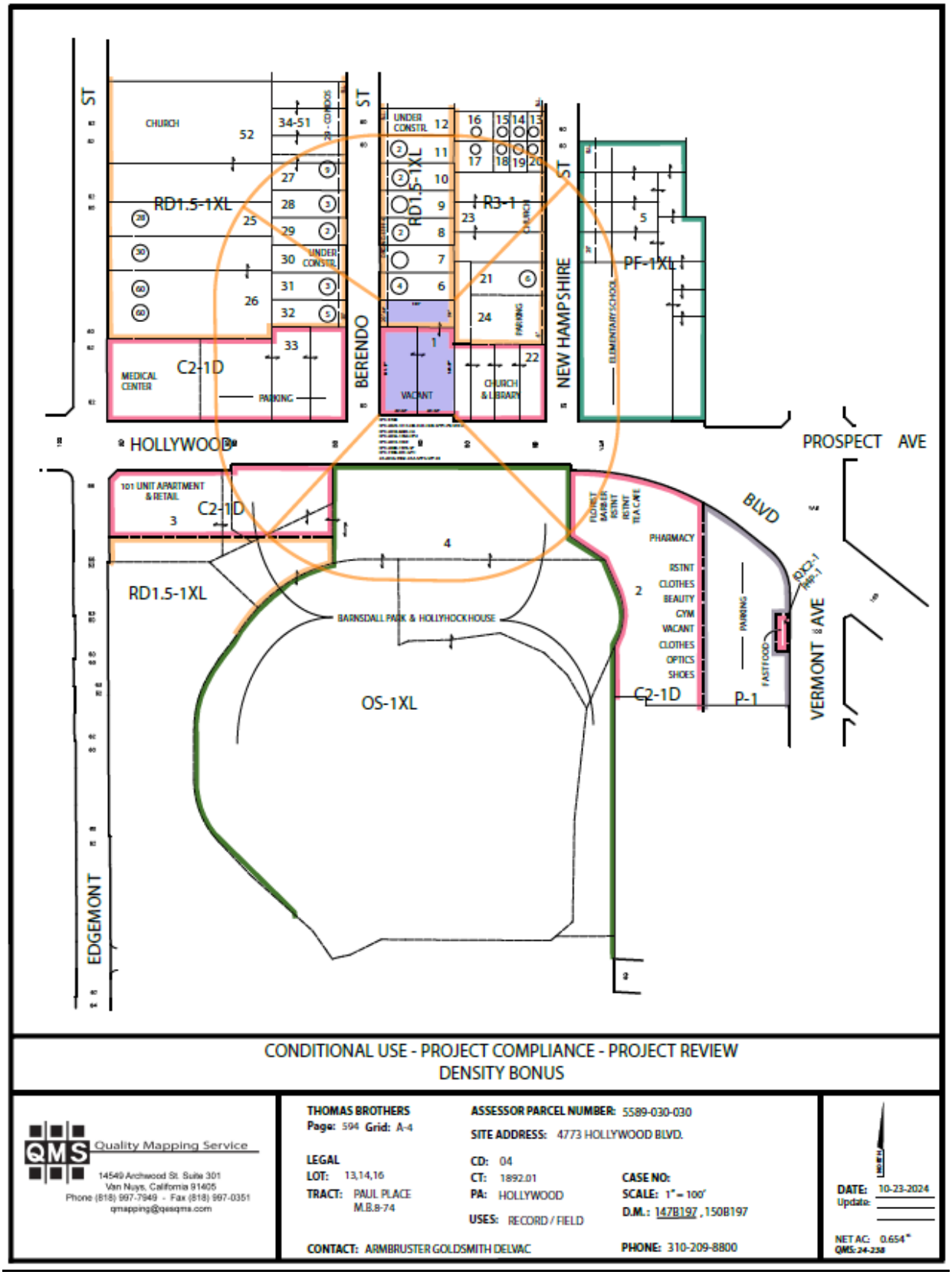


EXHIBIT B.2 – RADIUS MAP



CONDITIONAL USE - PROJECT COMPLIANCE - PROJECT REVIEW
DENSITY BONUS

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qmapping@qesqms.com

THOMAS BROTHERS Page: 594 Grid: A-4

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LOT: 13,14,16
TRACT: PAUL PLACE M.B.8-74

ASSESSOR PARCEL NUMBER: 5589-030-030
SITE ADDRESS: 4773 HOLLYWOOD BLVD.

CD: 04
CT: 1892.01
PA: HOLLYWOOD
USES: RECORD / FIELD

CASE NO:
SCALE: 1" = 100'
D.M.: 147B197 , 150B197

CONTACT: ARMBRUSTER GOLDSMITH DELVAC
PHONE: 310-209-8800

NORTH
DATE: 10-23-2024
Update:

NET AC: 0.654±
QMS: 24-238

EXHIBIT B.3 – ZIMAS MAP

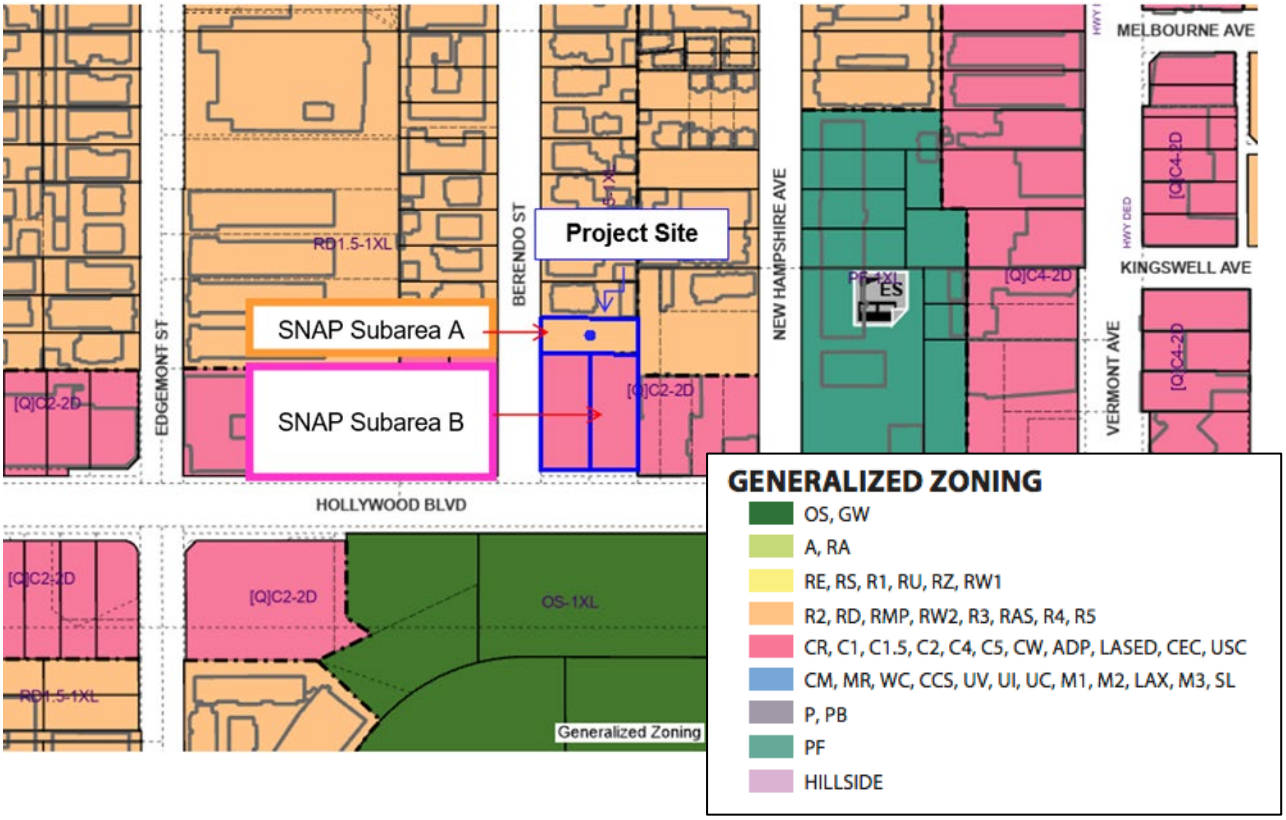
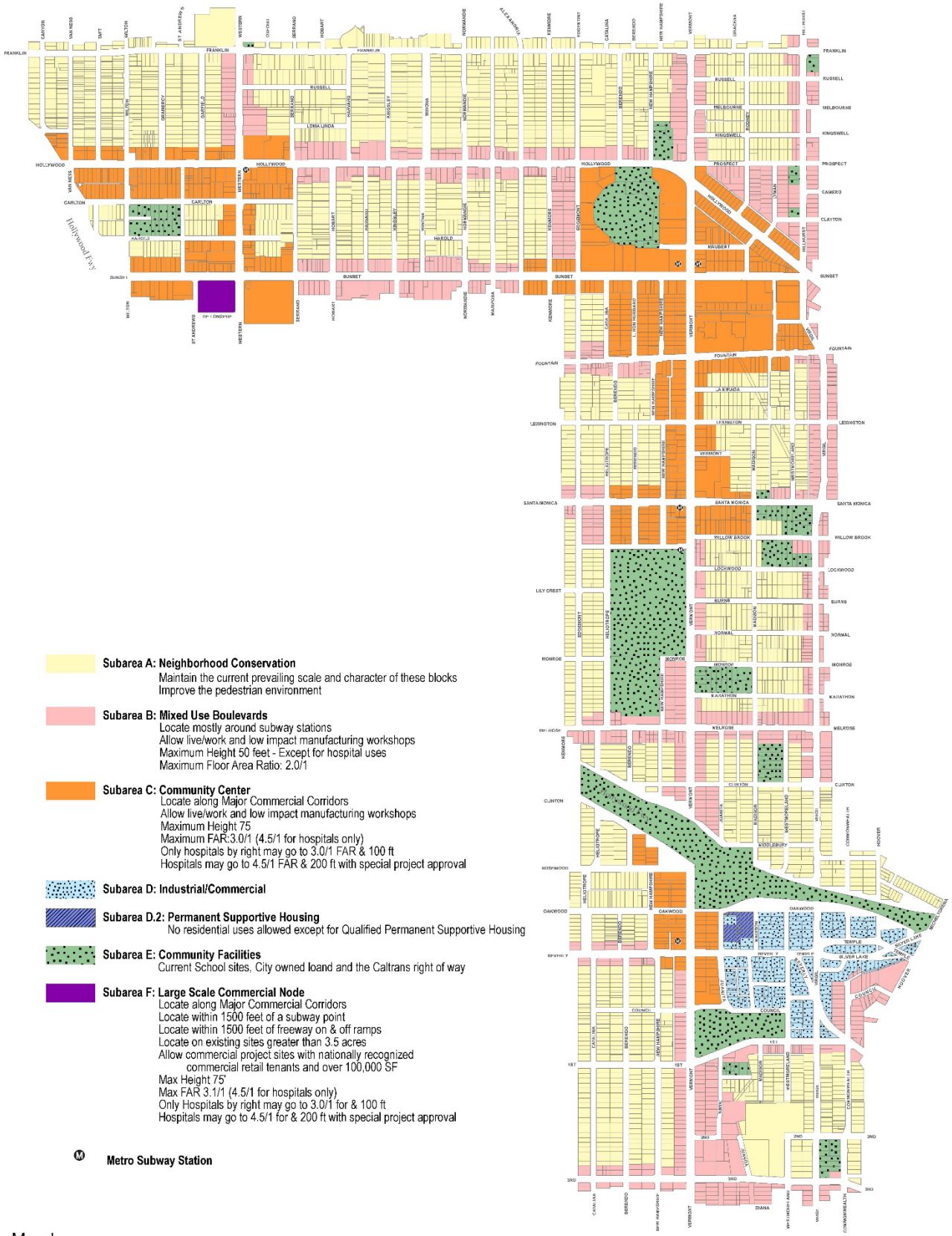


EXHIBIT B.4 – VERMONT/WESTERN SNAP SPECIFIC PLAN MAP



Subarea A: Neighborhood Conservation
Maintain the current prevailing scale and character of these blocks
Improve the pedestrian environment

Subarea B: Mixed Use Boulevards
Locate mostly around subway stations
Allow live/work and low impact manufacturing workshops
Maximum Height 50 feet - Except for hospital uses
Maximum Floor Area Ratio: 2.0/1

Subarea C: Community Center
Locate along Major Commercial Corridors
Allow live/work and low impact manufacturing workshops
Maximum Height 75
Maximum FAR:3.0/1 (4.5/1 for hospitals only)
Only hospitals by right may go to 3.0/1 FAR & 100 ft
Hospitals may go to 4.5/1 FAR & 200 ft with special project approval

Subarea D: Industrial/Commercial

Subarea D.2: Permanent Supportive Housing
No residential uses allowed except for Qualified Permanent Supportive Housing

Subarea E: Community Facilities
Current School sites, City owned loand and the Caltrans right of way

Subarea F: Large Scale Commercial Node
Locate along Major Commercial Corridors
Locate within 1500 feet of a subway point
Locate within 1500 feet of freeway on & off ramps
Locate on existing sites greater than 3.5 acres
Allow commercial project sites with nationally recognized commercial retail tenants and over 100,000 SF
Max Height 75'
Max FAR 3.1/1 (4.5/1 for hospitals only)
Only Hospitals by right may go to 3.0/1 for & 100 ft
Hospitals may go to 4.5/1 for & 200 ft with special project approval

Ⓜ **Metro Subway Station**

Map I

Vermont/Western Transit Oriented District Specific Plan

(Station Neighborhood Area Plan)

CPC 2019-5596

Los Angeles Department of City Planning: G.I.S. Section/CF

Not to Scale

EXHIBIT C – ENVIRONMENTAL CLEARANCE

C.1 – NOTICE OF EXEMPTION (ENV-2024-4115-CE)
C.2 – CLASS 32 JUSTIFICATIONS (ENV-2024-4115-CE)

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	SCH NUMBER
CPC-2024-4114-CU3-DB-SPPC-PR-VHCA	
LEAD CITY AGENCY	**CASE NUMBER**
City of Los Angeles (Department of City Planning)	ENV-2024-4115-CE
PROJECT TITLE	**COUNCIL DISTRICT**
4765, 4767, 4773 West Hollywood Boulevard, 1710, 1718, 1720 North Berendo Street	4 – Raman

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) ☐ Map attached.
4765, 4767, 4773 West Hollywood Boulevard, 1710, 1718, 1720 North Berendo Street

PROJECT DESCRIPTION: ☐ Additional page(s) attached.
The project includes the construction, use and maintenance of a new 86-unit mixed-use building with nine (9) units restricted to Very Low Income Households, on an approximately 28,472 square-foot (0.65 acre) site within Subarea A and Subarea B of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan. The proposed project is comprised of a six (6)-story, 69-foot in height mixed-use building, with approximately 2,596 square feet of commercial space, one (1) at-grade parking level and one (1) subterranean parking level, and a total of 93,286 square feet of floor area resulting in a floor area ratio (FAR) of 3.57:1. The project will provide 93 vehicular parking spaces, 49 residential and eight (8) commercial bicycle parking spaces, 10,086 square feet of usable open space, 11 new street trees, four (4) existing street trees, and 14 new on-site trees. The project will require the export of approximately 20,000 cubic yards of soil.

NAME OF APPLICANT / OWNER:
Jason Lewis, Barrister Square, LLC (Applicant / Owner)

CONTACT PERSON (If different from Applicant/Owner above)	(AREA CODE) TELEPHONE NUMBER | EXT.
Matt Dzurec, Armbruster Goldsmith & Delvac, LLP (Rep.)	(415) 867-5924

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

☒ 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	STAFF TITLE
Danalynn Dominguez	City Planner

ENTITLEMENTS APPROVED
CU3-DB-SPPC-PR-VHCA (See Case No. CPC-2024-4114-CU3-DB-SPPC-PR-VHCA)

DISTRIBUTION: County Clerk, Agency Record
Rev. 1-30-2025

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

Categorical Exemption

4773 Hollywood Boulevard Project

Environmental Case Number: ENV-2024-4115-CE
Related Case Number: CPC-2024-4114-CU3-DB-SPPC-PR-VHCA

Project Location: 4773 Hollywood Boulevard, Los Angeles, CA 90027

Community Plan Area: Hollywood

Council District: 13 – Soto-Martinez

Project Description: The Project Site comprises a total of approximately 0.654-acre (28,472 square feet) vacant infill site within a 0.716-acre property, located at 4773 Hollywood Boulevard in the Hollywood Community Plan Area of the City of Los Angeles as shown in Figure 1, Regional Location Map. The site fronts on Hollywood Boulevard on the south, N. Berendo Street to the west, an adjacent property with multifamily residences to the north, and an adjacent property with a church to the east. The Project vicinity is shown on Figure 2, Vicinity Map. Land use and zoning designations in the area are shown on Figure 3, Land Use and Zoning Designations. The proposed Project consists of the construction, use, and maintenance of an 93,286-square foot mixed-use multi-family residential development, consisting of 2,596 square feet of ground floor commercial uses and 86 apartment dwelling units with 93,286 square feet of floor area. As shown on the Project plan set, the proposed Project consists of a six-story building with an additional subterranean parking floor, constructed to a maximum height of 69 feet to the top of the parapet (exclusive of the mechanical equipment and elevator and stair shafts). The Project includes 93 automobile parking spaces and a minimum of 57 bicycle parking spaces enclosed within the subterranean floor and the ground floor. The Project will require the export of approximately 20,000 cubic yards of soil.

Discretionary entitlements, reviews, permits and approvals required to implement the Project would include, but are not necessarily limited to, the following:

A. Pursuant to Chapter 1 of the Los Angeles Municipal Code (LAMC) Section 12.24.U.26, a Class 3 Conditional Use Permit for a housing development project in which the density increase is greater than otherwise permitted by LAMC Section 12.22.A.25. The Project seeks a density bonus increase of 42.5 percent to permit 86 residential units with 9 Very-Low Income restricted affordable units.

B. Pursuant to Chapter 1 of the LAMC Section 12.22.A.25(g)(3), a Density Bonus to permit a housing development project consisting of 86 dwelling units, of which nine (9) units will be set aside for Very Low-Income households, and requesting the following Off-Menu Incentives and Waiver of Development Standards:

    i. An On-menu incentive to average the floor area, density, open space, and parking over the project site, and to permit vehicular access from a less restrictive zone to a more restrictive zone;

Categorical Exemption

ii. An Off-Menu Incentive to permit a 19-foot height increase to permit a maximum building height of 69 feet in lieu of 50 feet otherwise allowed in Section 8.B of the SNAP within Subarea A;

iii. An Off-Menu Incentive to permit a 31-foot, 6-inch height increase to permit a maximum building height of 69 feet in lieu of a maximum height of 37 feet and 6 inches otherwise allowed in Section 7.D of the SNAP within Subarea B;

iv. A Waiver of Development Standard to permit a 78.5 percent floor area increase to the 2:1 FAR permitted in the Subarea B and to permit a 19 percent floor area increase to the 3:1 FAR in the RD1.5-1XL Zone to allow a 3.57 FAR;

v. A Waiver of Development Standard to waive the transitional height limits otherwise required in Section 8.C of the SNAP to allow an overall height of 69 feet;

v. A Waiver of Development Standard to permit a 0 foot easterly side yard on the ground floor in the RD1.5 zoned portion of the Site in lieu of 9 feet otherwise required along the easterly property line.

C. Pursuant to Chapter 1A, LAMC Section 13.B.4.2, a Specific Plan Project Compliance to allow the construction, use and maintenance of a new 6-story, 86-unit mixed-use building with approximately 2,596 square feet of commercial floor area within Subarea A (Neighborhood Conservation) and Subarea B (Mixed Use Boulevards) of the Vermont/Western SNAP Specific Plan.

D. Pursuant to Chapter 1A, LAMC Section 13.B.2.4, a Project Review for a development project creating 50 or more residential dwelling units.

As required by various sections of the LAMC, the Applicant will obtain the necessary administrative approvals and permits from the Building and Safety Department and other municipal agencies for Project construction actions, including but not limited to the following: demolition, excavation, shoring, grading, foundation, building, street tree removal (if applicable), and tenant improvements.

PREPARED FOR:	**PREPARED BY:**	**APPLICANT:**
The City of Los Angeles Los Angeles City Planning	Envicom Corporation 4165 E. Thousand Oaks Boulevard, Suite 290 Westlake Village, CA 91362	Lazer Properties, Inc. 250 N. Clark Drive Beverly Hills, CA 90212

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Attachments

A Tree Report, The Tree Resource, August 2024
B SNAP Permit Compliance
C Transportation Assessment, Gibson Transportation Consulting, May 2024
D Approval Letter, LADOT, July 12, 2024
E Noise Impact Analysis, Envicom Corporation, August 2024
F Air Quality Impact Analysis, Envicom Corporation, May 2024
G Utility Documents
H Historical Resource Technical Report, Architectural Resources Group, August 24, 2023
I Viewshed Analysis, KFA Architecture, January 20, 2025

Section 1

Project Description

1 Project Information

Project Title:	4773 Hollywood Boulevard Project
Document Type:	Class 32 Categorical Exemption (CE) for new mixed-use in-fill development (the Project)
Environmental No.:	ENV-2024-4415-CE
Related Case No.:	CPC-2024-4114-CU3-DB-SPPC-PR-VHCA
Project Location:	4773 Hollywood Boulevard, Los Angeles, CA 90027 (Project Site or Site)
Lead Agency:	City of Los Angeles, Los Angeles City Planning 200 N. Spring Street, Room 621, Los Angeles, CA 90012 Danalynn Dominguez, City Planner (213) 978-1340, danalynn.dominguez@lacity.org
Applicant:	Lazer Properties, Inc. 250 N. Clark Drive, Beverly Hills, CA 90212
Prepared By:	Envicom Corporation 4165 E. Thousand Oaks Boulevard, Suite 290 Westlake Village, CA 91362 Dan Kaufman, Project Manager (818) 879-4700, dkaufman@envicomcorporation.com

2 Regulatory Setting

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

15300. CATEGORICAL EXEMPTIONS

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

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

15300.2. EXCEPTIONS

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

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

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

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

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

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

15332. IN-FILL DEVELOPMENT PROJECTS

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

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

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

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

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

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

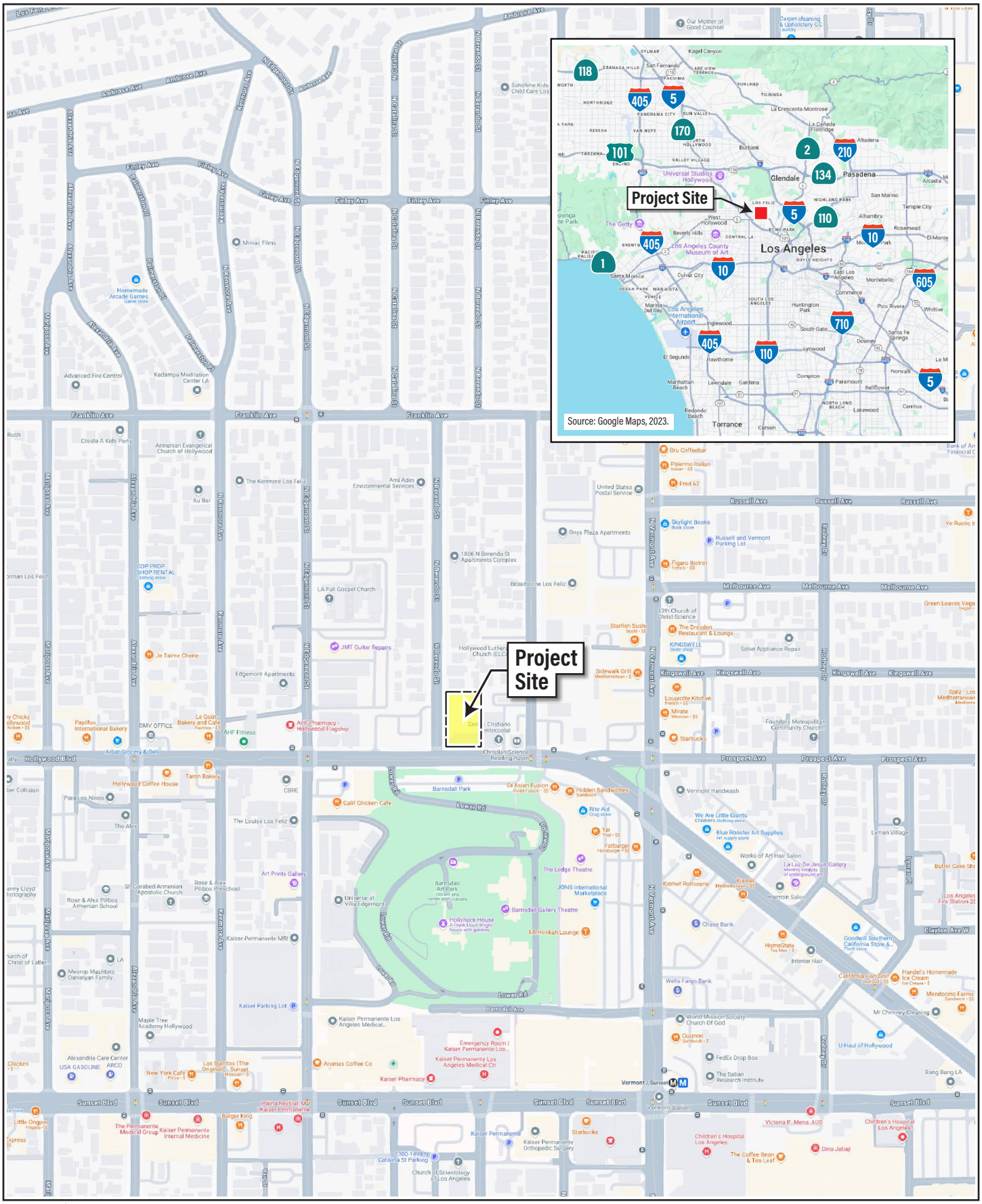
3 Environmental Setting

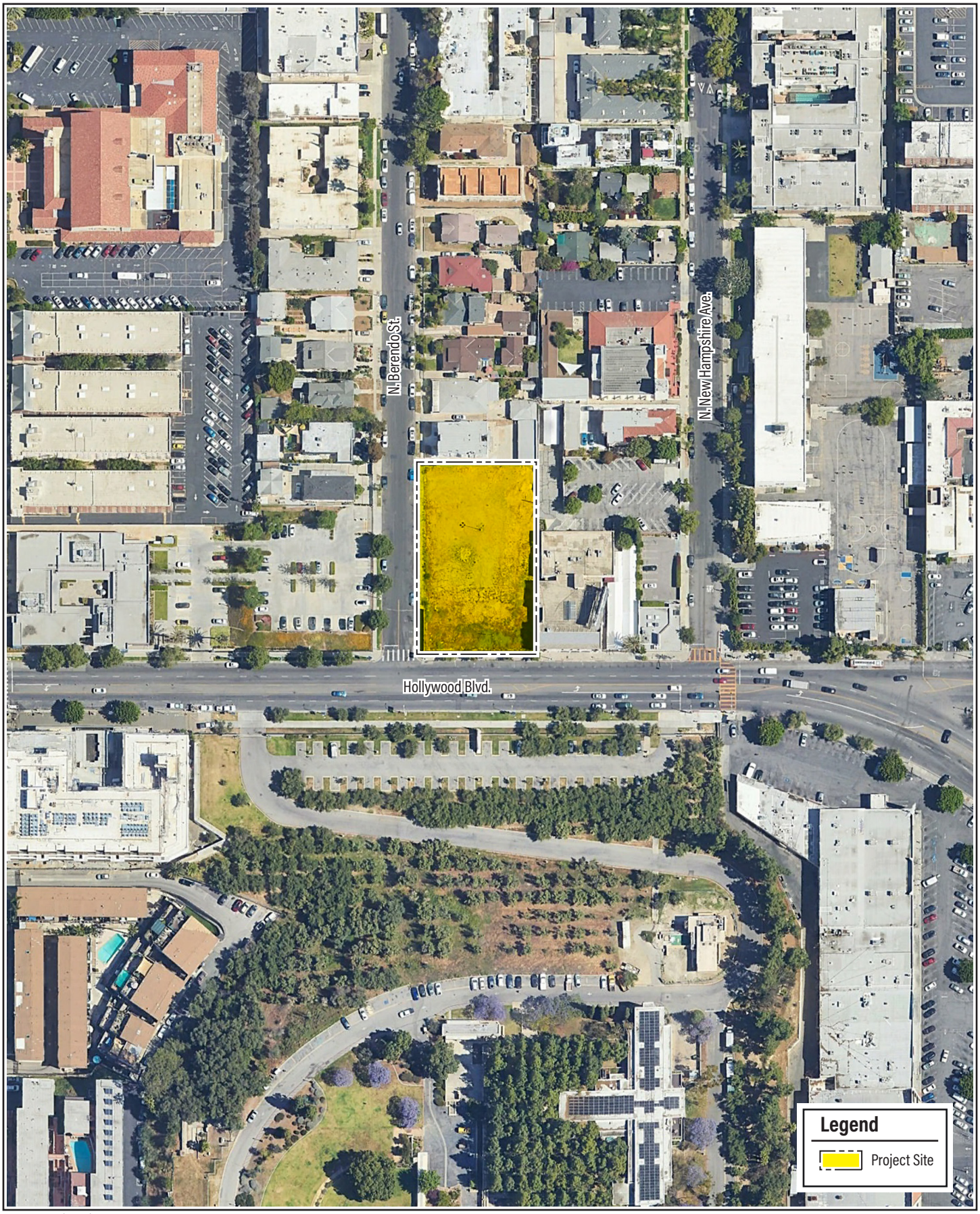
3.1 Project Location

The Project Site comprises a total of approximately 0.654-acre (28,472 square feet) vacant infill site within a 0.716-acre property, located at 4773 Hollywood Boulevard in the Hollywood Community Plan Area of the City of Los Angeles as shown in **Figure 1, Regional Location Map**. The site fronts on Hollywood Boulevard on the south, N. Berendo Street to the west, an adjacent property with multifamily residences to the north, and an adjacent property with a church to the east. The Project vicinity is shown on **Figure 2, Vicinity Map**.

3.2 Surrounding Land Uses

Surrounding land uses consist of a church to the east and a library/bookstore, N. New Hampshire Avenue, and an elementary school further to the east; Hollywood Boulevard and Barnsdall Art Park to the south; N. Berendo Street, multi-family residential uses, and a parking lot associated with an office building to the west; and multi-family and single-family residential uses to the north. Land use and zoning designations in the area are shown on **Figure 3, Land Use and Zoning Designations.**


Project Site
Project Site
Source: Google Maps, 2023.
Finley Ave
Franklin Ave
Hollywood Blvd
Sunset Blvd
Melbourne Ave
Kingswell Ave
Prospect Ave
Russell Ave
Lower Rd
Barnsdall Ave
Clayton Ave W
Los Angeles
Glendale
Pasadena
Burbank
Santa Monica
Torrance
Long Beach
Compton
Inglewood
Culver City
Beverly Hills
Hollywood
Lynwood
Whittier
Pico Rivera
Downey
Norwalk
Bellflower
Lakewood
Carson
Hawthorne
Manhattan Beach
Redondo Beach
Alhambra
Monterey Park
Rosemead
El Monte
Temple City
San Marino
Altadena
La Crescenta-Montrose
Sunland
Tujunga
Sylmar
San Fernando
Granada Hills
Northridge
Van Nuys
Sherman Oaks
Encino
Tarzana
Woodland Hills
Canoga Park
Reseda
Panorama City
Sun Valley
Kagel Canyon
Lake View Terrace
Pacoima
Arleta
Los Feliz
Echo Park
Silver Lake
Highland Park
Boyle Heights
East Los Angeles
Montebello
Commerce
Pico Rivera
Santa Fe Springs
South Gate
Paramount
Cerritos
Lawndale
Gardena
Marina Del Rey
Venice
Pacific Palisades
Brentwood
Westwood
Century City
Mid-City
Koreatown
Hollywood
Los Angeles International Airport
Los Angeles County Museum of Art
Universal Studios Hollywood
The Getty
Griffith Park
Dodger Stadium
Vermont / Sunset
Vermont Station
Barnsdall Park
Barnsdall Art Park
Hollyhock House
Franklin Ave
Finley Ave
Ambrose Ave
Kenmore Ave
Edgemont St
Normandie Ave
Alexandria Ave
Madison Ave
Mariposa Ave
Palmetto Dr
Catalina St
Berendo St
Vermont Ave
Hobart Blvd
Western Ave
Hoover St
Harvard Blvd
Serrano Ave
Commonwealth Ave
Rodney Dr
Virgil Ave
Normandie Ave
Wilton Pl
Wilcox Ave
Gower St
Cahuenga Blvd
Highland Ave
Cahuenga Pass
Hollywood Bowl
Hollywood Sign
Griffith Park
Los Feliz
Silver Lake
Echo Park
Downtown Los Angeles
Chinatown
Little Tokyo
Arts District
Boyle Heights
Exposition Park
University Park
Koreatown
Mid-City
Miracle Mile
Fairfax
Beverly Grove
West Hollywood
Beverly Hills
Century City
Westwood
Brentwood
Pacific Palisades
Santa Monica
Venice
Marina Del Rey
Playa del Rey
Los Angeles International Airport
Inglewood
Hawthorne
El Segundo
Manhattan Beach
Hermosa Beach
Redondo Beach
Torrance
Carson
Gardena
Lawndale
Compton
Paramount
Bellflower
Norwalk
Lakewood
Cerritos
Long Beach
Signal Hill
Huntington Park
South Gate
Lynwood
Downey
Whittier
Pico Rivera
Montebello
Commerce
East Los Angeles
Boyle Heights
Vernon
Maywood
Bell
Cudahy
South Los Angeles
Watts
Willowbrook
Rancho Dominguez
Carson
Wilmington
San Pedro
Rancho Palos Verdes
Palos Verdes Estates
Rolling Hills Estates
Rolling Hills
Lomita
Harbor City
Gardena
Hawthorne
Lennox
Inglewood
Culver City
Marina Del Rey
Venice
Pacific Palisades
Malibu
Topanga
Calabasas
Agoura Hills
Westlake Village
Thousand Oaks
Simi Valley
Moorpark
Camarillo
Oxnard
Ventura
Port Hueneme
Point Mugu
Channel Islands
Santa Barbara
Goleta
Isla Vista
Carpinteria
Ojai
Fillmore
Santa Paula
Piru
Castaic
Valencia
Santa Clarita
Newhall
Saugus
Canyon Country
Acton
Agua Dulce
Lancaster
Palmdale
Quartz Hill
Littlerock
Pearblossom
Antelope Valley
Mojave
Tehachapi
Bakersfield
Arvin
Lamont
Weedpatch
Edison
Kern River Valley
Lake Isabella
Wofford Heights
Kernville
Onyx
Walker Basin
Caliente
Bodfish
Stallion Springs
Tehachapi Mountains
Tejon Pass
Grapevine
Gorman
Frazier Park
Lebec
Fort Tejon
Cuddy Valley
Pine Mountain Club
Lake of the Woods
Oak Flat
Oak Creek
Wheeler Ridge
Maricopa
Taft
Buttonwillow
Tupman
Elk Hills
Naval Petroleum Reserves
Rosamond
Edwards AFB
Boron
Kramer Junction
Desert Center
Twentynine Palms
Joshua Tree
Yucca Valley
Morongo Valley
Whitewater
Palm Springs
Cathedral City
Rancho Mirage
Palm Desert
Indian Wells
La Quinta
Indio
Coachella
Thermal
Mecca
North Shore
Salton City
Desert Shores
Bombay Beach
Niland
Calipatria
Brawley
Imperial
El Centro
Holtville
Calexico
Heber
Seeley
Westmorland
Ocotillo
Plaster City
Ocotillo Wells
Borrego Springs
Anza-Borrego Desert State Park
Julian
Santa Ysabel
Ramona
Poway
Rancho Bernardo
Escondido
San Marcos
Vista
Oceanside
Carlsbad
Encinitas
Solana Beach
Del Mar
Rancho Santa Fe
Fallbrook
Bonsall
Camp Pendleton
San Clemente
Dana Point
Laguna Niguel
Laguna Beach
Laguna Hills
Laguna Woods
Aliso Viejo
Mission Viejo
Rancho Santa Margarita
Lake Forest
Foothill Ranch
Trabuco Canyon
Coto de Caza
Las Flores
Ladera Ranch
Talega
Forster Ranch
Oso Parkway
Antonio Parkway
Portola Parkway
Saddleback Valley
Irvine
Tustin
Orange
Santa Ana
Garden Grove
Westminster
Huntington Beach
Fountain Valley
Seal Beach
Los Alamitos
Cypress
Stanton
Anaheim
Buena Park
La Palma
Cerritos
Artesia
Bellflower
Norwalk
Whittier
La Habra
Brea
Fullerton
Placentia
Yorba Linda
Chino Hills
Chino
Ontario
Upland
Rancho Cucamonga
Fontana
Rialto
Colton
San Bernardino
Redlands
Loma Linda
Highland
Grand Terrace
Riverside
Moreno Valley
Perris
Hemet
San Jacinto
Lake Elsinore
Canyon Lake
Menifee
Murrieta
Temecula
Wildomar
Sun City
Quail Valley
Homeland
Romoland
Winchester
Valle Vista
Green Acres
Idyllwild
Pine Cove
Mountain Center
Anza
Aguanga
Warner Springs
Palomar Mountain
Lake Henshaw
Valley Center
Pauma Valley
Rincon
Bonsall
Oceanside
Camp Pendleton North
Camp Pendleton South
San Onofre
Capistrano Beach
Dana Point
Doheny State Beach
Capistrano Beach
San Juan Capistrano
Ladera Ranch
Coto de Caza
Las Flores
Rancho Santa Margarita
Mission Viejo
Laguna Woods
Laguna Hills
Aliso Viejo
Laguna Niguel
Laguna Beach
Crystal Cove State Park
Newport Coast
Newport Beach
Corona del Mar
Balboa Island
Balboa Peninsula
Lido Isle
Harbor Island
Huntington Harbour
Sunset Beach
Surfside
Seal Beach
Los Alamitos
Rossmoor



Source: Google Earth Pro, May 8, 2022.

envicom

Vicinity Map

FEET 0 75 150

FIGURE 2



Source: Google Earth Pro, May 8, 2022. Los Angeles Department of City Planning Information and Zoning map access system (Zimas), Acessed, Dec. 22, 2023.

Land Use and Zoning Designations

FEET 0 125 250

FIGURE 3

4 Proposed Project

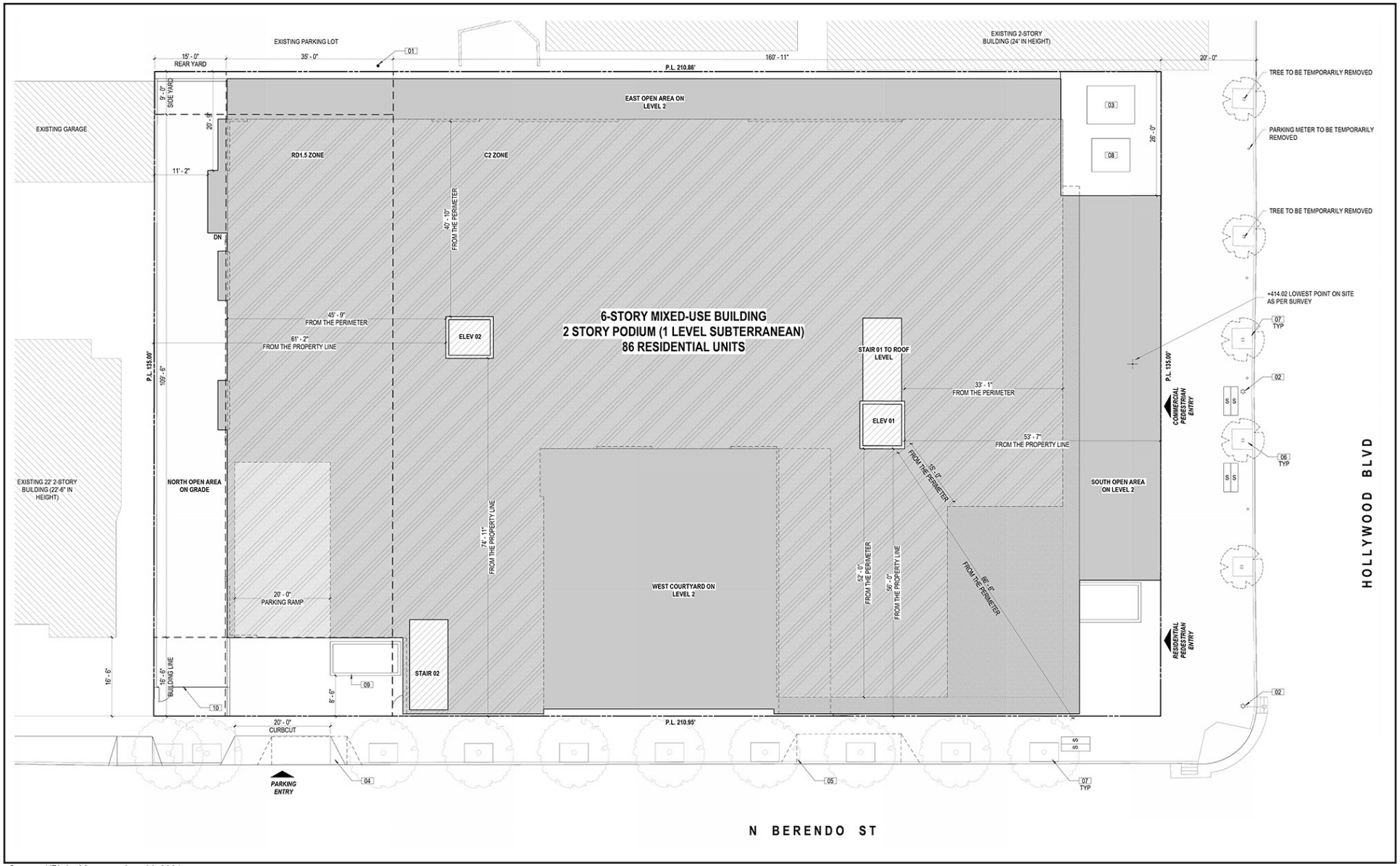
4.1 Project Overview

The proposed Project consists of the construction, operation, and maintenance of an 93,286-square foot mixed-use multi-family residential development, consisting of 2,596 square feet of ground floor commercial uses and 86 apartment dwelling units with 93,286 square feet of floor area. As shown on the Project plan set,[1] the proposed Project consists of a six-story building with an additional subterranean parking floor, constructed to a maximum height of 69 feet to the top of the parapet (exclusive of the mechanical equipment and elevator and stair shafts). The Project includes 93 automobile parking spaces and a minimum of 57 bicycle parking spaces enclosed within the subterranean floor and the ground floor. The Project site plan is included in **Figure 4,** Site Plan and representative floor plans are shown on **Figure 5, 1st Floor Plan, Figure 6, 2nd Floor Plan, Figure 7, 3rd Through 5th Floor Plans (Typical), Figure 8, 6th Floor Plan, and Figure 9, Roof Plan.** Elevations are shown on **Figure 10, East and South Elevations and Figure 11, West and North Elevations.**

The Project commercial use will be located on the ground floor, along the Hollywood Boulevard frontage. The Project will also provide a residential lobby on the ground floor and amenity space on the second floor and sixth floor. Courtyard areas would be located on the second and sixth floor, including a spa on the second floor. The Project would include 11 studio units, 63 one-bedroom units, and 12 two-bedroom units. Of these units, 9 would qualify as Restricted Affordable Housing units for qualifying Very Low Income Households. Pedestrian access would be from two separate entrances on Hollywood Boulevard, one accessing the residential lobby and the other leading to the parking spaces and commercial space. Vehicular access would be from an existing driveway on N. Berendo Street. The trash and recycling enclosure would be located on the ground floor within the building. The Project would include 10,086 square feet of open space, 1,113 square feet of which would be landscaped. There are no existing on-site trees. As discussed in the Project Tree Report included as **Attachment A**, there are four existing Podocarpus (*Podocarpus henkelii*) street trees along the Project's Hollywood Boulevard frontage.[2] Two of these street trees would be removed due to LADWP requirements for staging area clearance during installation of an electric transformer and the other two would remain in place. The City may require 2:1 replacement, resulting in a requirement to replace the two trees to be removed with four trees. There are no existing street trees along the Project's N. Berendo Street frontage. Subject to review and approval by Urban Forestry for compliance with tree placement and spacing requirements, the Project proposes to plant ten (10) new street trees along N. Berendo Street and three new street trees on Hollywood Boulevard. Combined with the two street trees that would remain in place along Hollywood Boulevard, the Project would result in 15 total street trees along the Project's frontages, a net increase of 11 street trees above the existing four street trees. In addition, the Project proposes 14 ground level on-site trees, a net increase of 14 above the existing zero on-site trees. The result would be a total of 23 trees within the Project Site and adjacent streets, with a total net increase of 19 trees.

[1] KFA Architects, 4773 Hollywood: Entitlement, August 24, 2024.

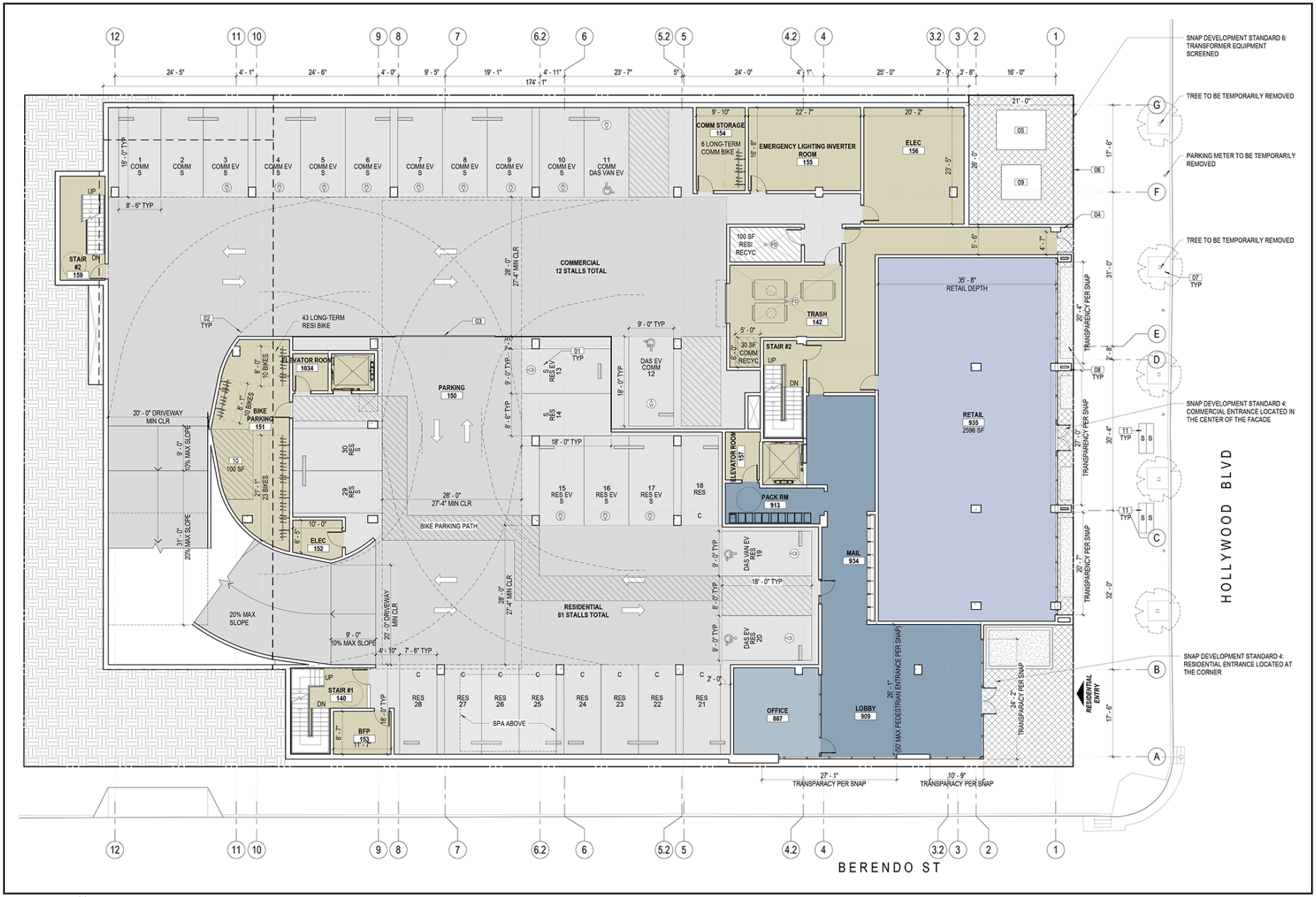
[2] The Tree Resource, Tree Report, 4773 Hollywood Boulevard, August 2024.



Source: KFA Architecture, Aug. 23, 2024.

Site Plan

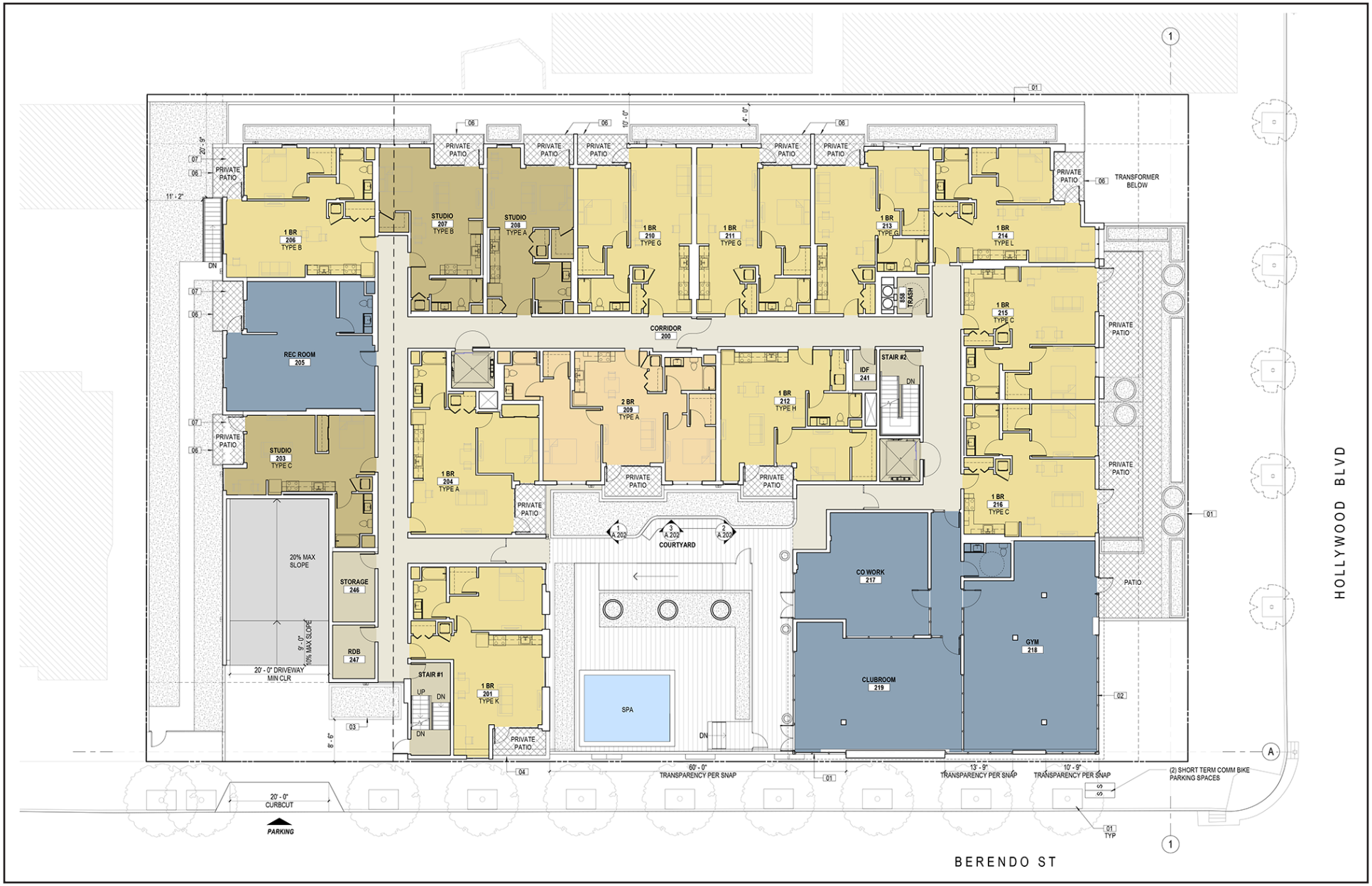
FIGURE 4



Source: KFA Architecture, Aug. 23, 2024.

1st Floor Plan

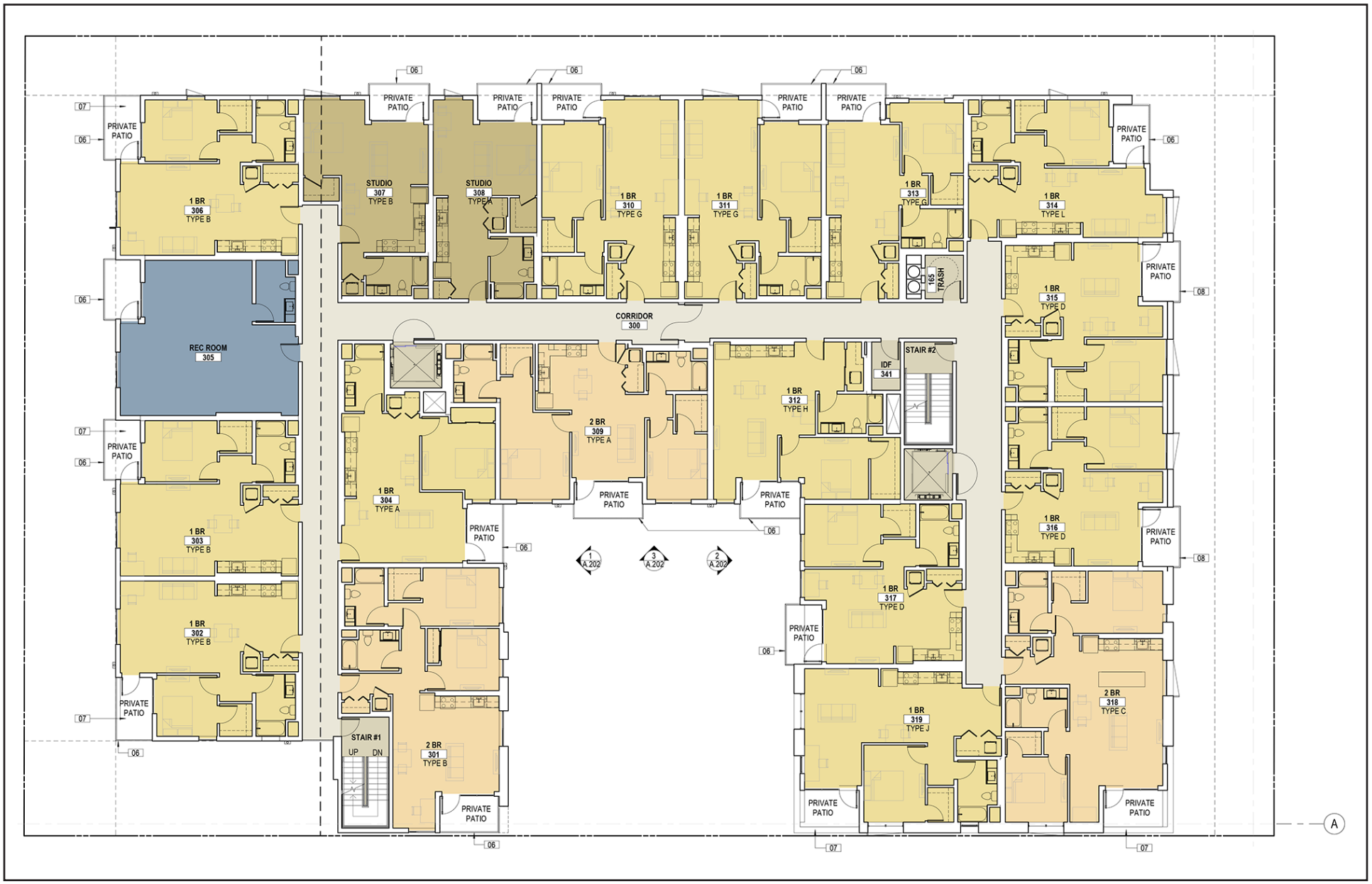
FIGURE 5



Source: KFA Architecture, Aug. 23, 2024.

2nd Floor Plan

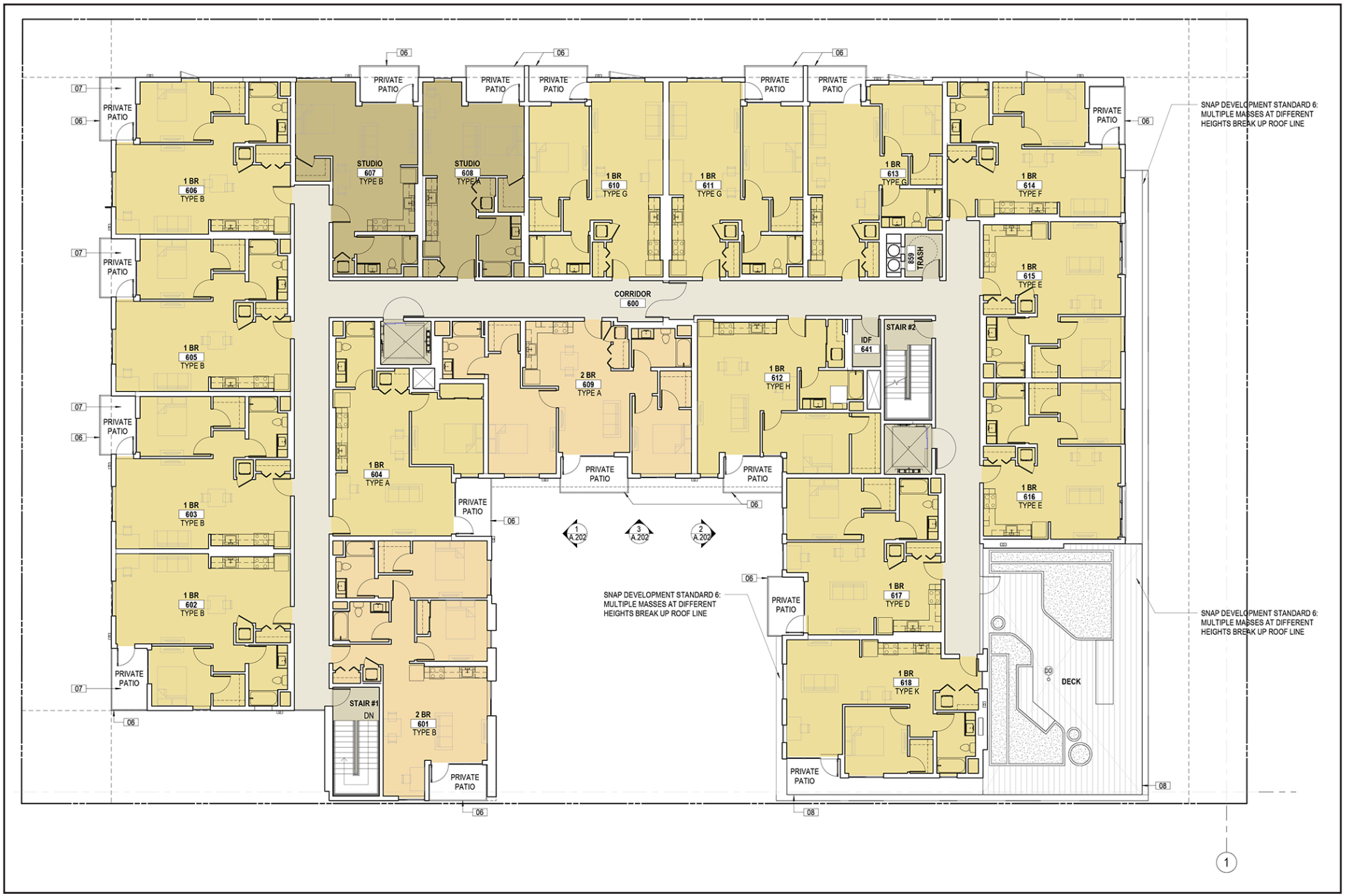
FIGURE 6



Source: KFA Architecture, Aug. 23, 2024.

3rd Through 5th Floor Plans (Typical)

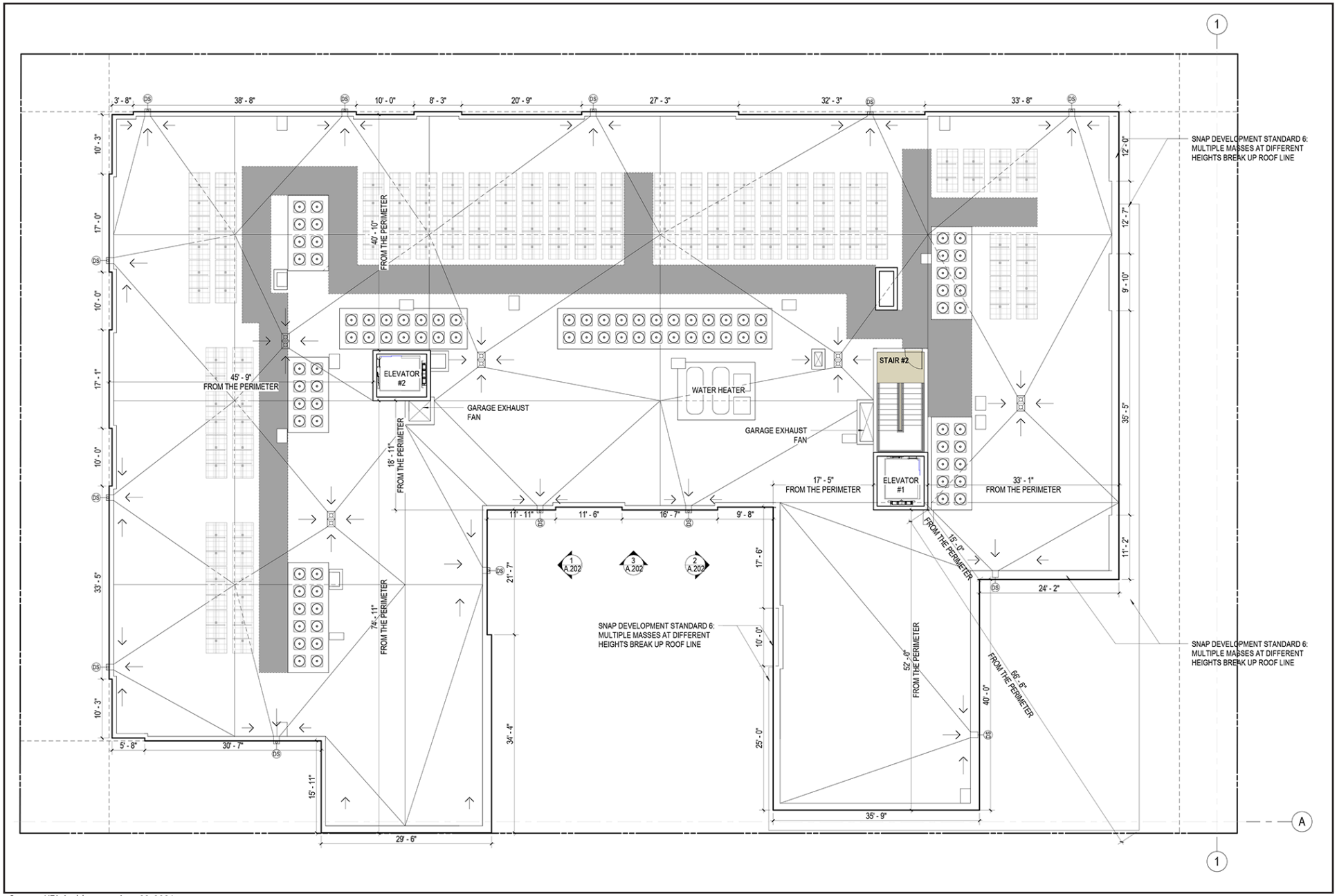
FIGURE 7



Source: KFA Architecture, Aug. 23, 2024.

6th Floor Plan

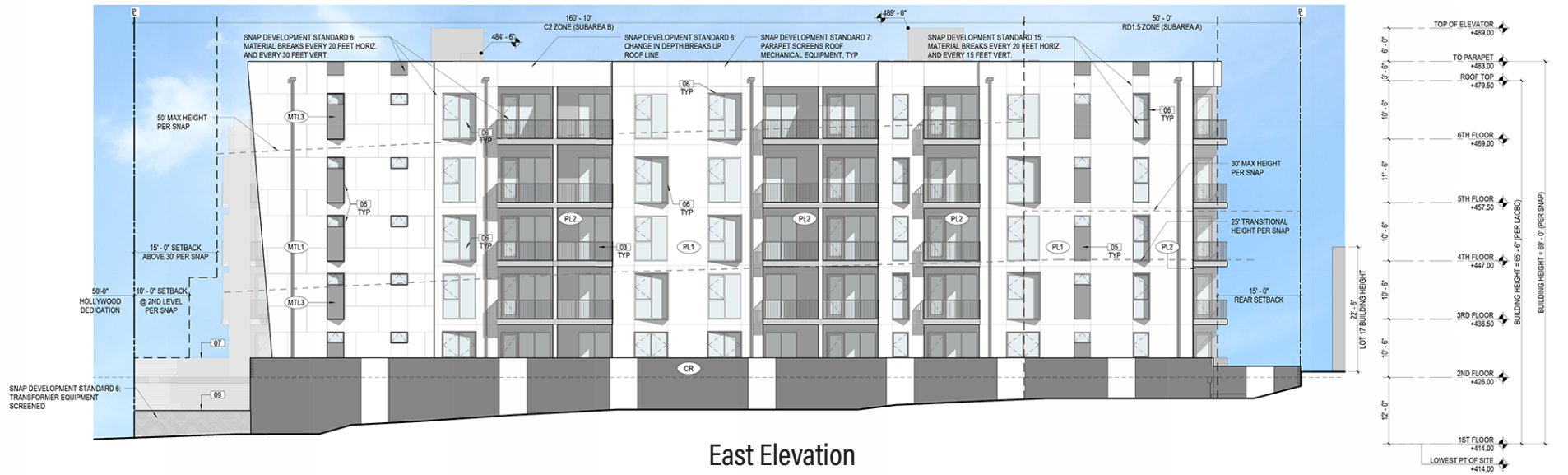
FIGURE 8



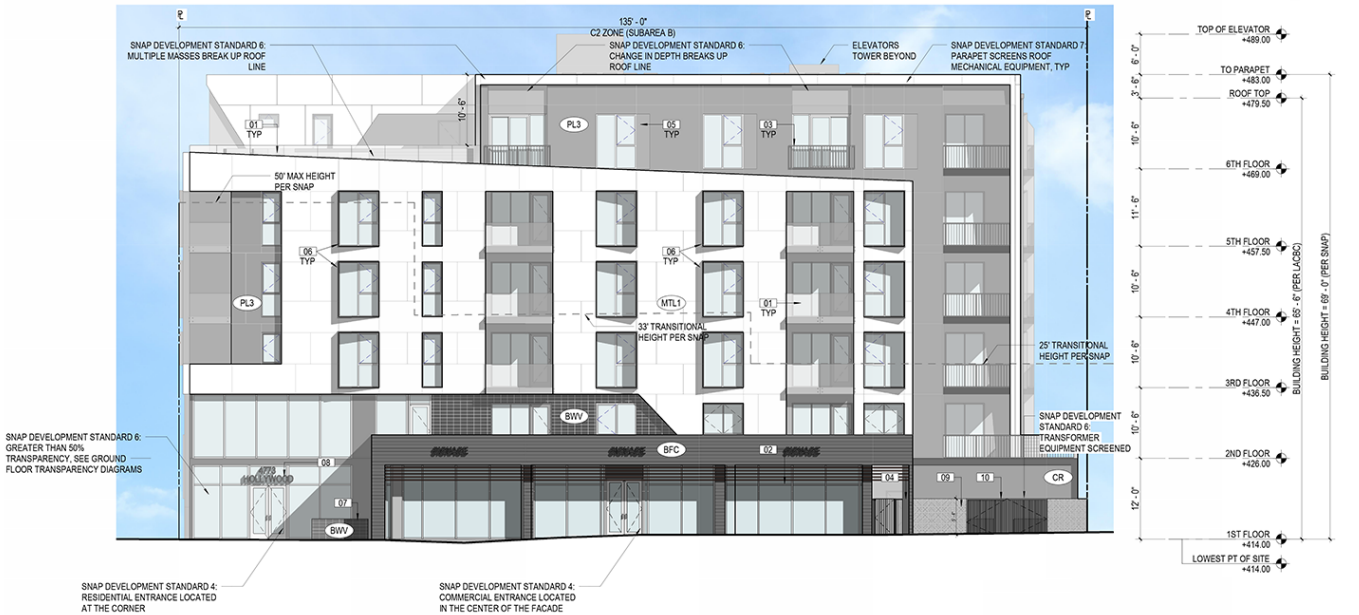
Source: KFA Architecture, Aug. 23, 2024.

Roof Plan

FIGURE 9



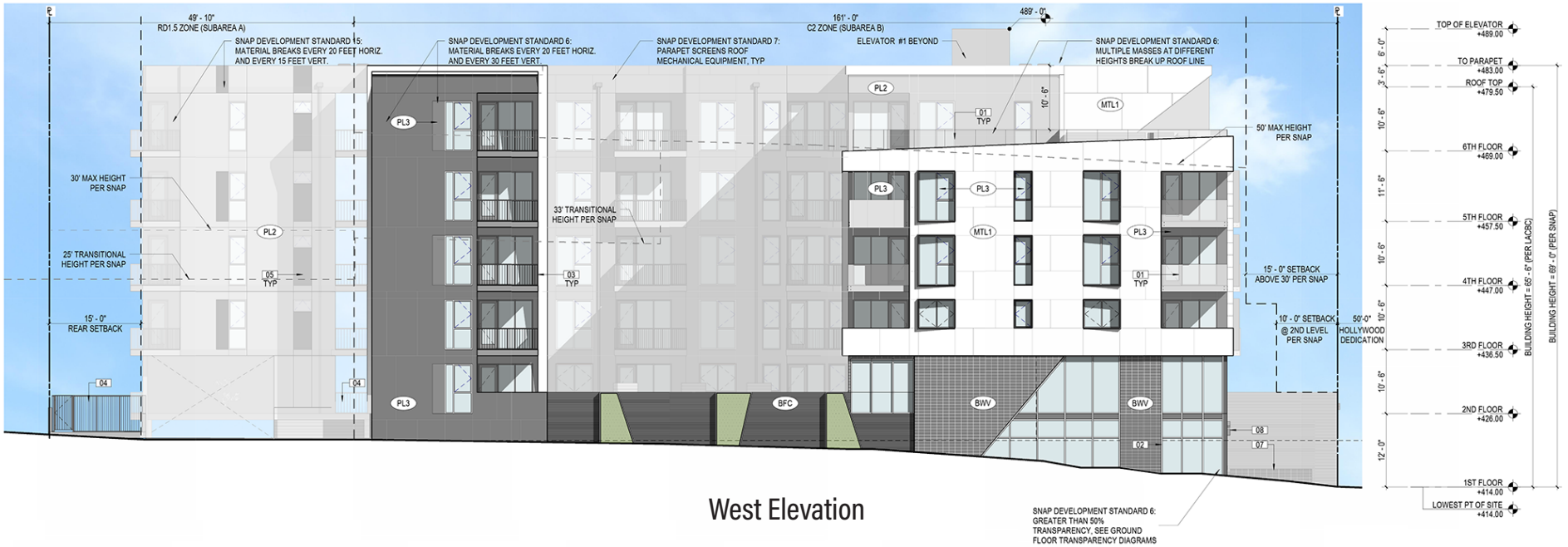
East Elevation



South Elevation

Source: KFA Architecture, Aug. 23, 2024.

East and South Elevations



West Elevation



North Elevation

Source: KFA Architecture, Aug. 23, 2024.

West and North Elevations

The Project grading would require approximately 20,000 cubic yards of soil export hauling, including a 15 percent buffer for unanticipated grading. The proposed haul route from the Project Site to the landfill located at 1209 West Gladstone Street in Azusa would use Vermont Avenue to Los Feliz Boulevard to I-5 North to CA-134 East to I-210 East and take Exit 38 to the landfill. The trip length would be approximately 26.7 miles.

The construction program is estimated to last approximately 15-24 months. It is projected that construction could begin in the first quarter of 2025 and the Project could be operational as early as the second quarter of 2026, based on a conservatively short estimate of the Project construction schedule.

4.2 Discretionary Requests

The Project will require the following entitlements:

1. Pursuant to Chapter 1 of the Los Angeles Municipal Code (LAMC) Section 12.24.U.26, a Class 3 Conditional Use Permit for a housing development project in which the density increase is greater than otherwise permitted by LAMC Section 12.22.A.25. The Project seeks a density bonus increase of 42.5 percent to permit 86 residential units with 9 Very-Low Income restricted affordable units.

2. Pursuant to Chapter 1 of the LAMC Section 12.22.A.25(g)(3), a Density Bonus to permit a housing development project consisting of 86 dwelling units, of which nine (9) units will be set aside for Very Low-Income households, and requesting the following Off-Menu Incentives and Waiver of Development Standards:

    A. An On-Menu incentive to average the floor area, density, open space, and parking over the project site, and to permit vehicular access from a less restrictive zone to a more restrictive zone;

    B. An Off-Menu Incentive to permit a 19-foot height increase to permit a maximum building height of 69 feet in lieu of 50 feet otherwise allowed in Section 8.B of the SNAP within Subarea A;

    C. An Off-Menu Incentive to permit a 31-foot, 6-inch height increase to permit a maximum building height of 69 feet in lieu of a maximum height of 37 feet and 6 inches otherwise allowed in Section 7.D of the SNAP within Subarea B;

    D. A Waiver of Development Standard to permit a 78.5 percent floor area increase to the 2:1 FAR permitted in Subarea B and to permit a 19 percent floor area increase to the 3:1 FAR permitted in the RD1.5-XL zone to allow a 3.57: FAR ;

    E. A Waiver of Development Standard to waive the transitional height limits otherwise required in Section 8.C of the SNAP to allow an overall height of 69 feet;

F. A Waiver of Development Standard to permit a 0-foot easterly side yard on the ground floor in the RD1.5 zoned portion of the Site in lieu of 9 feet otherwise required along the easterly property line.

G. Pursuant to Chapter 1A, LAMC Section 13.B.4.2, a Specific Plan Project Compliance to allow the construction, use and maintenance of a new 6-story, 86-unit mixed-use building with approximately 2,596 square feet of commercial floor area within Subarea A (Neighborhood Conservation) and Subarea B (Mixed Use Boulevards) of the Vermont/Western SNAP Specific Plan.

3. Pursuant to Chapter 1A, LAMC Section 13.B.2.4, a Project Review for a development project creating 50 or more residential dwelling units.

Section 2

Environmental Analysis

1 Regulatory Framework

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

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

Section 15332. In-Fill Development Projects.

> *Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.*
>
> *(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*
>
> *(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*
>
> *(c) The project site has no value as habitat for endangered, rare or threatened species.*
>
> *(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*
>
> *(e) The site can be adequately served by all required utilities and public services.*

Section 15300.2. Exceptions

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

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

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

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

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

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

2 Discussion of CCR Section 15332(a): General Plan Consistency

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

The Project Site is located within the Hollywood Community Plan Area of the City on a 0.654-acre site (28,472 square feet of lot area). The site includes two parcels zoned C2-1D (Commercial Zone) and one parcel zoned RD 1.5-1XL[1] (Residential Zone), allowing one dwelling unit (DU) per 1,500 square feet.[2] The Hollywood Community Plan currently classifies the land use of the site as a Highway Oriented Commercial and Low Medium II Residential (allowing 12-24 DU/acre).[3]

The density bonus and other concessions being requested by the proposed Project are requested as affordable housing incentive requests in accordance with the Density Bonus program. The program encourages construction of affordable housing by providing relief from certain zoning regulations. Density Bonus projects are allowed to select from "on-menu" incentives listed in the State Density Bonus Law or request approval for "off menu" waivers. Projects are also allowed a by-right density increase of up to 35% and a reduction in required parking. The on-menu and off-menu incentives requested for the Project are shown above, in the list of requested entitlements.

2.1 General Plan

Consistency with applicable City General Plan goals, objectives, and policies is evaluated below in **Table 1, General Plan Consistency Analysis**.

Table 1
General Plan Consistency Analysis

Goal, Objectives, Policies	Consistency
Framework Element Land Use Chapter	
Multi-Family Residential	
Goal 3C Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.	**Consistent.** The Project would build multi-family housing and would expand the existing multi-family neighborhood in which it is located.
Objective 3.4 Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.	**Consistent.** The Project would build multifamily housing and commercial development within the Hollywood Community Plan, and along the primary transit corridor of Hollywood Boulevard and within ½ mile of a major transit stop. The Project would add similar, compatible, land uses to the surrounding mixed-use community.
Objective 3.7 Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and	**Consistent.** The Project would build multi-family housing, expanding the existing adjacent multi-family, mixed-use neighborhood. The Project is within ½ mile of a major transit stop.

1 City of Los Angeles, Zoning Information and Map Access System, Accessed on May 26, 2023 at: http://zimas.lacity.org/.
2 City of Los Angeles, Department of City Planning: Generalized Summary of Zoning Regulations, Updated March 2020.
3 City of Los Angeles, Hollywood community Plan, December 23, 1998.

Goal, Objectives, Policies	Consistency
services and the residents' quality of life can be maintained or improved.	
Policy 3.7.1 Accommodate the development of multi-family residential units in areas designated in the community plans in accordance with Table 3-1 and Zoning Ordinance densities indicated in Table 3-3, with the density permitted for each parcel to be identified in the community plans.	**Consistent.** The Project would develop multi-family residential units on a Project Site located within the Hollywood Community Plan Area of the City on a 0.654-acre site within a 0.716-acre property. The site includes two parcels zoned C2-1D (Commercial Zone) allowing one DU per 400 square feet and one parcel zoned RD 1.5-1XL[4] (Residential Zone), allowing one DU per 1,500 square feet.[5] The Project Site includes 21,726 square feet of C2 zoning, allowing 55 DU and 6,746 square feet of RD 1.5, allowing 5 DU, resulting in an allowable base density of 60 DU for the Project Site. The State Density Bonus Law permits a 35 percent density bonus, resulting in 81 allowable DU. The Project would set aside 9 dwelling units (15 percent of the base density) Very Low-Income households, increasing the density bonus to 42.5 percent, resulting in 86 DU. The Hollywood Community Plan currently classifies the land use of the two southern parcels the site as Highway Oriented Commercial and the northern parcel as Low Medium II Residential (allowing 12-24 DU/acre).[6]
Housing	
Goal 4A An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.	**Consistent.** The Project would set aside 9 dwelling units for Very Low-Income households.
Objective 4.1 Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.	**Consistent.** The Project would build 86 multi-family DU, including 9 dwelling units set aside for Very Low-Income households, supporting adequate supply of housing units of various types.
Objective 4.2 Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.	**Consistent.** The Project would build multi-family housing within ½ mile of a major transit stop. The surrounding land uses include existing multi-story, multi-family buildings. While the Project is taller than these buildings, the rear setback would provide a transition and buffer to the adjacent multi-family buildings.
Objective 4.3 Conserve scale and character of residential neighborhoods.	**Consistent.** The surrounding neighborhood is developed with single- and multi-family residential buildings along with commercial development along Hollywood Boulevard with a range of building heights and architectural styles.

[4] City of Los Angeles, Zoning Information and Map Access System. Accessed on May 26, 2023 at http://zimas.lacity.org/.

[5] City of Los Angeles, Department of City Planning: Generalized Summary of Zoning Regulations, Updated March 2020.

[6] City of Los Angeles, Hollywood Community Plan, December 13, 1998.

Goal, Objectives, Policies	Consistency
Transportation **The goals, objectives, and policies of the Transportation Chapter of the Framework Element are replaced by the Mobility Plan 2035.**	
Policy 1.1 Roadway User Vulnerability Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.	**Consistent.** Access to the Project would be provided via one full access driveway off Berendo Street, a designated Local Street. The driveway would accommodate both right-turn and left-turn ingress and egress maneuvers. Pedestrian and bicycle access would be provided separate from the vehicular access via individual residential lobby and commercial entrances along the Project frontage. The Transportation Assessment has determined that the vehicular driveway design would have adequate site distance for vehicles, pedestrians, and bicycles, and that no design hazards would result from the Project.
Policy 1.2 Complete Streets Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.	**Consistent.** The Project would conform to all design element requirements which may affect public rights-of-way, including proper driveway alignment, sidewalk widths, and design that would not hinder sight distance, mobility, or accessibility. The Project would support the mobility goals of the City and help facilitate pedestrian and bicycle accessibility by improving the safety and mobility of all users.
Policy 1.3 Safe Routes to Schools Prioritize the safety of school children on all streets regardless of highway classifications	**Consistent.** The Project Site is located approximately 500 feet west of Los Feliz Elementary School. Several infrastructure improvements projects along Hollywood Boulevard and Vermont Avenue, including high visibility crosswalks at the intersection of Berendo Street and Hollywood Boulevard, and the intersection of Vermont Avenue and Hollywood Boulevard, were installed by a different project, the Selma Avenue Elementary School Safe Routes to School Plan. The Project would not interfere with the existing improvements nor prevent future improvements from being implemented in the study area.
Policy 1.6, Multi-Modal Detour Facilities Design detour facilities to provide safe passage for all modes of travel.	**Consistent.** The construction management plan that would be prepared to address non- CEQA impacts would include detour routes for all applicable travel modes, including pedestrian and transit users.
Policy 2.2 Complete Streets Design Guide Establish the Complete Streets Design Guide as the City's document to guide the operations and design of streets and other public rights-of-way.	**Consistent.** The Project would conform to all design element requirements which may affect public rights-of-way, including proper driveway alignment, adequate sidewalk widths, improved lighting elements, and landscaping design which does not hinder sight distance, mobility, or accessibility.
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.	**Consistent.** Nearest to the Project Site, Hollywood Boulevard, Vermont Avenue, and Franklin Avenue are identified as part of the Mobility Plan's Pedestrian Enhanced Network. The Project does not propose repurposing existing curb space and does not propose narrowing or shifting existing

Goal, Objectives, Policies	Consistency
	sidewalk placement or paving, narrowing, shifting, or removing an existing parkway. The Project provides street trees along the Project frontages to provide adequate shade and enhance the pedestrian environment. Additionally, the Project would provide separate pedestrian entrances from the vehicular driveway to the Project Site.
Policy 2.4 Neighborhood Enhanced Network Provide a slow speed network of locally serving streets.	**Consistent.** Franklin Avenue is designated as part of the Mobility Plan's Neighborhood Enhanced Network. The Project would not affect travel speed or safety, impede the development of any future improvements, or interfere with the neighborhood character of Franklin Avenue.
Policy 2.5 Transit Network Improve the performance and reliability of existing and future bus service.	**Consistent.** Hollywood Boulevard and Vermont Avenue are designated as part of the Mobility Plan's Transit Enhanced Network. The Project would develop transit-accessible residential and commercial space within an identified Transit Priority Area and High-Quality Transit Area.
Policy 2.6 Bicycle Networks Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. (includes scooters, skateboards, rollerblades, etc.)	**Consistent.** Within the Transportation Assessment's Study Area, Vermont Avenue has been identified as part of the Bicycle Lane Network, and Hollywood Boulevard has been identified as part of the Bicycle Enhanced Network. The Project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure, and the Project driveways are not proposed along a street with a bicycle facility. Bicycle parking would also be provided on-site in accordance with LAMC requirements.
Policy 2.9 Multiple Networks Consider the role of each mode enhanced network when designing a street that includes multiple modes.	**Consistent.** Hollywood Boulevard adjacent to the Project Site is identified as part of the Mobility Plan's Transit Enhanced Network, Pedestrian Enhanced Network, and Bicycle Enhanced Network. The Project would provide ground floor commercial space accessible via Hollywood Boulevard that would serve pedestrian traffic in the adjacent neighborhood. The Project would also provide safe pedestrian access to the adjacent transit stops, and driveways to the Project vehicle parking area would not be located on streets with a bicycle lane.
Policy 2.10 Loading Areas Facilitate the provision of adequate on and off-street loading areas.	**Consistent.** All commercial loading activities would occur on-site as to not disrupt the operations within the public right-of-way.
Policy 2.17 Street Widenings Carefully consider the overall implications (costs, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right of way does not include a curb and gutter or the resulting roadway would be less than the standard dimension.	**Consistent.** The Project does not propose modifications to widen streets, and would therefore not widen streets beyond their required Mobility Plan classifications. The Project will dedicate the required ROW along Hollywood Boulevard.

Goal, Objectives, Policies	Consistency
Policy 3.1 Access for All Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.	**Consistent.** The Project encourages multi-modal transportation alternatives and access for all travel modes to and from the Project Site. The Project provides separate pedestrian and bicycle entrances and bicycle parking to encourage walking and bicycling. The Project encourages transit usage by developing a mixed-use project located in proximity to transit. The Project would support those residents, employees, and visitors who choose to travel by automobile through the provision of an access point on Berendo Street, and adequate parking supply.
Policy 3.2 People with Disabilities Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	**Consistent.** The Project's vehicular and pedestrian entrances would be designed in accordance with LADOT standards and would comply with Americans with Disabilities Act (ADA) requirements. The Project design would also be in compliance with all ADA requirements and would provide direct connections to pedestrian amenities at adjacent intersections.
Policy 3.3 Land Use Access and Mix Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	**Consistent.** The Project's mix of residential and local-serving commercial uses located within proximity to transit in the large entertainment and commercial industry in the Hollywood Community helps to minimize vehicle trips and enhance proximity and convenience of residences to jobs and services.
Policy 3.4 Transit Services Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.	**Consistent.** The Project is located within 0.25 miles of the Los Angeles County Metropolitan Transportation Authority (Metro) B Line Vermont & Sunset station and several local bus lines, providing residents, employees, and patrons opportunities to travel to the Project Site via multiple public transit services.
Policy 3.5 Multi-Modal Features Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	**Consistent.** The Project would support "first-mile, last-mile solutions" by developing a project located in an active commercial area of the Hollywood Community and within 0.25 miles of a Metro B Line stations at Vermont & Sunset. Additionally, the Project includes several design features as TDM measures, such as a bicycle parking, that will encourage the use of transit and other alternative modes of transportation.
Policy 3.8 Bicycle Parking Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.	**Consistent.** The Project provides infrastructure and services to encourage bicycling for residents, employees, and visitors to the Project Site.
Policy 4.8 Transportation Demand Management Strategies Encourage greater utilization of TDM strategies to reduce dependence on single- occupancy vehicles.	**Consistent.** The Project incorporates several design features, which include TDM measures to reduce the number of single occupancy vehicle trips to the Project Site. The Project includes a reduced parking supply, the provision of bike parking per the LAMC, and bike share facilities as Project design features**.**

Goal, Objectives, Policies	Consistency
Policy 4.13 Parking and Land Use Management Balance on-street and off-street parking supply with other transportation and land use objectives.	**Consistent.** The Project would provide sufficient off-street parking as required for projects within the Hollywood Redevelopment Project area. The Project would also retain the existing on-street parking around Project frontage, and potentially add one parking space with the closure of an existing driveway.
Policy 5.1 Sustainable Transportation Encourage the development of a sustainable transportation system that promotes environmental and public health.	**Consistent.** As part of the Project, bicycle parking facilities would be provided. This would promote active transportation modes such as biking and walking. Additionally, the Project is located within 0.25 miles of a Metro B Line station at Vermont & Sunset, as well as numerous bus lines, providing residents, employees, and visitors to the Project with public transportation alternatives.
Policy 5.2 Vehicle Miles Traveled (VMT) Support ways to reduce vehicle miles traveled (VMT) per capita.	**Consistent.** The Project is estimated to generate lower VMT per capita for residents than the average for the area, as demonstrated in the Transportation Assessment. Additionally, the Project incorporates several TDM measures to reduce the number of single occupancy vehicle trips to the Project Site.
Source: Gibson Transportation Consulting, Inc., Transportation Assessment for 4773 Hollywood Boulevard, Hollywood, California, May 2024.	
Housing Element (2021-2029)	
Objective 1.1 Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.	**Consistent.** The Project would develop 86 DU, contributing to filling Citywide housing needs.
Objective 1.2 Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.	**Consistent.** The Project would develop 86 DU, including 9 very low-income DU.
Objective 3.1 Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.	**Consistent.** The high-quality architectural design of the Project and inclusion of common open space for Project residents would contribute to a sense of place. The Project would promote health by including open space, bicycle parking, EV infrastructure, as per municipal code requirements. The proposed 9 very low-income DU would promote inclusiveness.
Objective 3.2 Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.	**Consistent.** The Project would be a sustainable building, compliant with the 2022 CalGreen Standards. As it is close to transit the land use pattern would be sustainable and VMT impacts would be less than significant. As a mixed-use project, the Project supports a mix of land uses. The Project would create 77 market rate DU and 9 very low-income units, thereby providing housing for various income levels. The commercial portion of the Project would provide jobs. The Project Site is within ½ mile of a major transit stop, providing transportation.

Goal, Objectives, Policies	Consistency
Objective 4.1 Ensure that housing opportunities are accessible to all residents without discrimination on the basis of race, color, ancestry, sex, national origin, color, religion, sexual orientation, gender identity, marital status, immigration status, family status, age, intellectual, developmental, and physical disability, source of income and student status or other arbitrary reason.	**Consistent.** The Project would comply with federal, state, and local laws that prevent housing discrimination.
Conservation	
Section 15 Objective Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.	**Consistent.** The Project Site does not contain scenic features. Views from Barnsdall Art Park would not be substantially affected, as discussed in Section III.F, Historic Resources.
Section 15 Policy continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.	**Consistent.** The Project Site was previously graded and developed and does not contain significant existing landforms (e.g., ridge lines, bluffs, unique geologic features) or unique scenic features (historic, ocean, mountains, unique natural features). The Project would not substantially affect views from public viewpoints at Barnsdale Art Park as discussed in Section III.F, Historic Resources. The Project would not affect public views from scenic highways, as there are none in the Project vicinity, as discussed on Section III.D, Scenic Highways.
Health and Wellness Element (Plan for a Healthy Los Angeles)	
Policy 2.2, Healthy Building Design and Construction Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools practices, and programs.	**Consistent.** The Project would promote a healthy built environment by preserving pedestrian infrastructure. In addition, the Project Site is located in a TPA, within one-half mile of a major transit stop. The Project would also feature short- and long-term bicycle parking to promote bicycle use. These features would serve to reduce VMT and GHG emissions, and other air pollutants. Furthermore, the Project would construct a new mixed-use building that would include lighting for security and wayfinding purposes.
Policy 2.6 Repurpose Underutilized Spaces for Health Work proactively with residents to identify and remove barriers to leverage and repurpose vacant and underutilized spaces as a strategy to improve community health.	**Consistent.** Implementation of the Project would redevelop a previously developed, vacant urban infill site. The Project would generate employment opportunities on a site located 0.25 miles from a major transit stop, which would serve to reduce VMT, GHG emissions, and other air pollutants. The Project Site's proximity to transit, and the Project's preservation of pedestrian infrastructure along Hollywood Boulevard and Berendo Street and its provision of short- and long-term bicycle parking spaces would improve community health.
Infrastructure and Public Services Chapter	
Policy 9.3.1 Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.	**Consistent.** Wastewater generated by the Project's new uses would be typical of residential land uses and would not include industrial discharges comprised of hazardous substances. In addition, the Project would include water

Goal, Objectives, Policies	Consistency
	conservation features as low-flow fixtures, which would also reduce wastewater flows. Therefore, the Project would not conflict with this policy.
Objective 9.6 Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	**Consistent.** As discussed later the document, the Project would implement best management practices (BMPs) that comply with the City's Low Impact Development Ordinance. Stormwater BMPs proposed by the Project include a drywell to allow infiltration of treated runoff within the Project Site. Due to the historical imperviousness of the previously developed Project Site, the Project's proposed stormwater BMPs would not substantially increase the volume of runoff that leaves the Project Site and enters the existing storm drain inlets during storm events. Therefore, operation of the Project would result in no increase in the volume of runoff leaving the Project Site.
Objective 9.10 Ensure that water supply, storage, and delivery systems are adequate to support planned development.	**Consistent.** As discussed later in this document, the LADWP would be able to meet the Project's water needs, as well as the existing and planned needs of its service area. The Project Site is currently served with existing water infrastructure. The Project proposes a 6-inch lateral off the existing 8-inch main on the east side of Berendo Street, approximately 100 feet north of Hollywood Boulevard.[7] In addition, the Project Applicant would be required to submit the proposed plot plans for the Project to the LAFD and LADWP for review for compliance with applicable Fire Code, California Fire Code, and City Building Code requirements. Such review is a legal prerequisite, with which the Project would be required to comply.
Goal 9P Appropriate lighting required to (1) provide for nighttime vision, visibility, and safety needs on streets, sidewalks, parking lots, transportation, recreation, security, ornamental, and other outdoor locations; (2) provide appropriate and desirable regulation of architectural and informational lighting such as building facade lighting or advertising lighting; and (3) protect and preserve the nighttime environment, views, driver visibility, and otherwise minimize or prevent light pollution, light trespass, and glare	**Consistent.** The Project would provide outdoor lighting for security and wayfinding purposes in accordance with LAMC requirements. Building security lighting would be used at entries and exits. In addition, the above-ground parking areas would be enclosed and screened from public view; therefore, no spillover from parking area lighting would occur. The existing pedestrian lighting on the public sidewalks near the Project Site would remain in place or be replaced or relocated, if needed.
Source: City of Los Angeles Department of City Planning, Citywide General Plan Framework Element, originally adopted by City Council on December 11, 1996 and re-adopted on August 8, 2001. City of Los Angeles, Department of City Planning, Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan, November, 2021.	

7 City of Los Angeles, Department of Water and Power – Water System, Fire Service Pressure Flow Report, SAR Number 103957, December 12, 2023.

2.2 Hollywood Community Plan

In Los Angeles, the Land Use element of the General Plan is made up of the City's 35 Community Plans. The Project would demonstrate consistency with the Land Use Element through consistency with the Hollywood Community Plan as shown in **Table 2, Hollywood Community Plan**.

Table 2
Hollywood Community Plan

Objectives	Consistency
Objective 1 To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area. To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.	**Consistent.** The Project would redevelop a currently vacant site with a mixed-use development consisting of multi-family residences with a ground-floor commercial use in proximity to transit. The mixed-use development would support population and employment.
Objective 2 To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2010.	**Consistent.** The mixed-use Project is consistent with the residential and commercial land use designations of the site. The Project would create DU that would help accommodate future population growth.
Objective 4 To promote economic well-being and public convenience through: a. Allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards.	**Consistent.** The mixed-use Project is consistent with the residential and commercial land use designations of the site. The Project would include a commercial use.
Source: City of Los Angeles Department of City Planning, Hollywood Community Plan, December 13, 1988.	

2.3 Specific Plan

The Project is within the Vermont/Western Station Neighborhood Area Plan (SNAP). Consistency with applicable SNAP goals, objectives, and policies is evaluated in the **Attachment B, SNAP Permit Compliance**. The Project is compliant with the SNAP, as it is consistent with the SNAP's applicable regulations, findings, standards and provisions; development standards, and design guidelines, as shown in Attachment B.

2.4 Zoning Code

The site includes two parcels zoned C2-1D (Commercial Zone) and one parcel zoned RD 1.5-1XL (Residential Zone). Multi-family residential uses, including affordable housing developments, are allowed in the C2 Zone at a density of 1 DU per 400 square feet. The RD 1.5 allows a density of 1 DU per 1,500 square feet. The base zoning of the Project Site allows 60 DU. The Project requests a Conditional Use Permit, pursuant to LAMC Section 12.24.U.26, for a 42.5 percent density bonus to permit 86 new dwelling units in exchange for setting aside 15 percent of the base density for 9 Very Low-Income households. Section 8.B of the Vermont/Western Transit Oriented

Development Specific Plan (Subarea B) permits a height of up to 50 feet in the C2 Zone. LAMC Section 12.21.1.A.1 allows a height of two stories and 30 feet in the RD1.5-1XL zone. The Project's requested a density bonus would allow six stories and 69 feet in height. Subarea B allows an FAR of 2.0 and the RD1.5 zone allows an FAR of 3.0, resulting in a base allowable floor area of 56,565 square feet, based on a buildable area of 21,726 square feet in the C2 zone and 4,371in the RD 1.5 zone. As part of the requested density bonus incentives and waivers, the Project would request a Waiver of Development Standard to permit a 78.5 percent floor area increase to the 2:1 FAR permitted in Subarea B of the Vermont/Western SNAP Specific Plan and a 19 percent floor area increase to the 3:1 FAR permitted in the RD1.5-1XL Zone to allow a 3.57 FAR. As a regulatory requirement, final Project plans would be reviewed for consistency with density and setback requirements specified in the LAMC. With the density bonus, the Project is consistent with the existing zoning.

2.5 Conclusion

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

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

3 Discussion of CCR Section 15332(b): Within City Limits and Less than Five Acres

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

The Project Site is located in an urbanized area of the City. Urban land uses directly abut and surround the Project Site on all sides.

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

The Project Site is located within the city limits of the City of Los Angeles. The Project Site is 0.654 acres in size and is surrounded by urban uses such as multi-family residences, office uses, a church, and a City park. Therefore, the development occurs within the City limits, is of no more than five acres, and is substantially surrounded by urban uses.

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

4 Discussion of CCR Section 15332(c): No Value for Endangered Species

The Project Site is located within a highly urbanized portion of the City of Los Angeles. The surrounding urban landscape has been developed for decades, and the Project Site was similarly developed, prior to the demolition of the prior land use on the site. The Project Site is currently vacant and mostly barren, with small amounts of presumably ruderal vegetation.

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

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

5 Discussion of CCR Section 15332(d): Traffic

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.[8]

The analysis is supported by a Draft Transportation Assessment prepared by Gibson Transportation Consulting, Inc. and provided in **Attachment C**.[9] The LADOT Approval letter is provided in **Attachment D**.[10] This analysis addresses impacts related to the LADOT Transportation Assessment Guidelines (TAG): Threshold T-1: Plans, Programs, Ordinances, and Policies, TAG Threshold T-2.1: Vehicle Miles Travelled (VMT), TAG Threshold T-2.2: Induced Automobile Travel, and TAG Threshold T-3: Design.

5.1 Plans, Programs, Ordinances, and Policies Review (TAG Threshold (T-1)

Project impacts may be found significant if the Project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities. Accordingly, the CEQA Transportation Assessment evaluates the Project's potential conflict with the following City documents: the City of Los Angeles General Plan (including the City of Los Angeles Mobility Plan 2035 and the Plan for a Healthy Los Angeles), the Citywide Design Guidelines, the Central City North Community Plan, the Los Angeles Municipal Code (LAMC), and Vision Zero Los Angeles. General consistency with these documents is evaluated in **Table 3, Transportation Consistency**. Further evaluation is also provided in the Transportation Assessment.

Table 3
Transportation Consistency

Plan, Program, Ordinance, or Policy	Project Consistency
City of Los Angeles Mobility Plan 2035	A detailed evaluation of consistency with the City of Los Angeles Mobility Plan 2035 is provided in Section II.A of this memorandum, and is also provided in Attachment C., which is the Transportation Assessment for the Project. The Project's proposed land use and design features, including site access; pedestrian, bicycle, and transit accessibility would not conflict with the policies of the Mobility Plan 2035. The Project is located within a Transit Priority Area (TPA), defined by the City as an area within 0.50 miles of an existing or planned major transit stop, as well as within a High-Quality Transit Area (HQTA), defined in Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) as an area within 0.50 miles of a well-serviced transit stop or transit corridor with 15-minute or less service frequency during peak commute hours. The Project would also provide bicycle parking for residents, employees, and visitors, thereby promoting public and active transportation modes and reducing the Project VMT per capita for residents compared to

8 Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section below.

9 Gibson Transportation Consulting, Inc., Transportation Assessment for 4773 Hollywood Boulevard, Hollywood, California, May 2024.

10 LADOT, Transportation Assessment For The Proposed Mixed-Use Project Located At 4773 W Hollywood Boulevard, July 12, 2024.

Plan, Program, Ordinance, or Policy	Project Consistency
	the average for the area. Further, the Project does not propose modifying, removing, or otherwise negatively affecting existing bicycle infrastructure. Hollywood Boulevard, Vermont Avenue, and Franklin Avenue are identified as part of the Mobility Plan's Pedestrian Enhanced Network. Franklin Avenue is designated as part of the Mobility Plan's Neighborhood Enhanced Network. The Project would not conflict with the implementation of future Projects in the public right-of-way on these networks.
Plan for a Healthy Los Angeles	Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan (Plan for a Healthy Los Angeles) introduces guidelines for the City to follow to enhance the City's position as a regional leader in health and equity, encourage healthy design and equitable access, and increase awareness of equity and environmental issues. An analysis of the Project's consistency with Plan for a Healthy Los Angeles is detailed in Attachment C. The Project prioritizes safety and access for all individuals utilizing the site by complying with all ADA requirements. Further, the Project supports healthy lifestyles by locating housing, including affordable housing, and employment opportunities within both a TPA and an HQTA and by providing bicycle parking. Thus, the Project would be consistent with the goals of Plan for a Healthy Los Angeles.
Land Use Element of the General Plan	The City General Plan's Land Use Element contains 35 Community Plans that establish specific goals and strategies for the various neighborhoods across Los Angeles. The Project is located within the Hollywood Community Plan area. An analysis of the Project's consistency with the Hollywood Community Plan is detailed in Attachment C. The Project would provide residential and commercial uses within both a TPA and an HQTA to further the development of Hollywood as a major center of population, employment, and retail services, as well as encourage the use of alternative modes of transportation by all users. The Project is consistent with the circulation standards and criteria of the Hollywood Community Plan as the transportation system within the vicinity of the Project Site would adequately serve the traffic generated by the Project, as further detailed in Attachment C, Section 5B. In addition, the Project would implement TDM strategies including bike parking per the LAMC and bike share facilities to further reduce the number of single-occupancy vehicle trips generated by the Project, as discussed in further detail in Attachment C, Section 4B. Thus, the Project would promote and encourage development practices in line with the goals and objectives of the Hollywood Community Plan. The City is currently in the process of updating the Hollywood Community Plan to guide development for the Hollywood area through Year 2040. Hollywood Community Plan Update Draft Environmental Impact Report was released for public review in October 2019. On March 18, 2021, the City Planning Commission recommended approval of the Hollywood Community Plan with recommended changes, which were subsequently incorporated

Plan, Program, Ordinance, or Policy	Project Consistency
	to the Plan Update and released in August 2021. On May 3, 2023, the Los Angeles City Council adopted the Hollywood Community Plan Update, and full adoption of the required implementation ordinances is anticipated later in 2024.
LAMC	LAMC Section 12.21.A.16 (Bicycle Parking): LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. As further detailed in Section 5E, the proposed short-term and long-term bicycle parking supply for the Project would be provided in accordance with the LAMC. Thus, the Project's proposed supply would be consistent with LAMC Section 12.31.A.16. LAMC Section 12.26J (TDM Ordinance): LAMC Section 12.26J, the TDM Ordinance (1993) establishes TDM requirements for non- residential projects, in addition to non-residential components of the mixed-use projects, in excess of 25,000 sf. The Project does not include non-residential uses greater than 25,000 sf; therefore, the Project would not be subject to the requirements of the TDM Ordinance.
Vision Zero Action Plan / Vision Zero Corridor Plans	Vision Zero implements projects that are designed to increase safety on the most vulnerable City streets. As described in Chapter 2, adjacent to the Project Site, Hollywood Boulevard has been identified as part of the HIN. LADOT has completed installation of the following upgrades as part of ongoing Vision Zero Safety Improvement Projects: Hollywood Boulevard Safety Improvement Project • Continental crosswalk striping at the intersection of Berendo Street & Hollywood Boulevard and at the intersection of New Hampshire Avenue & Hollywood Boulevard No additional improvements are currently planned adjacent to the Project Site. Nonetheless, the Project would not preclude future Vision Zero safety projects by the City on adjacent streets. Thus, the Project does not conflict with Vision Zero.
Streetscape Plans	The Project is not located within the boundaries of any streetscape plan and, therefore, streetscape plans do not apply to the Project.
Citywide Design Guidelines	The Pedestrian-First Design approach of Citywide Design Guidelines identifies design strategies that "create human scale spaces in response to how people actually engage with their surroundings, by prioritizing active street frontages, clear paths of travel, legible wayfinding, and enhanced connectivity. Pedestrian-First Design promotes healthy living, increases economic activity at the street level, enables social interaction, creates equitable and accessible public spaces, and improves public safety." The Pedestrian-First Design guidelines are: • Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all. • Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.

Plan, Program, Ordinance, or Policy	Project Consistency
	• Guideline 3: Design projects to actively engage with streets and public space and maintain human scale. A detailed analysis of the Project's consistency with the guidelines of the Pedestrian-First Design approach is detailed in Attachment C. The Project design includes separate pedestrian access from vehicular access via individual residential lobby and commercial entrances along the Project frontage. Additionally, the Project is dedicating the required ROW on Hollywood Boulevard. Further, the orientation of the Project design and active ground floor facilities ensures that the Project actively engages with the street and its surrounding uses. Thus, the Project design provides for the safety, comfort, and accessibility of pedestrians, aligning with the Pedestrian-First Design approach.
Source: Gibson Transportation Consulting, Inc., Transportation Assessment for 4773 Hollywood Boulevard, Hollywood, California, May 2024.	

Based on the Transportation Assessment's analysis of the relevant plans and programs, the Project features, location, and design are consistent with the City's plans, programs, ordinances, or policies related to transportation. Therefore, the Project would have a less than significant impact regarding conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

5.2 VMT Analysis (TAG Threshold T-2.1)

TAG states that a residential project would result in a significant VMT impact if it cannot meet the household VMT per capita of 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which a project is located. Similarly, a commercial project would result in a significant VMT impact if it cannot meet the work VMT per employee of 15% below the existing average work VMT per employee for the APC area in which the Project is located.

The Transportation Assessment conducted a VMT analysis in accordance with TAG, which meets SB 743, as detailed in Attachment C. The Project is located within the Central APC and, therefore, has a daily household VMT per capita impact threshold of 6.0 and a daily work VMT per employee impact threshold of 7.6. The City's VMT Calculator was used to evaluate Project VMT for comparison to the VMT impact criteria. While the Project incorporates TDM measures, such as bicycle parking, these were conservatively not included in the VMT Calculator analysis.

The calculator estimates that the Project would generate a daily household VMT of 3,464. Due to the commercial component being less than 50,000 sf and assumed to have a less than significant transportation impact, no daily work VMT estimates were generated. The average household VMT per capita of the Project would be 5.6, which would not exceed the Central APC significant household VMT impact threshold of 6.0. Therefore, the Project would not result in a significant household or work VMT impact, and no mitigation measures would be required. The detailed output from the VMT Calculator is provided in Attachment C.

5.3 Induced Automobile Travel (TAG Threshold T-2.2)

The Project would not induce substantial VMT by increasing vehicular capacity on the roadway network, such as the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges. The Project is not a transportation project that would induce automobile travel. Therefore, the Project would not result in a significant impact due to induced automobile travel.

5.4 Design Analysis (TAG Threshold T-3)

A project would normally have significant impacts if it would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). As discussed in Attachment C, the vehicular driveway design would have adequate site distance for vehicles, pedestrians, and bicycles. As the Project would generate fewer than 50 trips during any single peak hour, which is fewer than one vehicle per minute utilizing the driveway, the driveway would have sufficient capacity and no queuing hazards would be expected. The Project would not conflict with modal priority networks identified in the Mobility Plan and would not preclude or interfere with future multimodal roadway improvements.

Project pedestrian and bicycle access would be separate from the vehicular access. Access locations would increase pedestrian and bicycle activity, but access locations would be designed to accommodate wider sidewalks and enhanced connectivity that meet the City's requirements to further protect pedestrian and bicycle safety. The driveway would not cross any existing bicycle infrastructure and adequate sight distance exists for drivers entering and exiting the driveway to see oncoming pedestrians and bicyclists. Therefore, the Project is not anticipated to result in significant vehicle-pedestrian or vehicle-bicycle conflicts.

The Project would not introduce incompatible uses. The Project design incorporates and expands on the surrounding areas to provide a more attractive, well-defined, and accessible interaction between the Project and these surrounding uses. None of the Project design elements that are tangential to the adjacent uses are considered incompatible. There are no unusual or new obstacles that would be considered hazardous to motorized vehicles, non-motorized vehicles, or pedestrian. Therefore, the Project would not result in hazards from its design or operation and would not result in a significant transportation impact.

5.5 Conclusion

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

6 Discussion of CCR Section 15332(d): Noise

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.[11]

The following analysis is based upon a Noise Impact Analysis that was prepared (Attachment E) to evaluate potential Project construction and operational noise impacts. Both construction and operational impacts were assessed. Standards relied on to determine whether the Project would exceed CEQA thresholds.

6.1 Applicable Noise Standards

6.1.1 Construction Noise

In 2006, the City set forth the Los Angeles CEQA Thresholds Guide, which was intended to provide guidance, as a voluntary tool, for CEQA impact analysis. The 2006 Los Angeles CEQA Thresholds Guide was the City's "initial effort" at guidelines for evaluating potential CEQA impacts and stated that it was "intended to be available as a voluntary tool."[12] These thresholds were developed based on more open-ended noise questions within Appendix G of the CEQA Guidelines that have since been revised. In the years following its publication, the City found that the guidelines for construction noise and vibration impact analysis were overly sensitive and resulting in conclusions of significant impacts on the environment, where the impact was temporary in nature and not necessarily impactful to public health.[13]

In 2024, the City adopted updated thresholds for construction noise and vibration, which recognize the urban nature of much of the City and the expectation that daytime construction activities are a common activity within an urban environment. The thresholds also distinguish between daytime and nighttime construction activities where nighttime construction activities are the activities that may have the greater potential to create intrusive noise and impact sleep. Potential human health impacts are addressed by the absolute thresholds below and increases in ambient noise levels are addressed in the nighttime thresholds below, including consideration of sleep disruption.

The construction noise thresholds are focused on impacts to sensitive uses. The Noise Element defines noise-sensitive land uses as single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodging, and other residential uses; places of assembly including churches or houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves; and parks.

11 Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

12 City of Los Angeles, Department of City Planning, L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analysis in Los Angeles, 2006.

13 City of Los Angeles, Department of City Planning, Construction Noise and Vibration: Proposed Updates to Thresholds and Methodology, December 2023.

As Project construction activities would occur during typical work hours and not between 7:00 P.M. and 7:00 A.M. Monday through Friday, between 6:00 P.M. and 8:00 A.M. on Saturdays, or anytime on Sundays or national holidays, construction activities that exceed 80 dBA Leq (8-hour) or more at a noise sensitive use would be significant.

6.1.2 Operational Noise

The Noise Element of the City General Plan considers noise levels less than 60 dB CNEL to be normally acceptable for residential multifamily use, and noise levels of up to 70 dB CNEL are considered conditionally acceptable for residential uses if noise insulation features are included in project design. For the adjacent multifamily residences, noise levels below 60 dB CNEL are normally acceptable and noise levels below 70 dB CNEL are conditionally acceptable.

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. Gas powered blowers are prohibited within 500 feet of a residence at any time.

6.1.3 Groundborne Vibration

Daytime - Human Annoyance: No numerical threshold

Nighttime - Human Annoyance: Maximum 80 VdB at the exterior of a sensitive use building

Building Damage: The adopted City thresholds state that construction activities shall not exceed the following building damage thresholds for the identified structures:

- Fragile Buildings: 0.1 PPV
- Historic Buildings: 0.25 PPV
- Older Residential Structures: 0.3 PPV
- New Residential Structures: 0.5 PPV
- Modern Industrial/Commercial Buildings: 0.5 PPV

For the purpose of analyzing groundborne vibration impacts, the following analysis relies on the threshold of 0.3 PPV in/sec for older residential buildings as the threshold of significance for the residential buildings in the vicinity. The school is analyzed using the threshold of 0.5 PPV in/sec for modern industrial/commercial buildings. The analysis uses the threshold of 0.25 PPV in/sec for buildings for the adjacent church to the east because it is a historic building.

6.1.4 Airport Noise

For projects located within two miles of a public airport, a conditionally acceptable sound exposure up to 65 dB CNEL for multifamily residential uses is the threshold of significance from the Noise Element of the City General Plan.

6.2 Construction Noise Analysis

6.2.1 Construction Equipment Noise

Standard, industry-wide noise attenuation regulatory compliance measures (RCMs) and construction "best practices" in urban or otherwise noise-sensitive areas would be incorporated into the Project's construction activities:

RCM-NO-1 (Demolition, Grading, and Construction Activities): The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331[14] and 161,574[15] and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

RCM-NO-2 (Hours of Construction): Pursuant to LAMC Section 41.40(a) and (c) construction activity at the Project Site would be restricted to 7:00 a.m. to 9:00 p.m. on weekdays, 8:00 a.m. to 6:00 p.m. on Saturdays or national holidays, and prohibited on Sundays.

As part of the Project, standard, industry-wide noise attenuation RCMs and construction "best practices" in urban or otherwise noise-sensitive areas would be incorporated into the Project's construction activities. Temporary construction barriers would be placed along the northern edge of the Project Site facing the multifamily residences, the northern portion of the western edge facing the residences across N. Berendo Street, and the eastern edge facing the multifamily residences on N. New Hampshire Street, the church on Hollywood Boulevard, and the school across N. New Hampshire Street as part of Project Design Feature 1 (PDF-NO-1) (Temporary Construction Noise Barrier), discussed below. Noise barriers can be reasonably be expected to achieve noise reductions of up to 20 dB depending on height and material. A tall barrier would be required to achieve such reductions, especially considering that the multifamily residential buildings to the north and west have second floor dwelling units and the building to the north is also above the existing grade of the Project Site. Taller noise barriers can be feasibly achieved by using prefabricated barrier products or by mounting acoustical blanketing or other materials on a rigid framework.

PDF-NO-1 (Temporary Construction Noise Barrier): All barriers shall be of sufficient linear extent to obscure the line of sight from the Project construction equipment and the affected sensitive receptors. Barriers shall be free of gaps or holes, and shall be designed as follows:

Northern Barrier. A temporary construction barrier along the entire northern edge of the Project Site facing the multifamily residences will be in place during the Project construction (including grading and building construction). The barrier will be least 21 feet in height above the Project Site existing grade level at the northern edge of the Project Site. The barrier will be made of a material with a Sound Transmission Class (STC) rating

14 Los Angeles Municipal Code, Chapter XI, Noise Regulation, Added by Ordinance No. 144,331, Effective March 2, 1973

15 Los Angeles Municipal Code Section 11.03, Construction Noise, Amended by Ordinance No. 161,574, Effective September 8, 1986.

of at least STC-33 or a transmission loss of at least 23 decibels (dB) at 500 hertz. Such a barrier would provide a noise reduction of 13 dB.[16]

Eastern Barrier. A temporary construction barrier along the eastern edge of the Project Site facing the multifamily residences on N. New Hampshire Street, the church on Hollywood Boulevard, and the school across N. New Hampshire Street will be in place during the Project construction (including site preparation, grading, building construction, and paving) excluding architectural coating. The barrier will be least 8 feet in height above the existing grade level of the eastern edge of the Project Site. The barrier will be made of a material with a STC rating of at least STC-30 or a transmission loss of at least 20 dB at 500 hertz. Such a barrier would provide a noise reduction of 10 dB at the church, 9 dB at the multifamily residences, and 6 dB at the school.

PDF-NO-2 (Noise Minimization): The Project contractor(s) shall employ state-of-the-art noise minimization strategies when using mechanized construction equipment. Construction activities shall be scheduled and coordinated so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. Construction equipment shall not idle when not in use. The contractor shall place noise construction equipment as far from the Project Site edges as practicable.

PDF-NO-3 (Noise Control Devices): Noise-generating equipment operated at the Project Site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

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

PDF-NO-4 (Evening Construction Prohibition): Exterior construction activity will not occur between the hours of 7:00 p.m. and 9:00 p.m. on weekdays, in addition to the restrictions of RCM-NO-2.

Construction activities and associated noise would be temporary and would be restricted to daytime hours, pursuant to the City's Municipal Code Section 41.40. Employing technically feasible and standard noise reducing techniques would reduce the noise levels from each of the Project's individual construction equipment to less than 75 dB at 50 feet, which is the standard set forth in LAMC Section 112.05. Therefore, construction-related temporary noise level increases would not exceed applicable standards when employing typical noise reduction techniques pursuant to the requirements of LAMC Section 112.05.

16 A barrier's noise-reducing potential is equal to its transmission loss value minus 10 dBA.

With RCM-NO-1, RCM-NO-2, PDF-NO-1, PDF-NO-2, PDF-NO-3, and PDF-NO-4 the Project construction activities would not result in 8-hour average noise levels of 80 dBA Leq or more at the nearest sensitive receptors. All other sensitive receptors would experience lower noise levels because they are further away. In addition, the Project noise barriers would ensure compliance with LAMC Section 112.05. Therefore, Project construction noise impacts would be less than significant.

6.2.2 Construction Traffic Noise

In addition to noise from on-site operation of construction equipment, Project construction would produce noise from off-site vehicular traffic. The primary source of construction traffic noise would be hauling truck trips. The proposed haul route from the Project Site to the landfill located at 1209 West Gladstone Street in Azusa would use Vermont Avenue to Los Feliz Boulevard to I-5 North to CA-134 East to I-210 East and take Exit 38 to the landfill. Section 112.05 of the LAMC does not regulate noise levels from vehicles on public roadways, including road legal trucks, such as delivery vehicles, concrete mixing trucks, pumping trucks, and haul trucks. However, the operation of these vehicles would still comply with the construction hours restrictions set forth by Section 41.40 of the LAMC. In addition, the Project's hauling trucks would use major roadways and freeways, which already carry large volumes of vehicle traffic, including trucks. Based on the required soil export of approximately 20,000 cubic yards and the construction schedule estimate, the Project would temporarily add an estimated 104 one-way truck trips per day on the roadways during the grading phase. Trucks would access Vermont Avenue from Hollywood Boulevard. Hollywood Boulevard, east of Berendo Street currently has 20,730 daily vehicle trips. The Project truck trips would temporarily increase daily vehicle trips by 0.5 percent on Hollywood Boulevard. Other roadways that haul trucks would use would also be major roadways or would be freeways with similar or greater numbers of existing vehicle trips, rather than local streets. Therefore, construction traffic would not substantially increase the number of vehicles on the roadways and accordingly would not have the potential to substantially increase average traffic noise levels. Therefore, off-site noise impacts from Project construction traffic would be less than significant.

6.3 Operational Noise Analysis

6.3.1 Traffic Noise

Upon completion, Project-generated vehicle trips would cause an incremental increase in traffic noise levels on local streets throughout the Project area. Doubling the number of noise sources, in this case doubling the traffic volume, would produce a 3 dB increase in the noise level, which is the level at which the increase in noise would be perceptible to the human ear. Below this level, there are no potential significant impacts from traffic related noise.

The Project transportation study prepared by Gibson Transportation Consulting, Inc. provided traffic volumes on local roadways in the Project vicinity for the existing year (2023) and future year (2026) without the Project and with the Project.[17] Future traffic volumes include cumulative trips from related projects.[18] Traffic noise levels were modeled based on average daily traffic, roadway

[17] Gibson Transportation Consulting, Inc., Transportation Assessment for 4773 Hollywood Boulevard, Hollywood, California, May 2024.

[18] Ibid.

widths, and vehicle speeds using the FHWA RD-77-108 model.[19] Based on this Project-related increase in vehicle trips, the corresponding Project-related increase in traffic noise levels would be up to 0.8 dB on Berendo Street, up to 0.1 dB on Vermont Avenue, and 0.0 dB on other roadways. These noise level increases would be less than 1 dB and would not be perceptible to the human ear, even in a controlled laboratory environment. Therefore, the Project's potential traffic-related permanent increases in ambient noise levels would be less than significant.

6.3.2 Landscape Maintenance Noise

During operations, the Project could result in the periodic use of landscaping maintenance equipment such as backpack blowers, hedge trimmers, etc., for upkeep of landscaping or planters. Contractors would reasonably be expected to conduct routine maintenance during daytime hours, therefore avoiding the period when such equipment noise is restricted between 10:00 p.m. and 7:00 a.m. within a residential zone or within 500 feet of a residence at any time, as required by LAMC Section 112.04. Therefore, the Project's potential noise effects due to periodic routine maintenance of outdoor landscaping would be less than significant.

6.3.3 Stationary Equipment Noise

The Project would introduce stationary noise sources such as roof-mounted Heating, Ventilation, and Air Conditioning (HVAC) units. The Project's roof-mounted equipment would be six stories above grade, in which case the building itself acts as a barrier since the equipment would not have a line of sight to a person at ground level or on an inhabited floor of any building in the immediate vicinity. In addition, the equipment would be located behind the building parapet, which would ensure that the units cannot be seen from any vantage point that is not at or above the elevation of the building roof.

The proposed HVAC units would also be required to comply with the City's Noise Ordinance standards within the LAMC. LAMC Section 112.02, prohibits any HVAC unit from exceeding the ambient noise level on any other occupied property by more than 5 dBA, as discussed in RCM-NO-3.

RCM-NO-3 (HVAC Noise): Pursuant to LAMC Section 112.02, no Project HVAC unit would exceed the ambient noise level on any other occupied property by more than 5 dBA.

As shown in Attachment E, Project HVAC noise would increase daytime noise levels at nearby sensitive receptors by 0.2 dB or less and nighttime noise levels by 1.1 dB or less. Thus, HVAC noise-related permanent increases in ambient noise levels would be less than 5 dB at the nearest sensitive receptors and would comply with LAMC Section 112.02 as part of RCM-NO-2. All other sensitive receptors would experience lower noise levels because they are further away. In addition, noise level increases of less than 5 dB would not be readily perceptible increases. Therefore, the potential noise effects from stationary equipment would be less than significant.

[19] Federal Highway Administration, FHWA Highway Traffic Noise Prediction Model, January 1, 1978.

6.3.4 Parking Structure Noise

The Project proposes enclosed automobile parking in a partially subterranean floor and part of the ground floor. As the parking is enclosed, sensitive receptors would be shielded from parking. Any short-lived instantaneous noise levels from the parking entrance and ramp would be similar to noise levels already occurring in the vicinity from on-street parking and existing parking lots and would not increase ambient average noise levels due to their short duration. Therefore, the Project's potential noise effects due to parking structure noise would be less than significant.

6.4 Vibration Analysis

6.4.1 Construction Vibration

The construction generates groundborne vibration when heavy equipment travels over unpaved surfaces or engages in soil movement; however, the ground surface dampens groundborne vibration over a short distance. The Project would not use impact pile driving and would use cast in drilled hole piles for the deep foundation of the Project building, which would result in lower vibration levels. As part of the Project, standard, industry-wide noise attenuation RCMs and construction "best practices" in urban or otherwise vibration-sensitive areas would be incorporated into the Project's construction activities.

PDF-NO-5 (Vibration Minimization): The Project contractor(s) shall not operate certain equipment within specified distances from off-site structures. Project plans shall specify the following restricted areas, noting that:

- No vibratory rollers shall operate within 20 feet of any off-site structure or within 23 feet of the church to the east at 4759 Hollywood Boulevard. Within this distance, a non-vibratory roller shall be used instead.
- No large bulldozers shall operate within 12 feet of any off-site structure or within 13 feet of the church to the east at 4759 Hollywood Boulevard. Within this distance, smaller equipment shall be used instead.
- No loaded trucks travelling on unpaved surfaces shall operate within 11 feet of any off-site structure or within 12 feet of the church to the east at 4759 Hollywood Boulevard.

PDF-NO-6 (Vibration Monitoring): Vibration monitoring shall be employed at the existing structure near the eastern property line (i.e., the church to the east at 4759 Hollywood Boulevard). The structure shall be surveyed and monitored for movement. Surveys and monitoring shall be conducted from within the Project Site and public right of way.

Prior to site preparation, the Applicant shall retain the services of an acoustical engineer or other qualified professional to develop and implement a structural monitoring program during construction. The performance standards of the structural monitoring program shall include the following:

- Documentation, consisting of video and/or photographic documentation of accessible and visible areas on the exterior of the affected building.

- A registered civil engineer, certified engineering geologist, or vibration control engineer shall review the appropriate vibration criteria for the identified vibration receptors, taking into consideration their age, construction, condition, and other factors related to vibration sensitivity in order to develop additional recommendations for the structural monitoring program.
- Vibration sensors shall be installed near the identified vibration receptors to monitor for horizontal and vertical movement. These sensors shall remain in place for the duration of site preparation, grading, excavation, deep foundation (cast in drilled hole pile) installation, building construction, and paving.
- The vibration sensors shall be equipped with real-time warning system capabilities that can immediately alert construction supervisors when monitored vibration levels approach or exceed threshold limits. The registered civil engineer, certified engineering geologist, or vibration control engineer shall determine the appropriate limits.
- Should an exceedance of vibration thresholds occur, work in the vicinity of the affected area shall be halted and the respective vibration receptor shall be inspected for any damage. Results of the inspection shall be logged. In the event that damage occurs, the damage shall be repaired in consultation with a qualified preservation consultant. In the event of an exceedance, feasible steps to reduce vibratory levels shall be undertaken, such as halting/staggering concurrent activities and utilizing lower-vibratory techniques.

As shown in Attachment E, with PDF-NO-4 and PDF-NO-5, Project construction would not exceed the respective criteria for potential building damage at the nearest buildings. All other buildings would experience lower vibration levels because they are further away. As the Project's vibration impacts would not result in structural damage, structural vibration impacts would be considered less than significant.

Regarding potential human annoyance, vibration levels would be the temporary and intermittent. In addition, RCM-NO-2 would ensure compliance with Section 41.40 of the LAMC, limiting construction to 7:00 a.m. to 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays, thereby excluding hours when people typically sleep. Therefore, human annoyance vibration impacts would be considered less than significant.

6.4.2 Construction Traffic Vibration

In addition to noise from on-site operation of construction equipment, Project construction would potentially create vibration from off-site vehicular traffic. The primary source of potential vibration levels would be hauling truck trips. These truck trips would be limited to the hours of construction allowed by Section 41.40 of the LAMC, 7:00 a.m. to 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays, as ensured by RCM-NO-2.

Vehicle traffic, including trucks, on smooth roadways rarely, if ever, results in perceptible vibration levels.[20] Most complaints about vibration from trucks are due to the rattling of windows or items

[20] California Department of Transportation, Transportation and Construction Vibration Guidance Manual, Report No. CT-HWANP-RT-20-365.01.01, April 2020.

affixed to walls, which is usually the result of airborne noise rather than groundborne vibration.[21] The Project's hauling trucks would use major roadways and freeways, which already carry large volumes of vehicle traffic, including trucks, and thus buildings and residents along the route would not be exposed to higher vibration levels than the low levels that they currently experience. The timing of truck hauling (i.e., 7:00 a.m. to 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays, as noted above) would also avoid the hours when people typically sleep. Vibration from Project construction traffic would be far below the levels that could potentially damage buildings and would not create substantial human annoyance. Therefore, off-site vibration impacts from Project construction traffic would be less than significant.

6.4.3 Operational Vibration

After construction is complete, and the proposed mixed-use building is occupied, Project operations would be similar to surrounding uses and would not include any sources of substantial groundborne vibration. Therefore, groundborne vibration from Project operations would be further below applicable thresholds and less than significant.

6.5 Airport Noise

The Project Site is not located within two miles of a public airport or public use airport. The Project is not located in the vicinity of a private airstrip. The nearest airport to the Project Site is the Hollywood Burbank Airport, 7.0 miles away, to the northwest. Los Angeles International Airport is 11.8 miles away, to the southwest. The site does not fall into the land use plan area, influence area, or 65 dBA CNEL contour of any airport.[22] Therefore, the Project would not result in the exposure of residents or those working in the Project area to excessive noise levels from a private airstrip or public airport.

6.6 Conclusion

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

[21] U.S. Department of Transportation, Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, September 2018.

[22] Los Angeles County Land Use Commission, Los Angeles County Airport Land Use Plan, December 19, 1991. Revised December 1, 2004.

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

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.[23]

An Air Quality Impact Analysis was prepared for the Project (**Attachment F**)[24] to evaluate potential air quality impacts expected to result from the proposed Project, assessing the construction and operational phase impacts.

7.1 Construction

7.1.1 Air Quality Impacts

The Project's maximum daily emissions of criteria air pollutants during construction was estimated using the California Emissions Estimator Model (CalEEMod) 2022.1.1.23 provided by the Southern California Air Quality Management District (SCAQMD) for the purposes of evaluating air quality impacts of proposed projects. The CalEEMod output sheets are provided in Attachment F. Projects in the SCAQMD with daily emissions that exceed any of the following emission thresholds, shown in **Table 4, SCAQMD Daily Maximum Emissions Thresholds**, may be considered significant for purposes of an evaluation under CEQA.

Table 4
SCAQMD Daily Maximum Emissions Thresholds

Pollutant	Construction (lbs./day)	Operations (lbs./day)
ROG	75	55
NO_X	100	55
CO	550	550
SO_x	150	150
PM-10	150	150
PM-2.5	55	55
South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, Revision: March 2023.		

Construction emissions were modeled based on lot acreage, volume of soil exported, and the proposed building's gross building area, number of units, and number of parking spaces. The proposed commercial use was conservatively analyzed as a high turnover sit down restaurant. Soil export hauling trip length is estimated as 26.7 miles, based on the distance from the Project site to the Azusa Landfill and the proposed haul route. The following table summarizes the Project's maximum daily emissions estimated by CalEEMod for short-term construction. As shown in **Table 5, Maximum Daily Construction Emissions (pounds/day)**, the Project would not exceed SCAQMD significance thresholds for air quality impacts during construction.

23 Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.
24 Envicom Corporation, 4773 Hollywood Project Mixed-Use Project Air Quality Impact Analysis, May 2024.

Table 5
Maximum Daily Construction Emissions (pounds/day)

Daily Emissions	ROG	NO_X	CO	SO_2	PM-10	PM-2.5
Construction[(a)]						
Max. Daily Construction Emissions	59.7	22.0	24.6	0.1	4.5	1.9
SCAQMD Thresholds	75	100	550	150	150	55
Significant Impact? Y/N	No	No	No	No	No	No

Source: Envicom Corporation, Air Quality Impact Analysis, May 2024 (Attachment F).
Maximum emissions reported for summer or winter season, whichever is greater.

[(a)] Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.

Sensitive receptors are populations with the greatest sensitivity to air pollution exposure and include elderly, young children, the acutely and chronically ill, and persons engaged in strenuous work or exercise. As such, sensitive receptor land uses typically include residences, schools, childcare centers, nursing homes, and hospitals, but they may also include playgrounds and athletic facilities. The closest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the proposed Project would be nearby residences because they may be occupied for extended periods, and residents may be outdoors when exposure is highest.

Localized Significance Thresholds (LSTs) were developed to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. The LST methodology addresses specific emissions, namely oxides of nitrogen (NOx), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5). LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and they are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

For the proposed Project, LST impacts were evaluated using SCAQMD screening tables thresholds for a 1-acre site with a source-receptor distance of 25 meters, the most stringent parameters for which the screening tables provide thresholds. This evaluation is based on maximum daily onsite construction emissions that would occur during any phase of Project construction. Daily averages would be lower than the reported maximum amounts. The table below shows the relevant threshold and the estimated peak daily onsite emissions during the construction phases that would generate the highest level of onsite emissions for each pollutant evaluated for LST impacts. As previously described, the Project would be required to implement adequate watering of exposed surfaces during grading to reduce dust emissions to comply with SCAQMD Rule 403, Fugitive Dust. As shown in **Table 6, Project Related LST Evaluation**, the Project's maximum daily onsite construction emissions would not exceed the relevant LST screening table thresholds for LST-related criteria pollutants, and impacts would be less than significant.

Table 6
Project Related LST Evaluation

LST 1 acre/25 meters Central LA	Project LST Emissions (pounds/day)			
	NO_x	CO	PM-10	PM-2.5
Peak Onsite Daily Emissions	10.2	12.0	1.7	1.1
LST Threshold	**74**	**680**	**5**	**3**
Significant Impact? Yes/No	No	No	No	No

Source: Envicom Corporation, Air Quality Impact Analysis May 2024 (Attachment F).
Maximum emissions reported for any construction phase in summer or winter season, whichever is greater.
[(a)] Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.

7.1.2 Toxic Air Contaminants

Exhaust particulates emitted from diesel powered equipment contain carcinogenic compounds, or toxic air contaminants (TACs). The construction program is estimated to last approximately 15-24 months, and measurable diesel TAC emissions from the proposed project would occur for only a brief period during construction activities that would require the onsite use of heavy-duty equipment. The toxicity of diesel exhaust is evaluated relative to a 24 hour per day, 365-day per year, 70-year lifetime exposure. The SCAQMD does not generally require the analysis of construction-related diesel emissions relative to health risk, due to the short period for which the majority of diesel exhaust would occur. Health risk analyses are typically assessed over a nine-, 30-, or 70-year timeframe, rather than for a relatively brief construction period, due to the lack of health risk associated with such a brief exposure. As such, potential impacts of construction of the proposed project due to TAC emissions would be less than significant.

7.1.3 Odors

A significant impact may occur if a project would create objectionable odors affecting a substantial number of people. However, objectionable odors are typically associated with manufacturing, industrial, or sewage treatment processes, while the proposed project is a mixed-use development with residential and commercial use components. Nevertheless, the SCAQMD's rules for odor compliance are mandated under the California Health and Safety Code, Section 41700, and they are also addressed in SCAQMD Rule 402. This rule on Public Nuisance states:

"A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons 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. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals."

During construction, trash receptacles would be provided and covered and properly maintained in order to control odors, as required by law. Therefore, the potential for the Project to generate odors adversely affecting a substantial number of people during construction would be less than significant.

7.2 Operations

7.2.1 Air Quality Impacts

Following construction, emissions from operations of the Project would result from mobile sources, area sources, and energy sources. The following table summarizes the Project's maximum daily emissions estimated by CalEEMod for long-term operations. As shown in **Table 7, Maximum Daily Operations Emissions (pounds/day)**, the Project would not exceed SCAQMD significance thresholds for air quality impacts during operations.

Table 7
Maximum Daily Operations Emissions (pounds/day)

Daily Emissions	ROG	NO_X	CO	SO_2	PM-10	PM-2.5
Winter						
Mobile	1.6	1.1	11.9	0.03	2.5	0.6
Area	2.9	0.1	6.6	0.00	0.0	0.0
Energy	0.0	0.3	0.2	0.00	0.0	0.0
Total	**4.5**	**1.4**	**18.7**	**0.03**	**2.5**	**0.7**
Summer						
Mobile	1.6	1.2	11.1	0.03	2.5	0.6
Area	2.2	0.0	0.0	0.00	0.0	0.0
Energy	0.0	0.3	0.2	0.00	0.0	0.0
Total	**3.7**	**1.4**	**11.3**	**0.03**	**2.5**	**0.7**
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact? Y/N	No	No	No	No	No	No

Source: Envicom Corporation, Air Quality Impact Analysis May 2024 (Attachment F).

Totals may not add due to rounding.

7.2.2 Toxic Air Contaminants

As a mixed-use project consisting of residential uses and a small, 2,596 square foot commercial use, the Project would not be expected to generate a substantial quantity of diesel truck trips during operations. As such, potential impacts of operation of the proposed Project due to TAC emissions would be less than significant.

7.2.3 Odors

A significant impact may occur if a project would create objectionable odors affecting a substantial number of people. The Project would be connected to municipal waste treatment utility infrastructure and does not propose any onsite wastewater treatment facilities. During operations, separate trash and recycling bins would be required and provided, which would be emptied regularly for disposal. The Project would comply with California Health and Safety Code, Section 41700 and SCAQMD Rule 402. Therefore, the potential for the Project to generate odors adversely affecting a substantial number of people during construction would be less than significant.

7.3 Conclusion

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

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

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.[25]

The proposed infill development would construct a new mixed-use residential and commercial building on the currently vacant property. The Project Site is currently vacant, with little impervious surface area. Water supplies and wastewater treatment services would be provided by existing utilities that serve existing uses in the Project vicinity and previously served the commercial land use on the Project Site. There are no onsite water wells, and the Project does not propose onsite groundwater extraction to serve future uses and does not propose on-site wastewater treatment. The Project proposes to construct a mixed-use residential and commercial building, which would not be anticipated to generate, store, or dispose of substantial quantities of hazardous materials that could affect water quality. The Project geotechnical report, on file with the City,[26] states that exploratory borings encountered groundwater as seepage at depths of 33 and 42 feet and that finite zones of groundwater should be expected in the area. As discussed in the Phase I Environmental Site Assessment (ESA) Report prepared for the Project by Citadel EHS,[27] and on file with the City, the Project Site is not associated with or near a hazardous materials cleanup site or other conditions that could cause groundwater contamination. Stormwater runoff that currently leaves the site by sheet flow to the adjacent streets is conveyed via stormdrain inlets to the existing stormdrain system.

8.1 Construction

Pursuant to Municipal Code Section 91.106.4.1(15), to obtain grading and/or building permits, the Project would be required to incorporate Best Management Practices (BMP) during construction as necessary to control stormwater pollution in accordance with the "Development Best Management Practices Handbook, Part B Planning Activities."[28] Also pursuant to this code section, the applicant must, 1) provide a signed and recorded covenant and agreement that the BMPs necessary to control stormwater pollution shall be installed and/or constructed and maintained in proper working condition at all times, and 2) submit plans with specifications showing compliance with the Standard Urban Stormwater Mitigation Plan or Site Specific Mitigation Plan.[29] These applicable regulations would ensure the Project would not have a significant adverse water quality effect during construction.

8.2 Operations

The Project will be required to comply with Ordinance No. 172,176 (Los Angeles Municipal Code Section 64.70 et seq.) and Ordinance No. 173,494 (Los Angeles Municipal Code Section

25 Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

26 Geotechnologies, Inc., Geotechnical Engineering Investigation: Proposed Residential Development: 4773 Hollywood Boulevard, Los Angeles California, April 4, 2023.

27 Citadel EHS, Phase 1 Environmental Site Assessment Report: 47773 Hollywood Boulevard Los Angeles, California 90027, March 23, 2023

28 City of Los Angeles, Development Best Management Practices Handbook, Low Impact Development Manual, Part B, Planning Activities, 4th Edition, June 2011.

29 It should be noted that although the names of these plans include the word "mitigation", they are standard regulatory compliance and not a CEQA mitigation required to reduce a significant impact.

91.106.4.1 and 64.72) that specify Stormwater and Urban Runoff Pollution Control requirements including the application of BMPs, as applicable. The Project will also be required to comply with Chapter IX, Division 70 of the Los Angeles Municipal Code that addresses grading, excavations, and fills, as applicable.

Stormwater runoff pollution from construction and operations of redevelopment Projects are regulated by the City's Municipal Code Section 64.72 Stormwater Pollution Control Measures for Development Planning and Construction Activities. Pursuant to Section 64.72, the Project would be required to comply with specifications for integration of Low Impact Development (LID) strategies, and BMP alternatives identified in the Development Best Management Practices Handbook adopted by the City Board of Public Works.

Pursuant to Municipal Code Section 91.106.4.1(14), the Department of Building and Safety shall require applicants, as a condition for issuing a grading or building permit, to incorporate into the plan documents BMPs during construction necessary to control stormwater pollution from sediments, erosion, and construction materials leaving the construction site. Such requirements shall be in accordance with the provisions contained in the "Development Best Management Practices Handbook, Part A Construction Activities,"[30] adopted by the City as authorized by Section 64.72 of the Los Angeles Municipal Code. These applicable regulations would ensure the Project would not have a significant adverse water quality effect during operations.

8.3 Conclusion

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

30 City of Los Angeles, Development Best Management Practices Handbook, Part A, Construction Activities, September 29, 2004.

9 Discussion of CCR Section 15332(e): Public Services and Utilities

The site can be adequately served by all required utilities and public services.[31]

9.1 Fire Protection

The City is served by the Los Angeles Fire Department (LAFD) and Section 20 of the Los Angeles City Charter states that the LAFD's duty is to control and extinguish injurious or dangerous fires, all ordinances and laws relating to prevention and spread of fires, fire control, and fire hazards within the City, and conduct fire investigation and protect lives and property in case of disaster or public calamity. The City of Hayward v. Board of Trustees of the California State University (2015) ruling states that the need for additional fire protection services or delayed response times are not themselves environmental impacts and the concern of CEQA is the potential physical impact of new facilities. The LAFD considers fire protection services for a project to be adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.507.3.3, the desired maximum response distance between high density residential and commercial neighborhoods and a LAFD fire station that houses an engine company is 1.5 miles and for a LAFD fire station that houses a truck company it is 2.0 miles.

The Project is infill development, as the Project Site is surrounded by existing urban development, and the Project Site is currently vacant. The existing land uses surrounding the Project Site are commercial and residential. The station is currently serving the Project Site is Station 35 located approximately 0.5 driving miles east at 1601 North Hillhurst Avenue.[32] Since the Project is served by an LAFD station within 0.5 miles, the Project complies with LAMC maximum response distance. Other stations within the vicinity of the Project Site include Station 82 (1.3 miles west), which are well within the 1.5-mile and 2.0-mile distances specified by LAMC Section 57.507.3.3. Also, Station 56 (2.2 miles east), would provide additional LAFD coverage. The distances indicate that existing fire services at the Project location would be sufficient during construction and operation of the Project, and construction of additional facilities would not be required.

The Project would be required to submit plans to LAFD for review and approval of all fire prevention and safety features. These requirements include provision of adequate street widths and access to the building, fire flow and pressure, onsite fire suppression equipment such as sprinklers and fire extinguishers, and emergency escape egress routes, compliant with City Code, which will routinely be reviewed during City Department of Building and Safety's plan check process, prior to construction of the Project. Based on the close proximity of multiple LAFD stations and required compliance with City code and LAFD site plan review requirements, construction and operation of the Project would not require new construction or expansion of existing fire stations. If the number of incidents in a given area increases, it is the LAFD's responsibility to assign new staff and equipment, and potentially build new or expanded facilities, as necessary, to maintain adequate levels of service. In conformance with the California

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

32 Los Angeles Fire Department, Find Your Station, Accessed on March 8, 2024 at: https://www.lafd.org/fire-stations/station-results

Constitution Article XIII, Section 35(a)(2) and the City of Hayward v. Board of Trustees of the California State University (2015) ruling, the City has and will continue to meet its legal obligations to provide adequate public safety services, including fire protection and emergency medical services and potential impacts to human beings would not occur. Therefore, the Project would be adequately served by the LAFD.

9.2 Police Protection

The City is served by the Los Angeles Police Department (LAPD) West Bureau. The Northeast Community Police Station is located at 3353 San Fernando Road approximately 3.7 driving miles northeast of the Project Site.[33] Emergency calls for police assistance are prioritized based on the nature of the call. Unlike fire protection services, police units are most often in a mobile state patrolling; hence, the distance between a headquarters facility and the location of a particular emergency does generally not determine response times. Instead, the number of police officers on the street is more directly related to the realized response time.

9.2.1 Construction

During construction, the Project Site could potentially attract trespassers and/or vandals that could result in unsafe conditions for the public. Due to the temporary nature of Project construction and the relatively small size of the construction project for a large city such as Los Angeles, such potential impacts would not require the construction or expansion of police facilities to serve the site or maintain service response times. The LAMC requires the placement of temporary walls surrounding vacant lots and requires the Applicant to maintain the temporary construction walls (includes fences or barriers) free from graffiti (LAMC Chapter 1, Section 14.4.17). Compliance with LAMC regulatory requirements would reduce construction impacts to police services to less than significant.

9.2.2 Operation

The Project would be located on a vacant, infill site and construct a six-story, 86-unit mixed-use development with 2,596 square feet of ground floor commercial space. The Project would provide lighting along the perimeter, driveway entrances, and within the parking structure for safety and security. Additionally, the Project would be required to submit plans to LAPD for review and approval. As such, existing police services would adequately serve the Project.

9.3 Schools

The Project is served by the following Los Angeles Unified School District (LAUSD) schools:[34]

- Los Feliz Science/Tech/Engineer/Math/Medicine Magnet School (Kindergarten to 5th grade) at 1740 North New Hampshire Avenue

33 Los Angeles Police Department, Find Your Local Police Station, Accessed on March 8, 2023 at: https://www.lapdonline.org/find-your-local-police-station/

34 Los Angeles Unified School District, Resident School Finder, Accessed on March 7, 2024 at: https://rsi.lausd.net/ResidentSchoolIdentifier/

- Thomas Starr King Middle School Magnet: Film and Media (6th to 8th grade) at 4201 Fountain Avenue
- John Marshall Senior High School (9th to 12th grade) at 3939 Tracy Street

The Project would introduce 86 residential units. The Project would include 11 studio units, 63 one-bedroom units, and 12 two-bedroom units. **Table 8, Student Generation**, summarizes the anticipated number of new students to be generated by the Project based on student generation factors.

Table 8
Student Generation

Land Use	Units	Student Generation per Grade Level					
		Elementary K-5		Middle School 6-8		High School 9-12	
		Rate [(a)]	Students	Rate [(a)]	Students	Rate [(a)]	Students
Residential	86	0.1953	**17**	0.0538	**5**	0.1071	**9**
					Total Students		**31**
(a) Los Angeles Unified School District, 2022 Developer Fee Justification Study, Table 3, March 2022.							

As shown in the table above, the Project would generate approximately 17 elementary school students, five middle school students, and nine high school students, for a total of approximately 31 students. In accordance with Senate Bill 50 (SB 50), the applicant will be required to pay mandatory developer fees to offset the proposed Project's demands upon local schools. Pursuant to Government Code Section 65995, the development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." Therefore, impacts related to school facilities would be less than significant.

9.4 Parks

The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipally owned and operated recreation and park facilities within the City. The LADRP has four park facilities within a one-mile radius of the Project Site and 154 park facilities within a five-mile radius. The LADRP facilities would provide a variety of recreation opportunities, which would be available to future residents of the Project. The Project would increase the number of residents and employees at the Project Site. However, employees do not typically frequent parks or recreation centers during work hours, but are more likely to use facilities near their homes during non-work hours. Additionally, the Project would provide facilities such as decks, courtyards, a spa, a gym, and recreational rooms which would reduce the need for off-site recreational services. The Public Recreation Plan recommends the goals of 2.0 acres each of neighborhood and community recreational sites and facilities per 1,000 residents, and 6.0 acres of regional recreational sites and facilities per 1,000 residents. The City adopted a Park Fee Ordinance that requires residential projects to pay park fees to fund development of park and recreational facilities. By providing on-site recreational facilities and payment of applicable fees, the Project would adequately be served by the LADRP.

9.5 Other Public Facilities

The City of Los Angeles Public Library (LAPL) maintains Los Feliz Branch Library, which is located approximately 0.7 miles northeast of the Project Site at 1874 Hillhurst Avenue. Further, the Project's 86 households would be 0.006% of the City's households in 2026 and 0.005% of the City's households in 2045. Therefore, the addition of 86 new dwelling units within the Project area would not be expected to generate a volume of demand on existing library services that would necessitate LAPL's construction of new or expanded library facilities to continue to serve the public. Further, as discussed above, the Project growth is within SCAG and City projections, which are used for facility planning by LAPL. As such, LAPL would adequality provide library services to the Project.

9.6 Wastewater

In accordance with LAMC 64.11(3), the City of Los Angeles assesses a Sewer Facilities Charge (SFC) to access the City's sewage system. The fee is based upon a share of equity in the system, tied to individual parcels of land, and based on improvements to each parcel. The SFC is collected by the Bureau of Engineering for the Bureau of Sanitation, which manages the City's sewer system, and is used to pay for sewer infrastructure improvements. The SFC is due when construction and use triggers a net increase in flow and or sewage strength. A sewer assessment is generally not required unless a Project is expected to generate at least 10,000 gallons per day of sewage. If the City requires a sewer assessment, the City would evaluate whether sufficient capacity exists and if necessary, recommend alternative connection points or solutions to ensure sufficient capacity and a less than significant impact. The potential impacts smaller projects may have on the sewer system are accounted for in the equity share system and the proportional SFC, which is collected at the time of permitting.

Los Angeles Sanitation would serve the Project site and operates more than 6,700 miles of public sewers that convey flow from residences and businesses to the City's four wastewater treatment and water reclamation plants. Wastewater generated from the Project site would be conveyed to the Hyperion Water Treatment Plant. Currently an average wastewater flow rate of nearly 275 million gallons per day (mgd) is generated in the system. The Hyperion Water Treatment Plant has the capacity to treat 450 mgd, and therefore has excess capacity of approximately 175 mgd.[35] A SCAR for the Project was sent to the City Bureau of Engineering (BOE). The BOE responded that the required capacity is approved.[36] The SCAR completed for the Project calculated the estimated flow rate for the Project, provided in the **Table 9, Project Wastewater Demand**.

35 LA Sanitation and Environment, Hyperion Water Reclamation Plant, Accessed on March 6, 2024 at: https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp-tp?_adf.ctrl-state=nxyypbczq_292&_afrLoop=2658664003008522 1#!

36 City of Los Angeles, Bureau of Engineering, 4773 W Hollywood Blvd, Sewer Capacity Availability Request (SCAR), January 8, 2024.

Table 9
Project Wastewater Demand

Type of Use	Size or Units	Demand Rate	Wastewater Demand (gpd)
Proposed			
Residential: Apt. – Bachelor	63 DU	75 gpd/DU	4,725
Residential: Apt. – 1 Bedroom	12 DU	110 gpd/DU	1,320
Residential: Apt. – 2 Bedroom	11 DU	150 gpd/DU	1,650
Retail Area (Less than 100,000 sf)	2,596 sf	25 gpd/1,000 sf	65
		Total Wastewater Generation	**7,760**

(a) City of Los Angeles Source: Wastewater generation rates from City of Los Angeles, Bureau of Engineering, 4773 W Hollywood Blvd, Sewer Capacity Availability Request (SCAR), January 8, 2024.
Notes: DU = dwelling unit, gpd = gallons per day, sf = square feet

As shown in the table above, the increase in wastewater generation resulting from the proposed Project is 7,760 gpd, which is 0.004 percent of the excess treatment capacity at Hyperion Water Treatment Plant. Based on the SCAR flow rate estimated for the Project, Hyperion Water Reclamation Plant would have sufficient capacity for the Project. Therefore, potential impacts to the sewer system are considered less than significant.

9.7 Water

According to the Los Angeles Department of Water and Power (LADWP) 2020 Urban Water Management Plan (UWMP), sufficient water supplies will be available for average weather years through the Year 2045 with existing passive conservation, as well as for a sequence of multiple dry years.[37] The UWMP projects average weather year water supplies for the year 2025 (the closest forecast year to the assumed Project opening year of 2026) to be 642,600 acre-feet per year.[38] LADWP serves over four million residents with 733,900 active service connections.[39] The Project's addition of 86 residential units is within a served area of the City and would fall within growth projections for the City. According to the SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS or Plan) Demographics & Growth Forecast, the population of the City of Los Angeles in 2016 was 3,933,800 with 1,367,000 households in the City and these values are projected to increase to 4,777,300 people in 1,793,000 households in 2045.[40] An interpolation of these values for the Project opening year of 2026 yields a 4,224,662 people in 1,513,897 households. The Project's additional 86 households would be 0.006% of the households in 2026 and 0.005% of the households in 2045. The Project would, therefore, not require specific studies to determine feasibility. Project fees collected at the time of permitting will contribute to maintenance and expansion of the water system, and Project impacts are considered less than significant.

The LADWP would serve as the potable water purveyor to the Project site. The Project would operate a new six-story mixed use building with 86 dwelling units, retail area, and retail lobby

37 LADWP, Urban Water Management Plan 2020, May 25, 2021.

38 Ibid.

39 LADWP, Facts and Figures, Accessed on October 16, 2023 at: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_adf.ctrl-state=k0d2avtmg_17

40 Southen California Association of Governments (SCAG), 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS or plan), Demographics & Growth Forecast Appendix.

area. Based on these characteristics, water demand is provided in **Table 10, Project Water Demand**.

Table 10
Project Water Demand

Type of Use	Size or Units	Demand Rate [a]	Water Demand (gpd)
Proposed			
Residential: Apt. – Bachelor	63 DU	90 gpd/DU	5,670
Residential: Apt. – 1 Bedroom	12 DU	132 gpd/DU	1,584
Residential: Apt. – 2 Bedroom	11 DU	180 gpd/DU	1,980
Retail Area (Less than 100,000 SF)	2,596 sf	30 gpd/1,000 sf	78
		Total Water Generation	**9,312**

(a) Demand Rate for Water is increased by 120 percent of wastewater generation rates. Wastewater generation rate is from City of Los Angeles, Bureau of Engineering, 4773 W Hollywood Blvd, Sewer Capacity Availability Request (SCAR), January 8, 2024.
Notes: DU = dwelling unit, gpd = gallons per day, sf = square feet

As shown in Table 10 above, the increase in water demand resulting from the Project would be 9,312 gallons per day (gpd) or 10.43 acre-feet per year (AFY), which is approximately 0.002 percent of LADWP's projected water demand for the year 2025. Based on the availability of water supplies indicated in the UWMP, the LADWP would have sufficient water supply to serve the Project and reasonably foreseeable future development accounted for in the UWMP. A will-serve letter will be sought from LADWP to confirm that water requirements for the Project are accounted for in planned growth of the water supply system. The Project has also received a response to the Service Advisory Request (SAR) form from LADWP, included in **Attachment G**, Utilities Documents, which confirms that local water infrastructure has sufficient fires service pressure flow to accommodate the Project and improvements to water mains and hydrants would not be required. Therefore, the Project impacts are considered less than significant.

9.8 Solid Waste

Solid waste generated within the City is recycled, reused, and transformed at waste-to-energy facilities or disposed of at landfills. The Central Los Angeles Recycling & Transfer Station (CLARTS) would serve the Project Site. The CLARTS is permitted to accept 4,025 tons per day of waste and is managed by LA Sanitation. The CLARTS accepts municipal solid waste and recyclables, but not construction and demolition waste. The CLARTS is permitted to accept 4,025 tons per day (tpd) of waste and currently accepts 2,500 tpd,[41] resulting in a remaining daily capacity of 1,525 tpd. In Los Angeles, a Citywide Construction and Demolition (C&D) Waste Recycling Ordinance requires that all mixed C&D waste generated within city limits be taken to City certified C&D waste processors. The closest City certified C&D processor is American Reclamation located at 4560 Doran Street.[42]

41 Los Angeles Sanitation and Environment, CLARTS Facts and Service, Accessed on March 6, 2024 at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-cl/s-lsh-wwd-s-cl-fs?_adf.ctrl-state=wple8xbj3_151&_afrLoop=26594917708585451#!

42 City of Los Angeles, LA Sanitation & Environment, Construction & Demolition Recycling Accessed on March 6, 2024 at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r/s-lsh-wwd-s-r-cdr?_afrLoop=6031675065301585&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=11sreksgmh_1#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D6031675065301585%26_afrWindowMode%3D0%26_adf.ctrl-state%3D11sreksgmh_5.

9.8.1 Construction

The Project is located on a vacant, infill site that would not require demolition. The Project would construct a six-story building with approximately 135,616 sf of gross building area for residential, commercial and parking use. Estimated Project-generated construction waste is provided in **Table 11, Construction Solid Waste Generation**.

Table 11
Construction Solid Waste Generation

Type of Use	Size (sf)	Generation Rate (lbs/sf) [a]	Total Waste (pounds)	Total Waste (tons)
Construction				
Mixed-Use	135,616	4.39	595,354	298
Diversion of 65% for Recycling [b]				193
Total Construction Waste for Landfill Disposal				**105**

[a] United States Environmental Protection Agency (US EPA), Office of Resource Conservation and Recovery, Report No. EPA530-R-09-002, Estimating 2003 Building-Related Construction and Demolition Materials Amount. Table 2-1.

[b] Required by LAMC, Sections 99.04.408.1 and 66.32.

Notes: lbs = pounds, sf = square feet

In accordance with the LAMC (Section 99.04.408.1, Construction and Demolition), the Project would require construction waste diversion of at least 65 percent in accordance with CALGreen (Section 5.408, for non-residential construction).[43] As shown in the table above, construction of the Project would generate a total of 105 tons of waste for landfill disposal, which would be disposed over a projected 322 days of construction, resulting in approximately 0.33 tpd of waste. This would represent approximately 0.02 percent of the permitted remaining daily capacity of CLARTS. Therefore, construction waste would comply with recycling requirements and solid waste disposal from construction activities would be less than significant.

9.8.2 Operation

Future residents and employee of the mixed-use building would generate solid waste typical of residential and commercial uses. **Table 12, Operational Solid Waste Generation** shows waste generated from operation of the Project.

[43] California Building Standards Commission, California Green Building Standards Code, Chapter 5: Non-Residential Mandatory Measures, Section 5.408.1 Construction Waste Management.

Table 12
Operational Solid Waste Generation

Type of Use	Number of Households/ Employees	Generation Rate (lbs/household/day, lbs/employee/day) [a]	Total Waste (lbs/day)	Total Waste (tpd)[b]
Proposed				
Operations				
Residential	86	12.23	1,052	0.52
Commercial (e.g., Restaurant Retail)	10 [c]	10.53	105	0.05
Total Operations Waste Generation			**1,157**	**0.57**
Diversion of 50% for Recycling [d]			578.5	0.285
Total Operational Waste for Landfill Disposal			**578.5**	**0.285**

[a] City of Los Angeles, L.A. CEQA Thresholds Guide, 2006. p. M 3-2.
[b] Numbers may appear to sum incorrectly due to rounding.
[c] Gibson Transportation Consulting, Inc., Transportation Assessment for 4773 Hollywood Boulevard, Hollywood, California, May 2024.
[d] Required by LAMC, Section 99.04.408.1 and 66.32.
Notes: lbs = pounds, tpd = tons per day

As shown in the table above, residential uses are estimated to generate 12.23 pounds per household per day and commercial uses are estimated to generate 10.53 pounds per employee per day. Based on residential population of 86 households and a workforce of 10 employees, the Project would result in a total solid waste generation of approximately 1,157 pounds per day prior to recycling diversion. Diversion of 50 percent of the solid waste stream for recycling would result in a total of 578.5 pounds per day (0.285 tpd) to be disposed in landfills. This would represent approximately 0.02 percent of the permitted remaining daily capacity of CLARTS. The Project would generate solid waste typical of residential and commercial uses and would comply with applicable federal, state, and local laws, statutes, and ordinances regarding the proper disposal of solid waste. Therefore, operational waste would comply with recycling requirements and solid waste disposal from operational activities would be less than significant.

9.9 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(e) in that there would be adequate utilities and public services available to the Project Site.

10 Guideline 15300.2. Exceptions: (a) Location

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

The Project is seeking a Class 32 Exemption, not a Class 3, 4, 5, 6, or 11 exemption. The Project is within an in-fill urban area of the City. There is no specific sensitive environmental condition that could occur nor environmental resource of hazardous or critical concern at the Project Site.

Therefore, this exception to a categorical exemption for the Project does not apply.

11 Guideline 15300.2. Exceptions: (b) Cumulative Impact

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

Project proposes an infill development of residential uses in an area with existing residential, commercial, and institutional structures and uses within the immediate vicinity. The Project proposes to create 86 new housing units on the vacant site. This is a small fraction of a percent net increase in the City's housing supply, and a small percentage of buildout of the City as projected in the RTP/SCS (i.e., an extensive cumulative project set). As noted in the utilities and public services section above, the Project's additional 86 households would be 0.006% of the City's households in 2026 and 0.005% of the City's households in 2045. Further, the Project would not promote substantial growth in population or use of resources or City services beyond what has been anticipated and accounted for in existing growth projections. Therefore, the proposed development would not be expected to result in a cumulatively considerable contribution to impacts involving other past, present, or future projects in the area.

The Project Transportation Assessment identified 11 Related Projects that are proposed, approved, or under construction in the vicinity of the Project. The Related Projects are shown in **Table 13, Related Projects**.

Table 13
Related Projects

No.	Name	Address	Description
1	Select at Los Feliz (Mixed-Use)	4850 W. Hollywood Blvd	101 apartments & 10,000 sf restaurant
2	Hardware Store	4905 W. Hollywood Blvd	36,600 sf retail
3	4900 Hollywood Mixed-Use	4900 W. Hollywood Blvd	200 apartments and 25,000 sf retail
4	Kaiser Permanente Los Angeles Medical Center	4760 W. Sunset Blvd	179,688 medical office & 2,300 sf retail
5	City Lights Mixed-Use	1515 N. Hillhurst Ave	202 apartments, 5,350 sf retail, 5,050 sf restaurant, & 3,025 sf coffee/donut shop
6	Hospital Seismic Retrofit	1300 N. Vermont Ave	Replace existing hospital and ancillary uses with 30,933 sf office
7	Vermont Mixed-Use	1666 N. Vermont Ave	130 apartments & 13,400 sf grocery store
8	Residential	4649 W. Maubert Ave	153 apartments
9	Vermont & Sunset Mixed-Use	1401 N. Vermont Ave	177 apartments & 3,000 sf commercial
10	New Hampshire Residential	1317 N. New Hampshire Ave	92 apartments
11	Virgil MOB (Hollywood Presbyterian MC)	1318 N. Lyman Pl	10,780 sf medical office

Source: Gibson Transportation Consulting, Inc., Transportation Assessment for 4773 Hollywood Boulevard, Hollywood, California, May 2024.
Notes: sf = square feet, MOB = medical office building

11.1 Transportation

11.1.1 Plans, Programs, Ordinance, or Policies (TAG Threshold T-1)

As discussed in the Transportation Assessment included as Attachment C, the Project is consistent with the City of Los Angeles plans and policies listed in Table 2.1-1 of the TAG along with the described documents above; therefore, the Project would not result in a significant impact. In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In accordance with the TAG, the cumulative analysis must include consideration of any Related Projects within 1.0 miles of the Project Site and any transportation system improvements in the vicinity. A list of Related Projects located within 1.0 miles of the Project Site and 0.25 miles of the farthest outlying study intersection is provided in Attachment C.

No Related Projects are located along the same block of the Project Site. Each of the Related Projects considered in this cumulative analysis of consistency with programs, plans, policies, and ordinances would be separately reviewed and approved by the City, including a check for their consistency with applicable policies. Therefore, the Project, together with the Related Projects detailed previously, would not create inconsistencies nor result in significant cumulative impacts with respect to the identified programs, plans, policies, and ordinances.

11.1.2 VMT (TAG Threshold T-2.1)

Cumulative effects of development projects are determined based on the consistency with the air quality and GHG reduction goals of the RTP/SCS in terms of development location, density, and intensity. The RTP/SCS presents a long-term vision for the region's transportation system through Year 2045 and balances the region's future mobility and housing needs with economic, environmental, and public health goals.

As detailed in the TAG, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., household VMT per capita or work VMT per employee) in the project impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and GHG goals of the RTP/SCS.

As described previously, the Project would not result in a significant VMT impact. Further, the Project would be designed to further reduce single occupancy trips to the Project Site by implementing TDM strategies including the provision of bicycle parking per the LAMC as Project design features. Therefore, the cumulative impact related to VMT from successive projects of the same type in the same place over time would not be significant, and no further evaluation or mitigation measures would be required.

Furthermore, the Project Site is well-served by Metro rail and various local bus lines and would contribute to the productivity and use of the regional transportation system. The Project would provide both housing and commercial uses near transit and encourage active transportation by providing new bicycle parking infrastructure, in line with RTP/SCS goals. Thus, the Project would

encourage a variety of transportation options and would be consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region.

11.1.3 Induced Automobile Travel (TAG Threshold T-2.2)

The Project would not induce substantial VMT by increasing vehicular capacity on the roadway network, such as the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges. The Project is not a transportation project that would create capacity-induced automobile travel. Therefore, the cumulative impact due to induced automobile travel from successive projects of the same type in the same place over time would not be significant.

11.1.4 Transportation Hazards (TAG Threshold T-3)

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with Related Projects with access points along the same block as the Project to determine if there may be a cumulatively significant impact. As detailed in Attachment C, Section 4A, there are no Related Projects proposed with access points along the same block as the Project. The Project driveway and Related Project access points would be designed according to the City's guidelines and would be placed at a distance to provide adequate pedestrian refuge areas and to limit potential vehicle conflicts. Therefore, the cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts from successive projects of the same type in the same place over time would not be significant. Further review of the cumulative traffic conditions with the addition of Project and Related Project traffic is provided in Attachment C.

11.2 Noise

The closest related projects have already been constructed and therefore cumulative construction noise and vibration impacts from successive projects of the same type in the same place over time would not occur. As shown in Attachment E, cumulative operational traffic noise increases on Berendo Street would be 1.3 dB and 1.6 dB. These noise level increases would be less than 3 dB and would not be perceptible to the human ear in a typical outdoor environment. Cumulative noise level increases on other roadways would be 0.2 dB or less, which would not be a perceptible increase to the human ear, even in a controlled laboratory environment. In addition, those increases would be due to the related projects and not the Project. Therefore, the cumulative operational noise impacts from successive projects of the same type in the same place over time would not be significant. The Project would not include sources of substantial operational vibration and therefore Project operational vibration impacts would not be cumulatively considerable and the cumulative operational vibration impacts from successive projects of the same type in the same place over time would not be significant.

11.3 Air Quality

The SCAQMD guidance for evaluation of cumulative impacts under CEQA[44] states that "As Lead Agency, the AQMD uses the same significance thresholds for project-specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR" Further, the SCAQMD guidance states that "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 recommends that public agencies perform cumulative impact analyses for air quality in the same manner as SCAQMD. As such, a project that does not exceed the emissions thresholds as shown previously and would not have a cumulatively considerable net increase of any criteria pollutant. Therefore, pursuant to the SCAQMD's methodology, the Project's contribution to cumulative construction period and operational period criteria pollutant emissions and LST impacts would not be cumulatively considerable. Thus, the cumulative air quality impacts from successive projects of the same type in the same place over time would not be significant.

11.4 Water Quality

The Project, in combination with these Related Project would have the potential to have a cumulative effect on water quality, prior to regulatory compliance. As with the Project, all Related Projects would be required to comply with regulations controlling water quality during construction and operations and therefore, cumulative impacts to water quality from successive projects of the same type in the same place over time would not be significant.

11.5 Public Service

11.5.1 Fire Protection

The Project, in combination with these Related Project would have the potential to have a cumulative effect on the LAFD fire services through increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Project and Related Projects would contribute. Similar to the Project, the Related Projects would be subject to the Fire Code and other applicable regulations of the LAMC. Through the process of compliance with existing regulations and LAMC, the ability of the LAFD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Moreover, if the number of incidents in a given area increases, it is the LAFD's responsibility to assign new staff and equipment, and potentially build new or expanded facilities, as necessary, to maintain adequate levels of service. In conformance with the California Constitution Article XIII, Section 35(a)(2) and the City of Hayward v. Board of Trustees of the California State University

44 South Coast Air Quality Management District, White Paper on Potential Control Strategies to Address Cumulative Impacts From Air Pollution Appendix D, August 2003.

(2015) ruling, the City has and will continue to meet its legal obligations to provide adequate public safety services, including fire protection and emergency medical services and would not occur.

Therefore, the cumulative impact to fire protection from successive projects of the same type in the same place over time would not be significant.

11.5.2 Police Protection

The Project, in combination with these Related Project would have the potential to have a cumulative effect on the LAPD police services. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Project and Related Projects would contribute. Similar to the Project, the Related Projects would be subject to the review and oversight of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. Through the process of compliance with existing regulations and LAMC, the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Moreover, if the number of incidents in a given area increases, it is the LAPD's responsibility to assign new staff and equipment, and potentially build new or expanded facilities, as necessary, to maintain adequate levels of service. In conformance with the California Constitution Article XIII, Section 35(a)(2) and the *City of Hayward v. Board of Trustees of the California State University (2015)* ruling, the City has and will continue to meet its legal obligations to provide adequate public safety services, including police protection services. Therefore, the cumulative impacts to police services from successive projects of the same type in the same place over time would not be significant.

11.5.3 Schools

The Project and Related Projects with a residential component would generate students and in combination would have the potential to have a cumulative effect on the LAUSD school system. However, as with the Project, all Related Projects with a residential component would be required to pay school fees in proportion to the number of new dwelling units created. Therefore, the cumulative impacts to schools from successive projects of the same type in the same place over time would not be significant.

11.5.4 Parks

The Project and Related Projects would have the potential to increase cumulative demand for parks. However, employees generated by the commercial projects and the commercial portions of mixed-use projects on the Related Projects list would not typically enjoy long periods of time during the workday to visit parks and/or recreational facilities. Therefore, these project-generated employees would not contribute to the future demand on park and recreational facility services. Moreover, as with the Project, the Related Projects that propose residential land uses would be required to comply with the City's Park Fee Ordinance that requires residential projects to pay park fees to fund development of park and recreational facilities. Therefore, the cumulative impacts to park services from successive projects of the same type in the same place over time would not be significant.

11.5.5 Other Public Facilities

The LAPL operates a library approximately 0.7 miles northeast of the Project Site and other libraries throughout the City. The Project and Related Projects would incrementally increase demand for public libraries by increasing the population that would live or work in the area. Given the extent of the existing library facilities in the City, the incremental population increase would not be so great that it would be expected require construction of additional libraries and associated physical effects on the environment. Therefore, the cumulative impacts from successive projects of the same type in the same place over time would not be significant.

11.6 Utilities

11.6.1 Wastewater

The Project, in combination with these Related Projects, would have the potential to have a cumulative effect on wastewater services. As with the Project, the Hyperion Water Treatment Plant would serve the Related Projects. **Table 14, Cumulative Wastewater Demand**, below shows the cumulative wastewater demand. The remaining excess capacity of approximately 175 million gpd would be able to serve the cumulative because the cumulative generation would only be 0.13 percent of the remaining capacity at Hyperion Water Reclamation Plant. Therefore, the cumulative impacts to wastewater utilities from successive projects of the same type in the same place over time would not be significant.

Table 14
Cumulative Wastewater Demand

Type of Use	Size or Units	Demand Rate	Wastewater Demand (gpd)
Residential	1,055 DU	150 gpd/DU	158,250
Retail	82,650 sf	50 gpd/1,000 sf	4,133
Restaurant	18,750 sf	300 gpd/1,000 sf	5,625
Office	30,933 sf	25 gpd/1,000 sf	773
Medical Office	190,468 sf	250 gpd/1,000 sf	47,617
Commercial Use	3,000 sf	50 gpd/1,000 sf	150
		Related Projects Generation	**216,548**
		Project Total	7,760
		Cumulative Total	**224,308**

(a) City of Los Angeles Source: Los Angeles Bureau of Sanitation, Sewage Generation Factor, April 6, 2012.
Notes: DU = dwelling unit, gpd = gallons per day, sf = square feet

11.6.2 Water

The Project, in combination with these Related Projects, would have the potential to have a cumulative effect on water services. LADWP would be the water purveyor for all Related Projects. The UWMP projects average weather year water supplies for the year 2025 (the closest forecast year to the assumed Project opening year of 2026) to be 642,600 acre-feet per year. **Table 15, Cumulative Water Demand**, shows the cumulative water demand. The cumulative demand is 269,252 gpd or 301.71 AFY, which would be 0.05 percent of the water supply available for the

year 2025. Therefore, the cumulative impacts to water utilities from successive projects of the same type in the same place over time would not be significant.

Table 15
Cumulative Water Demand

Type of Use	Size or Units	Demand Rate	Wastewater Demand (gpd)
Residential	1,055 DU	180 gpd/DU	189,900
Retail	82,650 sf	60 gpd/1,000 sf	4,959
Restaurant	18,750 sf	360 gpd/1,000 sf	6,750
Office	30,933 sf	30 gpd/1,000 sf	928
Medical Office	190,468 sf	300 gpd/1,000 sf	57,140
Commercial Use	3,000 sf	60 gpd/1,000 sf	180
Related Projects Generation			**259,857**
Project Total			9,312
Cumulative Total			**269,169**

Source: Los Angeles Bureau of Sanitation, Sewage Generation Factor, April 6, 2012.

(a) Demand Rate for Water is increased by 120 percent of wastewater generation rates. Wastewater generation rate is from City of Los Angeles, Bureau of Engineering, 4773 W Hollywood Blvd, Sewer Capacity Availability Request (SCAR), January 8, 2024.

Notes: DU = dwelling unit, gpd = gallons per day, sf = square feet

11.6.3 Solid Waste

The Project, in combination with these Related Projects, would have the potential to have a cumulative effect on solid waste services for construction and operation. C&D waste would be taken to the closest City certified C&D waste processor and CLARTS would serve Related Projects during operation. The CLARTS is permitted to accept 4,025 tons per day of waste and is managed by LA Sanitation. **Table 16, Cumulative Operational Solid Waste Generation**, shows cumulative operational waste generated from the Project plus Related Projects.

Table 16
Cumulative Operational Solid Waste Generation

Type of Use	Size	Generation Rate (lbs/household/day), (lbs/sf/day) [a]	Total Waste (lbs/day)	Total Waste (tpd)[b]
Residential	1,055 DU	12.23	12,903	6.45
Retail	82,650 sf	0.0025	207	0.10
Restaurant	18,075 sf	0.005	90	0.05
Grocery Store	13,400 sf	0.0312	418	0.21
Office	221,401 sf	0.006	1,328	0.66
Commercial	3,000 sf	0.013	39	0.02
Related Projects Operational Waste			**14,985**	**7.49**
Project Operational Waste			1,157	0.57
Total Operational Waste			**16,142**	**8.06**
Diversion of 50% for Recycling [c]			8,071	4.03
Total Operational Waste for Landfill Disposal			**8,071**	**4.03**

Type of Use	Size	Generation Rate (lbs/household/day), (lbs/sf/day) [a]	Total Waste (lbs/day)	Total Waste (tpd)[b]

[a] CalRecycle, Estimated Solid Waste Generation Rates, Accessed on March 22, 2024 at: https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates

[b] Numbers may appear to sum incorrectly due to rounding.

[c] Required by LAMC, Section 99.04.408.1 and 66.32.

Notes: DU = dwelling unit, lbs = pounds, sf = square feet, tpd =tons per day

As with the Project, construction of the Related Projects would comply with C&D waste recycling requirements and solid waste disposal from construction activities. For operation, waste generation after 50 percent diversion for recycling is 4.03 tpd, which is 0.26 percent of the remaining available daily capacity of CLARTS. Therefore, the cumulative impacts to solid waste utilities from successive projects of the same type in the same place over time would not be significant.

12 Guideline 15300.2. Exceptions: (c) Significant Effect

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

The Project Site is a gently sloping, rectangular lot that has been occupied in the past by previous residential and commercial and office uses and is currently vacant. It is surrounded by existing residential, commercial, and institutional structures and uses, and accompanying infrastructure, that have also existed for decades. The Project Site is not within the Los Angeles Oil Field[45] or a Methane Zone.[46] Geologically, the Project Site is not within an Alquist-Priolo fault zone, liquefaction zone, or landslide zone.[47] The nearest active fault zone is the Upper Elysian Park approximately 0.11 miles away.[48] As discussed, there is nothing environmentally unusual about the Project Site itself and nothing unusual about the Project Site's surroundings in content or context. Thus, there are no unusual circumstances that would create the possibility of significant effects on the environment.

Therefore, there are no unusual circumstances related to the Project that may result in any significant environmental effects, and this exception does not apply.

45 City of Los Angeles, Bureau of Engineering, Department of Public Works, NavigateLA. Accessed on December 12, 2023 https://navigatela.lacity.org/navigatela/.

46 City of Los Angeles, Zoning Information and Map Access System. Accessed on May 26, 2023 at http://zimas.lacity.org/.

47 Ibid.

48 Ibid.

13 Guideline 15300.2. Exceptions: (d) Scenic Highways

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

The only designated State Scenic Highway within the City of Los Angeles is a portion of the Topanga Canyon State Scenic Highway, State Route 27,[49] which is approximately 17.0 linear miles from the Project Site. Route 110, the Arroyo Seco Parkway, is a federally designated National Scenic Byway approximately 3.7 miles away and is the closest scenic highway to the Project Site. Therefore, the Project will not result in damage to any scenic resources within an officially designated scenic highway.

49 Caltrans, California State Scenic Highway Map, Accessed on August 29, 2023 at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways

14 Guideline 15300.2. Exceptions: (e) Hazardous Waste Sites

A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to section 65962.5 of the government code.

The following discussion is based on a Phase I ESA Report prepared for the Project by Citadel EHS,[50] on file with the City.

The Phase I ESA included searches of multiple environmental databases. The site is not identified on the Cortese List. While the Cortese List included 11 sites within a ½-mile radius of the Project Site, these would not affect the Project Site. The Phase I ESA also did not identify any Recognized Environmental Conditions on the site. The site address was identified on HAZNET and Hazardous Waste Tracking databases for generating 4.21 tons of asbestos containing waste in 1992. The listing in the database reflects that the hazardous waste was properly disposed of and there were no reported spills, leaks, or violations in the database. The Department of Toxic Substance Control (DTSC) EnviroStor database[51] shows the site is not associated with or near a cleanup site. A review of the State Water Resources Control Board's GeoTracker database shows that there is a leaking underground storage tank Cleanup Site approximately 165 feet southwest of the Project Site, but the case was completed and closed by the Los Angeles Regional Water Quality Control board on January 22, 1997. The Project Site is not associated with or near a hazardous materials cleanup site or other conditions that could cause groundwater contamination. Therefore, the Project is not identified as a hazardous waste site, or in the vicinity of a hazardous waste site, and would not be in conflict with this exception for a Class 32 In-Fill Development Categorical Exemption.

50 Citadel EHS, Phase 1 Environmental Site Assessment Report: 4773 Hollywood Boulevard Los Angeles, California 90027, March 23, 2023.

51 Department of Toxic Substances Control, EnviroStor, Accessed July 26, at: https://www.envirostor.dtsc.ca.gov/public/map/.

15 Guideline 15300.2. Exceptions: (f) Historical Resources

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

The following discussion is based on a Historical Resources Technical Report prepared for the Project (**Attachment H**) by Architectural Resources Group and a Viewshed Analysis prepared for the Project by KFA Architecture (**Attachment I**).

The Project Site is currently vacant and thus contains no historical resources. Therefore, construction of the Project would not directly impact the significance of an historic resource. On the nearby properties, there are eight historic resources. The adjacent building to the east at 4759 Hollywood Boulevard is eligible for the National Register of Historic Places (National Register), the California Register of Historical Resources (California Register), and is eligible as a Los Angeles Historical Cultural Monument (HCM) by SurveyLA, the City's historic resources survey. The building was constructed in 1925 and is an example of streetcar-related mixed-use development in Hollywood. The Project would not demolish or alter this off-site structure and would not further comprise the surrounding environment, which has changed substantially since 1925. Construction of the Project would not impact the ability of the building at 4759 Hollywood Boulevard to convey its historical significance, meaning it will not impact its eligibility for listing, and therefore would not cause a substantial adverse change in the significance of the potential nearby historical resource.

The Barnsdall Art Park, a City park also known as the Aline Barnsdall Complex National Historic Landmark (NHL), is south of the Project Site, across Hollywood Boulevard. The park includes buildings designed by master architect Frank Lloyd Wright, including one of his significant works, the Hollyhock House, which was constructed between 1919 and 1921. The park is listed on the National Register, the California Register, and listed as an HCM and NHL. Barnsdall Art Park is also a component of the 20th-Century Architecture of Frank Lloyd Wright United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site, along with other properties around the country designed by Frank Lloyd Wright. Components of the Barndsdall Art Park include six individual historic resources, among them the Hollyhock House, which are contributors to the Aline Barnsdall Complex NHL. In addition, two of the six individual historic resources, the Hollyhock House and Residence A (also known the Barnsdall Art Park Arts Center), are themselves listed on the National Register, California Register (as HCM numbers 12 and 33), NHL, and inscribed as a UNESCO World Heritage Site.

The City zoning code protects views from Barnsdall Art Park through a buffer zone that limits the height of new construction in the vicinity. On the northern side of the park, the direction of the Project Site, the buffer zone does not extend beyond the boundary of the park, which is south of Hollywood Boulevard, as mapped in the Historical Resource Technical Report. The buffer is discussed in the UNESCO World Heritage Site nomination. The Project would not interfere with important views from the Hollyhock House or its associated features. The most important views from the Hollyhock House are to west, looking across the Los Angeles basin to the Pacific Ocean. The northern views include the Hollywood Hills, the Hollywood sign, and the Griffith Observatory, which would not be blocked by the Project. The Project would be visible from parts of Barnsdall

Park, but the extensive existing development in the area is already visible from Barnsdall Park, due to its elevation on Olive Hill. Therefore, the Project should not impact the ability of these historic resources to convey their significance and thus would not cause a substantial adverse change in the significance of that designated historical resource.

15.3 Conclusion

The Project would not result in a substantial adverse change to historical resources on the Project Site or in the Project vicinity. Therefore, the Project would not have a significant effect on the environment as defined by CEQA.

Therefore, this exception does not apply to the Project.

16 Conclusion

Based on the above information and attached documentation, this analysis shows that development of the proposed 4773 Hollywood Project would be consistent with the criteria for a Class 32 Categorical Exemption per CEQA Statute Section 15332, using the City's Class 32 Requirements.

Attachments:

Attachment A Tree Report, The Tree Resource, August 2024
Attachment B SNAP Permit Compliance
Attachment C Transportation Assessment, Gibson Transportation Consulting, Inc., May 2024
Attachment D Approval Letter, LADOT, July 12, 2024
Attachment E Noise Impact Analysis, Envicom Corporation, August 2024
Attachment F Air Quality Impact Analysis, Envicom Corporation, May 2024
Attachment G Utility Documents
Attachment H Historical Resources Technical Report, Architectural Resources Group, August 24, 2023
Attachment I Viewshed Analysis, KFA Architecture, January 20, 2025

EXHIBIT D – ENVIRONMENTAL STUDIES AND AGENCY COMMENTS

D.1 – Tree Report

D.2 – Transportation Assessment

D.3 – LADOT Inter-departmental Correspondence Letter dated July 12, 2024

D.4 – Noise Study

D.5 – Air Quality Study

D.6 – Department of Water and Power Letter dated March 21, 2024

D.7 – Historic Resources Assessment Report

D.8 – Barnsdall Park Viewshed Study

TREE REPORT

PREPARED FOR

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TREE REPORT

4773 Hollywood Blvd
Los Angeles, CA 90027

SUMMARY

PROJECT OVERVIEW	
Site Address	**4773 Hollywood Blvd, Los Angeles, CA 90027**
Location and/or Specific Plan	**East Hollywood**
Project Description	**Mixed-use development with commercial and multi-family housing**
Date of Site Visit	**July 29, 2024**
Number of Protected Trees on Site	**0**

This Tree Report was prepared at the request of the property owner, Barrister Square LLC, who is preparing to build a mixed-use development with commercial and multi-family housing on this property. The undeveloped subject property is approximately 28,472 square feet and is located in the East Hollywood area of Los Angeles.

PROTECTED TREES, URBAN FORESTRY DIVISION

This property is under the jurisdiction of the City of Los Angeles and guided by the Native Tree Protection Ordinance No. 186873. **Protected Trees** are defined by this ordinance as oaks (*Quercus* sp.) indigenous to California but excluding the scrub oak (*Quercus dumosa*); Southern California black walnut (*Juglans californica var. californica*); Western sycamore (*Platanus racemosa*) and California bay laurel (*Umbellularia californica*) trees with a diameter at breast height (DBH) of four inches (4") or greater. **Protected Shrubs** are defined as Mexican elderberry (*Sambucus mexicana*); Toyon (*Heteromeles arbutifolia*) which measure four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the shrub.

There are NO trees or shrubs on this property that would be considered protected within the City of Los Angeles Native Tree Protection Ordinance.

NEIGHBOR TREES

I have also inspected the neighboring properties to confirm there are no protected tree species that are adjacent to the construction zone, or in areas of impact.

CITY OF LOS ANGELES STREET TREES, URBAN FORESTRY DIVISION

There are four (4) trees located in the along the Hollywood Boulevard frontage that are considered **City of Los Angeles Street Trees.** Two trees are recommended for removal and two trees will be retained.

NON-PROTECTED SIGNIFICANT TREES, DEPARTMENT OF CITY PLANNING

The Department of City Planning requires the identification of the location, size, type and condition of all existing trees on the site with a DBH of 8 inches (8") or greater. These trees are identified as **Non-Protected Significant Trees.**

At this time, I observed no **Non-Protected Significant Trees** on the property.

ASSIGNMENT

The Assignment included:

- Field Observation and Inventory of Trees on Site
- Photographs of the subject trees are included in Appendix B
- Evaluation of potential construction impacts
- Matrix of proposed tree removals and trees to remain

LIMITS OF THE ASSIGNMENT

The field inspection was a visual, grade level tree assessment. No special tools or equipment were used. No tree risk assessments were performed. My site examination and the information in this report is limited to the date and time the inspection occurred. The information in this report is limited to the condition of the trees at the time of my inspection.

TREE CHARACTERISTICS AND SITE CONDITIONS

Detailed information with respect to size, condition, species and recommendations are included in the Summary of Field Inspections in Appendix C. The trees are numbered on the Tree Location Map in Appendix A.

IMPACT ANALYSIS AND SPECIFIC RECOMMENDATIONS

PARKWAY STREET TREES

City of Los Angeles Street Trees Podocarpus *(Podocarpus henkelii)* #1 and #2 located in the parkway perimeter on Hollywood Blvd are recommended for removal due to the required LADWP Transformer installation and staging requirements, along with tree clearance requirements to the sky.

This is the only suitable location for the DWP transformer and staging area to serve the project because of the site's elevation grade, and the 2035 Mobility Plan which required the driveway access to be relocated along Berendo Street, a secondary street compared to Hollywood Boulevard, a major boulevard.

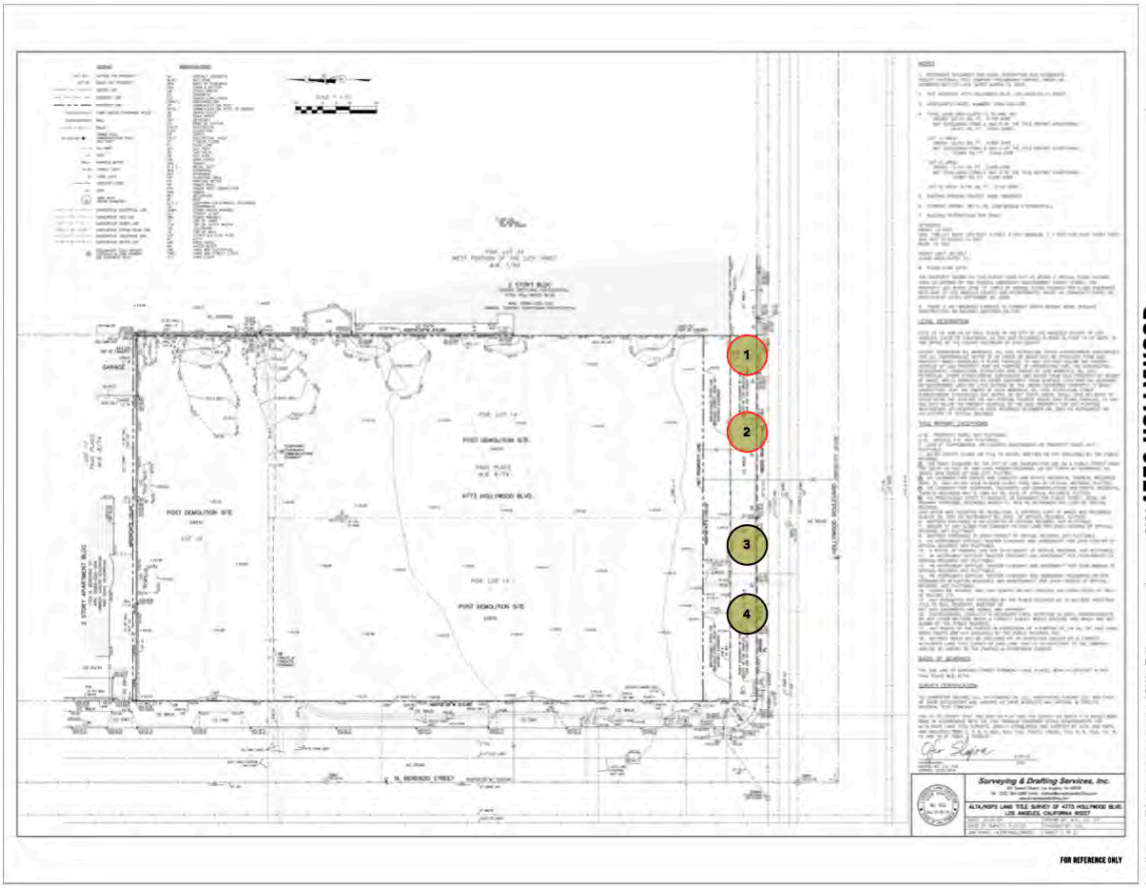
Due to DWP staging area clearance requirements during installation, two of the small Podocarpus trees would need to be removed. These removed street trees would be replaced in conformance Urban Forestry's replacement requirements.

These relatively small Podocarpus trees are recommended for removal and replacement to the satisfaction of the Urban Forestry Division.

City of Los Angeles Street Trees Podocarpus *(Podocarpus henkelii)* #3 and #4 located in the parkway perimeter on Hollywood Blvd will receive no impact and will be retained and protected in place.

APPENDIX A.1 - TREE LOCATION MAP, REDUCED Survey

Appendix A.1: Tree Locations on Project Survey



PROJECT SUMMARY	
Site Address	**4773 Hollywood Blvd**
Location	**East Hollywood**
Project Description	**Multi-family housing**

KEY

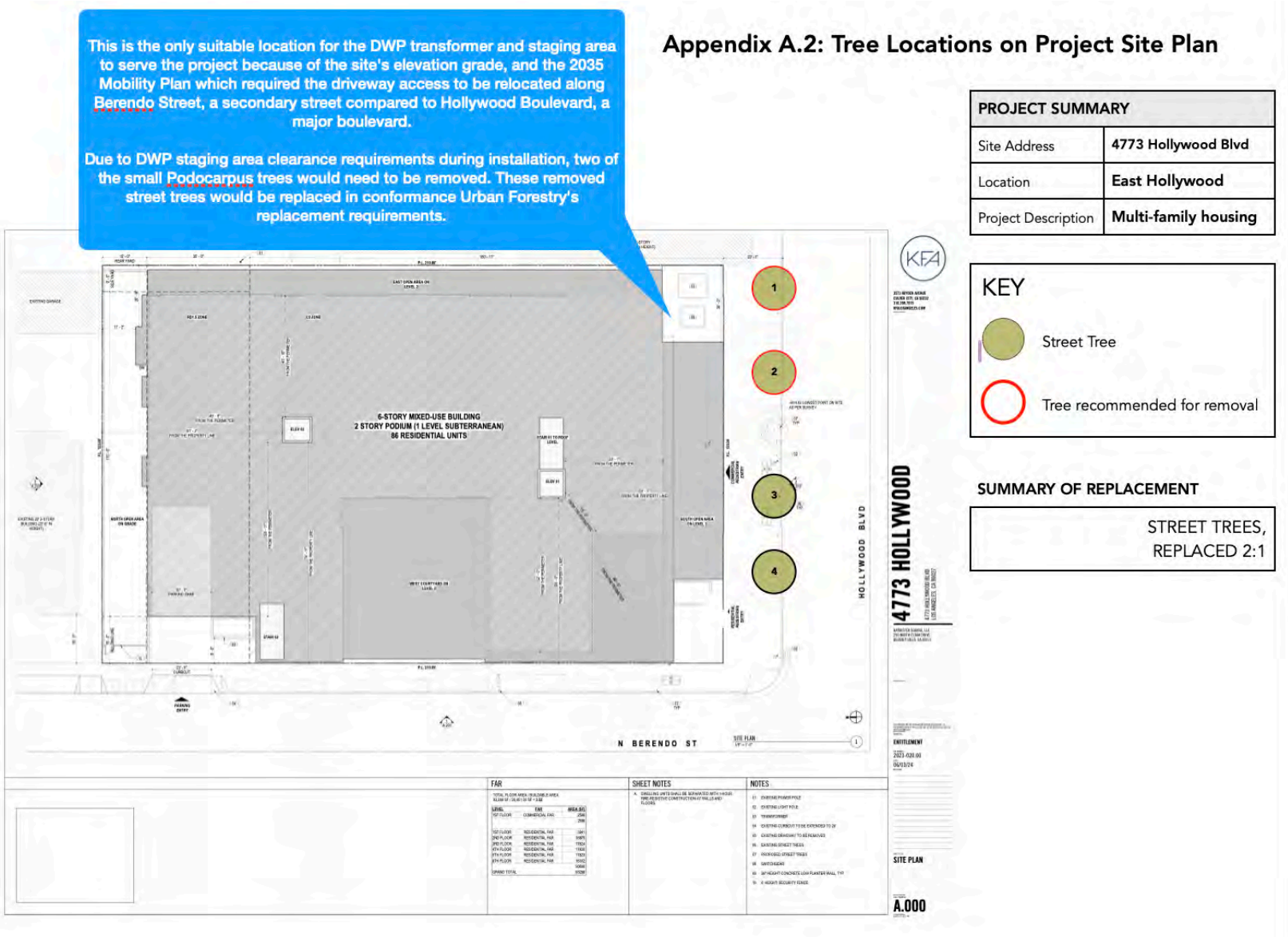
Street Tree

Tree recommended for removal

SUMMARY OF REPLACEMENT

STREET TREES, REPLACED 2:1

APPENDIX A.2 - TREE LOCATION MAP, REDUCED Site Plan



APPENDIX B - PHOTOGRAPHS



PHOTO 1 - City of Los Angeles Street Trees Podocarpus *(Podocarpus henkelii)* #1 and #2 located in the parkway perimeter on Hollywood Blvd are recommended for removal due to the required DWP staging requirements. the staging area from the Hollywood parking entrance to Berendo. Unfortunately, this new location does not offer enough space to meet DWP requirements. Furthermore, the one possible alternative location they evaluated was not appropriate for an electrical room nearby due to interference with the parking ramp alignment based on the site's grade.These relatively small Podocarpus trees are recommended for removal and replacement to the satisfaction of the Urban Forestry Division.

APPENDIX B - PHOTOGRAPHS



PHOTO 2 - City of Los Angeles Street Trees Podocarpus *(Podocarpus henkelii)* #3 and #4 located in the parkway perimeter on Hollywood Blvd will receive no impact and will be retained and protected in place.

APPENDIX B - PHOTOGRAPHS



PHOTO 3 - City of Los Angeles Street Trees Podocarpus *(Podocarpus henkelii)* #1 and #2 located in the parkway perimeter on Hollywood Blvd are recommended for removal due to the required DWP staging requirements.

APPENDIX B - PHOTOGRAPHS





PHOTO 4 - City of Los Angeles Street Trees Podocarpus *(Podocarpus henkelii)* #1 and #2 located in the parkway perimeter on Hollywood Blvd are recommended for removal due to the required DWP staging requirements.

APPENDIX B - PHOTOGRAPHS



PHOTO 5 - City of Los Angeles Street Trees Podocarpus *(Podocarpus henkelii)* #1 and #2 located in the parkway perimeter on Hollywood Blvd are recommended for removal due to the required DWP staging requirements.

APPENDIX B - PHOTOGRAPHS





PHOTO 6 - City of Los Angeles Street Trees Podocarpus *(Podocarpus henkelii)* #1 and #2 located in the parkway perimeter on Hollywood Blvd are recommended for removal due to the required DWP staging requirements.

APPENDIX B - PHOTOGRAPHS



PHOTO 7 - City of Los Angeles Street Trees Podocarpus *(Podocarpus henkelii)* #3 and #4 located in the parkway perimeter on Hollywood Blvd will receive no impact and will be retained and protected in place.

APPENDIX B - PHOTOGRAPHS



PHOTO 8 - City of Los Angeles Street Trees Podocarpus *(Podocarpus henkelii)* #3 and #4 located in the parkway perimeter on Hollywood Blvd will receive no impact and will be retained and protected in place.

APPENDIX B - PHOTOGRAPHS



PHOTO 9 - City of Los Angeles Street Trees Podocarpus *(Podocarpus henkelii)* #3 and #4 located in the parkway perimeter on Hollywood Blvd will receive no impact and will be retained and protected in place.

APPENDIX B - PHOTOGRAPHS





PHOTO 10 - City of Los Angeles Street Trees Podocarpus *(Podocarpus henkelii)* #3 and #4 located in the parkway perimeter on Hollywood Blvd will receive no impact and will be retained and protected in place. The interior portion of the canopy has dead needles, however the outside shows relative typical fair vigor.

APPENDIX C - SUMMARY OF FIELD INSPECTION

Rating Code: A = Excellent, B = Good, C = Fair, D = Poor, E = Nearly Dead, F = Dead

Tree #	Species	Status	DBH (")	Height (')	Spread (')	Summary of Condition	Retain or Remove
1	Podocarpus *Podocarpus henkelii*	Street - Parkway - Hollywood Blvd	7	20	15	C	Remove - LADWP Transformer Installation and Staging Clearance
2	Podocarpus *Podocarpus henkelii*	Street - Parkway - Hollywood Blvd	6	20	15	C	Remove - LADWP Transformer Installation and Staging Clearance
3	Podocarpus *Podocarpus henkelii*	Street - Parkway - Hollywood Blvd	7	20	15	C	Retain
4	Podocarpus *Podocarpus henkelii*	Street - Parkway - Hollywood Blvd	8	20	15	C	Retain

APPENDIX D - SUMMARY OF DATA

Table 2. Schedule of Proposed Removals

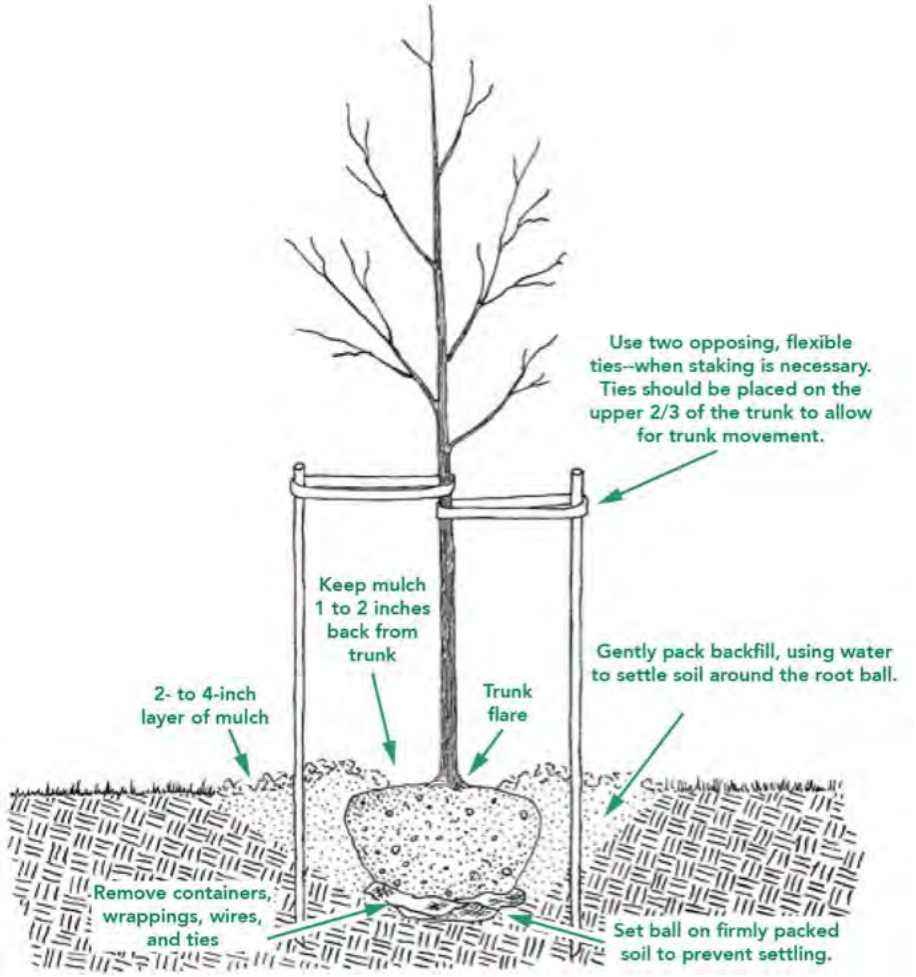
RECOMMENDATION

Tree #	Species	Status	Condition	Retain or Remove	Reason for Removal
1	Podocarpus *Podocarpus henkelii*	Street	Fair	Remove	Remove - LADWP Transformer Installation and Staging Clearance
2	Podocarpus *Podocarpus henkelii*	Street	Fair	Remove	Remove - LADWP Transformer Installation and Staging Clearance

Table 3. Summary of Replacement

	Existing Trees to Be Removed	Trees to be Planted in Replacement
CITY OF L.A. STREET TREES Replaced 2:1	2	4
TOTAL	**2**	**4**

NEW TREE PLANTING



The ideal time to plant trees and shrubs is during the dormant season, in the fall after leaf drop or early spring before budbreak. Weather conditions are cool and allow plants to establish roots in the new location before spring rains and summer heat stimulate new top growth. Before you begin planting your tree, be sure you have had all underground utilities located prior to digging.

If the tree you are planting is balled or bare root, it is important to understand that its root system has been reduced by 90 to 95 percent of its original size during transplanting. As a result of the trauma caused by the digging process, trees commonly exhibit what is known as transplant shock. Containerized trees may also experience transplant shock, particularly if they have circling roots that must be cut. Transplant shock is indicated by slow growth and reduced vigor following transplanting. Proper site preparation before and during planting coupled with good follow-up care reduces the amount of time the plant experiences transplant shock and allows the tree to quickly establish in its new location. Carefully follow nine simple steps, and you can significantly reduce the stress placed on the plant at the time of planting.

NEW TREE PLANTING, continued

1. Dig a shallow, broad planting hole. Make the hole wide, as much as three times the diameter of the root ball but only as deep as the root ball. It is important to make the hole wide because the roots on the newly establishing tree must push through surrounding soil in order to establish. On most planting sites in new developments, the existing soils have been compacted and are unsuitable for healthy root growth. Breaking up the soil in a large area around the tree provides the newly emerging roots room to expand into loose soil to hasten establishment.

2. Identify the trunk flare. The trunk flare is where the roots spread at the base of the tree. This point should be partially visible after the tree has been planted (see diagram). If the trunk flare is not partially visible, you may have to remove some soil from the top of the root ball. Find it so you can determine how deep the hole needs for proper planting.

3. Remove tree container for containerized trees. Carefully cutting down the sides of the container may make this easier. Inspect the root ball for circling roots and cut or remove them. Expose the trunk flare, if necessary.

4. Place the tree at the proper height. Before placing the tree in the hole, check to see that the hole has been dug to the proper depth and no more. The majority of the roots on the newly planted tree will develop in the top 12 inches of soil. If the tree is planted too deeply, new roots will have difficulty developing because of a lack of oxygen. It is better to plant the tree a little high, 1-2 inches above the base of the trunk flare, than to plant it at or below the original growing level. This planting level will allow for some settling.

5. Straighten the tree in the hole. Before you begin backfilling, have someone view the tree from several directions to confirm that the tree is straight. Once you begin backfilling, it is difficult to reposition the tree.

6. Fill the hole gently but firmly. Fill the hole about one-third full and gently but firmly pack the soil around the base of the root ball. Be careful not to damage the trunk or roots in the process. Fill the remainder of the hole, taking care to firmly pack soil to eliminate air pockets that may cause roots to dry out. To avoid this problem, add the soil a few inches at a time and settle with water. Continue this process until the hole is filled and the tree is firmly planted. It is not recommended to apply fertilizer at time of planting.

7. Stake the tree, if necessary. If the tree is grown properly at the nursery, staking for support will not be necessary in most home landscape situations. Studies have shown that trees establish more quickly and develop stronger trunk and root systems if they are not staked at the time of planting. However, protective staking may be required on sites where lawn mower damage, vandalism, or windy conditions are concerns. If staking is necessary for support, there are three methods to choose among: staking, guying, and ball stabilizing. One of the most common methods is staking. With this method, two stakes used in conjunction with a wide, flexible tie material on the lower half of the tree will hold the tree upright, provide flexibility, and minimize injury to the trunk (see diagram). Remove support staking and ties after the first year of growth.

8. Mulch the base of the tree. Mulch is simply organic matter applied to the area at the base of the tree. It acts as a blanket to hold moisture, it moderates soil temperature extremes, and it reduces competition from grass and weeds. A 2- to 3-inch layer is ideal. More than 3 inches may cause a problem with oxygen and moisture levels. When placing mulch, be sure that the actual trunk of the tree is not covered. Doing so may cause decay of the living bark at the base of the tree. A mulch-free area, 1 to 2 inches wide at the base of the tree, is sufficient to avoid moist bark conditions and prevent decay.

TREE MAINTENANCE AND PRUNING

Some trees do not generally require pruning. The occasional removal of dead twigs or wood is typical. Occasionally a tree has a defect or structural condition that would benefit from pruning. Any pruning activity should be performed under the guidance of a certified arborist or tree expert.

Because each cut has the potential to change the growth of the tree, no branch should be removed without a reason. Common reasons for pruning are to remove dead branches, to remove crowded or rubbing limbs, and to eliminate hazards. Trees may also be pruned to increase light and air penetration to the inside of the tree's crown or to the landscape below. In most cases, mature trees are pruned as a corrective or preventive measure.

Routine thinning does not necessarily improve the health of a tree. Trees produce a dense crown of leaves to manufacture the sugar used as energy for growth and development. Removal of foliage through pruning can reduce growth and stored energy reserves. Heavy pruning can be a significant health stress for the tree.

Yet if people and trees are to coexist in an urban or suburban environment, then we sometimes have to modify the trees. City environments do not mimic natural forest conditions. Safety is a major concern. Also, we want trees to complement other landscape plantings and lawns. Proper pruning, with an understanding of tree biology, can maintain good tree health and structure while enhancing the aesthetic and economic values of our landscapes.

Pruning Techniques – From the I.S.A. Guideline

Specific types of pruning may be necessary to maintain a mature tree in a healthy, safe, and attractive condition.

Cleaning is the removal of dead, dying, diseased, crowded, weakly attached, and low- vigor branches from the crown of a tree.

Thinning is the selective removal of branches to increase light penetration and air movement through the crown. Thinning opens the foliage of a tree, reduces weight on heavy limbs, and helps retain the tree's natural shape.

Raising removes the lower branches from a tree to provide clearance for buildings, vehicles, pedestrians, and vistas.

Reduction reduces the size of a tree, often for clearance for utility lines. Reducing the height or spread of a tree is best accomplished by pruning back the leaders and branch terminals to lateral branches that are large enough to assume the terminal roles (at least one-third the diameter of the cut stem). Compared to topping, reduction helps maintain the form and structural integrity of the tree.

TREE MAINTENANCE AND PRUNING, continued

How Much Should Be Pruned?

Mature trees should require little routine pruning. A widely accepted rule of thumb is never to remove more than one-quarter of a tree's leaf-bearing crown. In a mature tree, pruning even that much could have negative effects. Removing even a single, large- diameter limb can create a wound that the tree may not be able to close. The older and larger a tree becomes, the less energy it has in reserve to close wounds and defend against decay or insect attack. Pruning of mature trees is usually limited to removal of dead or potentially hazardous limbs.

Wound Dressings

Wound dressings were once thought to accelerate wound closure, protect against insects and diseases, and reduce decay. However, research has shown that dressings do not reduce decay or speed closure and rarely prevent insect or disease infestations. Most experts recommend that wound dressings not be used.

DISEASES AND INSECTS

Continual observation and monitoring of your tree can alert you to any abnormal changes. Some indicators are: excessive leaf drop, leaf discoloration, sap oozing from the trunk and bark with unusual cracks. Should you observe any changes, you should contact a Tree specialist or Certified Arborist to review the tree and provide specific recommendations. Trees are susceptible to hundreds of pests, many of which are typical and may not cause enough harm to warrant the use of chemicals. However, diseases and insects may be indication of further stress that should be identified by a professional.

GRADE CHANGES

The growing conditions and soil level of trees are subject to detrimental stress should they be changed during the course of construction. Raising the grade at the base of a tree trunk can have long-term negative consequences. This grade level should be maintained throughout the protected zone. This will also help in maintaining the drainage in which the tree has become accustomed.

INSPECTION

The property owner should establish an inspection calendar based on the recommendation provided by the tree specialist. This calendar of inspections can be determined based on several factors: the maturity of the tree, location of tree in proximity to high-use areas vs. low-use area, history of the tree, prior failures, external factors (such as construction activity) and the perceived value of the tree to the homeowner.

Assumptions and Limiting Conditions

No warranty is made, expressed or implied, that problems or deficiencies of the trees or the property will not occur in the future, from any cause. The Consultant shall not be responsible for damages or injuries caused by any tree defects, and assumes no responsibility for the correction of defects or tree related problems.

The owner of the trees may choose to accept or disregard the recommendations of the Consultant, or seek additional advice to determine if a tree meets the owner's risk abatement standards.

The Consulting Arborist has no past, present or future interest in the removal or retaining of any tree. Opinions contained herein are the independent and objective judgments of the consultant relating to circumstances and observations made on the subject site.

The recommendations contained in this report are the opinions of the Consulting Arborist at the time of inspection. These opinions are based on the knowledge, experience, and education of the Consultant. The field inspection was a visual, grade level tree assessment.

The Consulting Arborist shall not be required to give testimony, perform site monitoring, provide further documentation, be deposed, or to attend any meeting without subsequent contractual arrangements for this additional employment, including payment of additional fees for such services as described by the Consultant.

The Consultant assumes no responsibility for verification of ownership or locations of property lines, or for results of any actions or recommendations based on inaccurate information.

This Arborist report may not be reproduced without the express permission of the Consulting Arborist and the client to whom the report was issued. Any change or alteration to this report invalidates the entire report.

Should you have any further questions regarding this property, please contact me at (310) 663-2290.

Respectfully submitted,





Lisa Smith

Registered Consulting Arborist #464
ISA Board Certified Master Arborist #WE3782B
ISA Tree Risk Assessor Qualified- Instructor
American Society of Consulting Arborists, Member



DRAFT

TRANSPORTATION ASSESSMENT FOR 4773 HOLLYWOOD BOULEVARD

HOLLYWOOD, CALIFORNIA

MAY 2024

PREPARED FOR

LAZER PROPERTIES

PREPARED BY

Gibson
transportation consulting, inc.

DRAFT

TRANSPORTATION ASSESSMENT FOR 4773 HOLLYWOOD BLVD

HOLLYWOOD, CALIFORNIA

May 2024

Prepared for:

LAZER PROPERTIES

Prepared by:

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Ref: J2101

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Chapter 1
Introduction

This study presents the transportation assessment for the proposed mixed-use development (Project) located at 4773 Hollywood Boulevard (Project Site) in the *Hollywood Community Plan* (Los Angeles Department of City Planning [LADCP], 1988) (Hollywood Community Plan) and *Vermont/Western Transit Oriented District Specific Plan* (LADCP, Effective March 1, 2001) areas of the City of Los Angeles, California (City). The methodology and base assumptions used in the analysis were established in consultation with the Los Angeles Department of Transportation (LADOT).

PROJECT DESCRIPTION

The Project proposes a mixed-use development consisting of 86 apartment units (including 77 market-rate units and nine affordable units) and 2,596 square feet (sf) of ground floor commercial space. The Project Site is currently vacant.

The Project would include approximately 93 parking spaces within one subterranean and one ground-floor parking level. The Project would also provide bicycle parking spaces as required by the Los Angeles Municipal Code (LAMC), including approximately 49 long-term and eight short-term spaces. Primary vehicular access would be provided via one full access driveway along Berendo Street. The driveway would accommodate all turning maneuvers. Pedestrian and bicycle access would be provided separate from the vehicular access via individual residential lobby and retail entrances along the Project frontage.

The conceptual ground level Project site plan is illustrated in Figure 1A and the second level plan is shown in Figure 1B. Due to elevation changes in the Project Site, the vehicular driveway and some of the pedestrian and bicycle access points are shown on the second level.

PROJECT LOCATION

The Project Site is in City Council District 4 and is comprised of one Los Angeles County Assessor Parcel (Number 5589-030-030). As illustrated in Figure 2, the Project Site is bounded by residential and institutional uses to the north and east, Hollywood Boulevard to the south, and Berendo Street to the west. Hollywood Boulevard provides primary local and regional access to the Project Site. The Project Site is located approximately 1.25 miles east of the Hollywood Freeway (US 101), which provides regional transportation between downtown Los Angeles (approximately 4.00 miles southeast) and the San Fernando Valley (approximately 8.00 miles northwest). The nearest US 101 ramps are accessible via Hollywood Boulevard, located approximately 1.25 miles west of the Project Site, and via Santa Monica Boulevard, located approximately 1.04 miles southwest of the Project Site.

The Project is located within 0.25 miles of the Los Angeles County Metropolitan Transportation Authority (Metro) B Line Vermont/Sunset station. The fixed-rail Metro B Line travels between Union Station in downtown Los Angeles and North Hollywood at 12-minute intervals throughout the day. Additionally, transit is provided through the Project area by Metro bus stops serving Lines 2, 180, 182, 204, 206, 217, and 754 and LADOT Downtown Area Short Hop (DASH) bus stops serving the Hollywood Clockwise, Hollywood Counterclockwise, and Observatory/Los Feliz DASH lines at the Project study intersections.

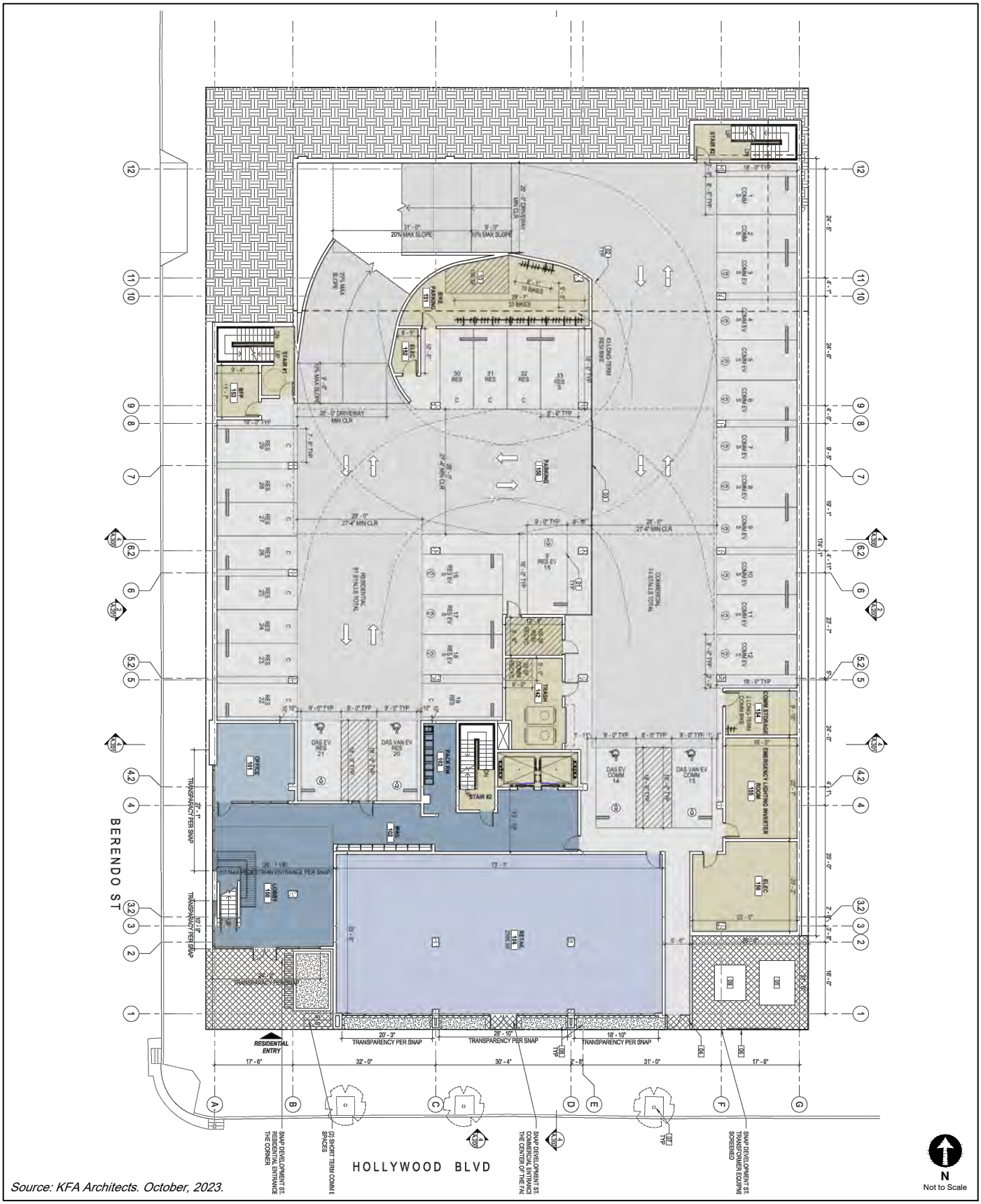
STUDY SCOPE

The scope of analysis for this study was developed in consultation with LADOT and is consistent with *Transportation Assessment Guidelines* (LADOT, August 2022) (TAG) and is in compliance with the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14, Section 15000 and following).

The base assumptions and technical methodologies (i.e., vehicle miles traveled [VMT], trip generation, study locations, analysis methodology, etc.) were identified and agreed to in a Transportation Assessment Memorandum of Understanding (MOU), which was reviewed and approved by LADOT in January 2024. A copy of the signed MOU is provided in Appendix A.

ORGANIZATION OF REPORT

This report is divided into six chapters, including this introduction. Chapter 2 describes the Project Context including the study area and existing and future cumulative transportation conditions. Chapter 3 presents the Project Traffic including the Project trip generation, trip distribution, and trip assignment. Chapter 4 details the CEQA Analysis of Transportation Impacts including TAG Thresholds T-1 through T-3 and the Freeway Safety Analysis. Chapter 5 details the Non-CEQA Transportation Analyses including the pedestrian, bicycle, and transit assessments, Project access, safety, and circulation assessments, residential street cut-through analysis, construction impact analysis, and parking analysis. Chapter 6 summarizes the analyses and study conclusions. The appendices contain supporting documentation, including the MOU that outlines the study scope and assumptions, and additional details supporting the technical analyses.



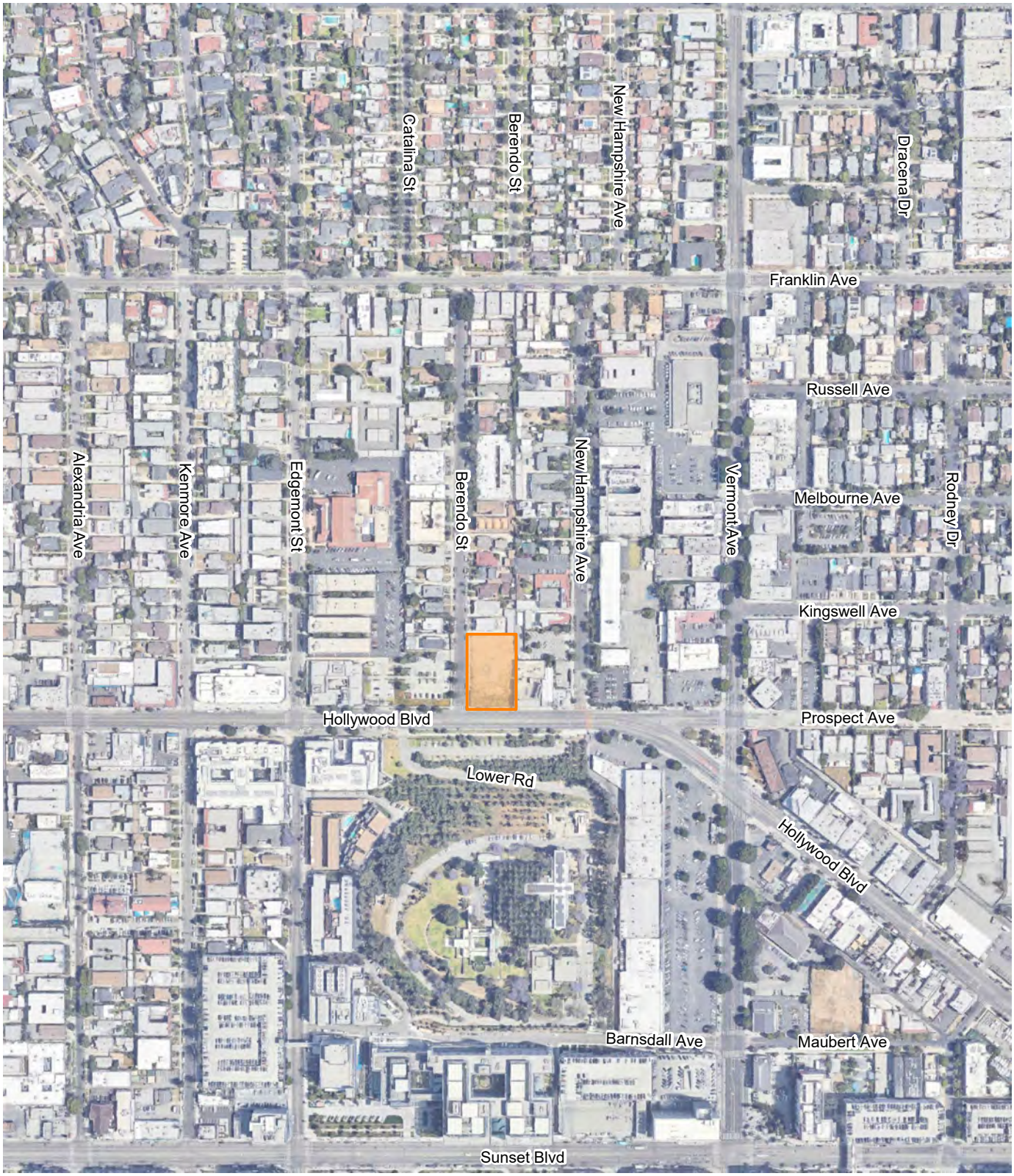
Source: KFA Architects. October, 2023.

PROJECT SITE PLAN GROUND FLOOR	FIGURE 1A



Source: KFA Architects. October, 2023.

PROJECT SITE PLAN SECOND FLOOR	FIGURE 1B



PROJECT SITE LOCATION

FIGURE 2

Chapter 2
Project Context

A comprehensive data collection effort was undertaken to develop a detailed description of existing and future conditions in the Project Study Area. The Existing Conditions analysis includes an assessment of the existing freeway and street systems, an analysis of traffic volumes and current operating conditions, and an assessment of the existing public transit service, as well as pedestrian and bicycle circulation, at the time of the MOU approval in January 2024. An inventory was made of lane configurations, signal phasing, parking restrictions, etc. for the analyzed intersections, along with peak period traffic counts, which are provided in Appendix B.

In addition, this Chapter contains a discussion of the future conditions detailing the assumptions used to develop the Future without Project Conditions in Year 2026, which correspond to anticipated occupancy of the Project.

STUDY AREA

The operational analysis Study Area includes four study intersections along Hollywood Boulevard and Franklin Avenue, as detailed in Table 1 and illustrated in Figure 3. The intersections were selected in consultation with LADOT based on the following factors identified in the TAG:

1. Primary Project driveway(s)
2. Intersections at either end of the block on which the Project is located or up to 600 feet from the primary Project driveway(s)
3. Unsignalized intersections that are adjacent to the Project site or that are expected to be integral to the Project's site access and circulation plan
4. Signalized intersections in proximity to the Project site where 100 or more net new Project trips would be added

The existing lane configurations at the analyzed intersections are illustrated in Figure 4.

EXISTING TRANSPORTATION CONDITIONS

Existing Street System

The existing street system in the Study Area consists of a regional roadway system including freeways, arterials, collector, and local streets that provide regional, sub-regional, or local access and circulation within the Study Area. These transportation facilities generally provide two to six travel lanes and usually allow parking on either side of the street. Typically, the speed limits range between 25 and 35 miles per hour (mph) on the streets and between 55 and 65 mph on freeways.

Street classifications are designated in *Mobility Plan 2035, An Element of the General Plan* (LADCP, September 2016) (Mobility Plan). The Mobility Plan defines specific street standards to provide an enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the Mobility Plan, street classifications are defined as follows:

- Freeways are high-volume, high-speed roadways with limited access provided by interchanges that carry regional traffic through and do not provide local access to adjacent land uses.
- Arterial Streets are major streets that serve through traffic, as well as provide access to major commercial activity centers. Arterials are divided into two categories:
    - Boulevards represent the widest Arterial Streets that typically provide regional access to major destinations and include two categories:
        - Boulevard I provides up to four travel lanes in each direction with a target operating speed of 40 mph, and generally includes a right-of-way (ROW) width of 136 feet and pavement width of 100 feet.
        - Boulevard II provides up to three travel lanes in each direction with a target operating speed of 35 mph, and generally includes a ROW width of 110 feet, and pavement widths of 80 feet.
    - Avenues are typically narrow arterials that pass through both residential and commercial areas and include three categories:
        - Avenue I provides up to two travel lanes in each direction with a target operating speed of 35 mph, with a ROW width of 100 feet and pavement width of 70 feet.

- Avenue II provides up to two travel lanes in each direction with a target operating speed of 30 mph, with a ROW width of 86 feet and pavement width of 56 feet.

- Avenue III provides up to two travel lanes in each direction with a target operating speed of 25 mph, with a ROW width of 72 feet and pavement width of 46 feet.

- Collector Streets are generally located in residential neighborhoods and provide access to and from Arterial Streets for local traffic and are not intended for cut-through traffic. They provide one travel lane in each direction with an operating speed of 25 mph, with a ROW width generally at 66 feet and pavement width of 40 feet.

- Local Streets are intended to accommodate lower volumes of vehicle traffic and provide parking on both sides of the street. They provide one travel lane in each direction with a target operating speed of 15 to 20 mph. Pavement widths may vary between 30-36 feet within a ROW width of 50-60 feet. Local Streets include two categories:

    - Continuous Local Streets connect to other streets at both ends.

    - Non-continuous Local Streets lead to a dead-end.

Primary regional access to the Project Site is provided by US 101 within the Study Area. The arterial providing access to the Project Site is Hollywood Boulevard. The following is a brief description of the roadways in the Study Area, including their classifications under the Mobility Plan:

Freeways

- US 101 – US 101 is a freeway that generally runs in the north-south direction and is located approximately 1.25 miles west of the Project Site. Nearest to the Study Area, US 101 provides four travel lanes in each direction. Access to and from US 101 is available via on- and off-ramps at Hollywood Boulevard, Sunset Boulevard, Fountain Avenue, and Santa Monica Boulevard.

Roadways

- Hollywood Boulevard – Hollywood Boulevard is a designated Avenue I and generally travels in the east-west direction within the Study Area. It is located along the southern boundary of the Project Site and provides four travel lanes, two lanes in each direction, with left-turn lanes at major intersections and a center turn lane. One-hour metered parking is generally available on the north side of the street between Berendo Avenue and New Hampshire Avenue within the Study Area. One-hour unmetered parking is generally available on the north side of the street west of Berendo Street. Travel lanes are typically

11 to 12 feet wide, and the approximate paved width of Hollywood Boulevard is 70 feet within the Study Area.

- Vermont Avenue – Vermont Avenue is a designated Modified Avenue II and generally travels in the north-south direction within the Study Area. It is located east of the Project Site and provides four travel lanes, two lanes in each direction, with left-turn lanes at major intersections. One-hour metered parking is generally available on both sides of the street within the Study Area. Travel lanes are typically 10 to 12 feet wide, and the approximate paved width of Vermont Avenue is 56 feet within the Study Area.

- Franklin Avenue – Franklin Avenue is a designated Modified Avenue III and generally travels in the east-west direction within the Study Area. It is located north of the Project Site and provides two travel lanes, one lane in each direction, with left-turn lanes at major intersections and a center turn lane. Bicycle routes are provided on both sides of Wilcox Avenue. Unmetered parking is generally available on both sides of the street within the Study Area. Travel lanes are typically 11 to 12 feet wide, and the approximate paved width of Franklin Avenue is 40 feet within the Study Area.

- Berendo Street – Berendo Street is a designated Local Street and generally travels in the north-south direction within the Study Area. It is located along the western boundary of the Project Site and provides two travel lanes, one lane in each direction. Unmetered parking is generally available on both sides of the street within the Study Area. Travel lanes are typically 11 to 12 feet wide, and the approximate paved width of Berendo Street is 36 feet within the Study Area.

- New Hampshire Avenue – New Hampshire Avenue is a designated Local Street and generally travels in the north-south direction within the Study Area. It is located east of the Project Site and provides two travel lanes, one lane in each direction. Unmetered parking is generally available on both sides of the street within the Study Area. Travel lanes are typically 11 to 12 feet wide, and the approximate paved width of New Hampshire Avenue is 36 feet within the Study Area.

The existing mobility facilities at each of the analyzed study intersections are illustrated in Figure 5, and the Mobility Plan street designations within the Study Area are illustrated in Figure 6.

Existing Pedestrian Facilities

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile. These attributes are quantified by WalkScore.com and assigned a score out of 100 points. With the various commercial businesses

and cultural facilities adjacent to residential neighborhoods, the walkability of the Project site is 94 points[1].

The existing pedestrian facilities provided at the study intersections are illustrated in Figure 5. As shown, sidewalk facilities are provided along all Project frontages.

Pedestrian destinations within 0.25 miles of the Project Site, including various commercial uses located along Hollywood Boulevard and Vermont Avenue, are illustrated in Figure 6.

Existing Bicycle System

Based on *2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element* (LADCP, adopted March 1, 2011) (2010 Bicycle Plan), the existing bicycle system consists of a limited network of bicycle lanes (Class II) and bicycle routes (Class III). Class II bicycle lanes are a component of street design with dedicated striping, separating vehicular traffic from bicycle traffic. Class III bicycle routes and bicycle-friendly streets are those where motorists and cyclists share the roadway and there is no separated striping for bicycle travel. Bicycle routes and bicycle-friendly streets are preferably placed on Collector and lower volume Arterial Streets. Bicycle routes with shared lane markings, or "sharrows", remind bicyclists to ride farther from parked cars to prevent collisions, increase awareness of motorists that bicycles may be in the travel lane, and shows bicyclists the correct direction of travel.

The components of the 2010 Bicycle Plan have been incorporated into the bicycle network of the Mobility Plan. The Mobility Plan consists of a Bicycle Enhanced Network (Low-Stress Network) (BEN) and a Bicycle Lane Network (BLN). The BEN is a subset of and supplement to the 2010 Bicycle Plan and is comprised of a network of streets that prioritize bicyclists and provide bicycle paths (Class I) and protected bicycle lanes (Class IV). Class IV protected bicycle lanes including cycle tracks, bicycle traffic signals, and demarcated areas to facilitate turns at intersections and along neighborhood streets, provide further protection from other travel lanes. Class IV networks often provide mini-roundabouts, cross-street stop signs, crossing islands at major intersection

[1] Walk Score (www.walkscore.com) rates the Project Site with a score of 94 of 100 possible points (scores accessed on November 13, 2023, for 4773 Hollywood Blvd). Walk Score calculates the walkability of specific addresses by considering the ease of living in the neighborhood with a reduced reliance on automobile travel.

crossings, improved street lighting, bicycle boxes, and bicycle-only left-turn pockets. Once implemented, these facilities would offer a safer environment for both cyclists and motorists. The BLN consists of Class II bicycle lanes with striped separation from motorized vehicle traffic and Class III bicycle lanes (sharrows).

There are currently Class III bicycle routes along Franklin Avenue.

Existing Transit System

The Project Study Area is served by bus and rail lines operated by Metro and LADOT. Figure 7 illustrates the existing transit service and transit stops within the Study Area.

Table 2 summarizes the transit lines operating in the Study Area for each of the service providers in the region, including the type of service (peak vs. off-peak, express vs. local) and the frequency of service between 6:00 AM and 9:00 AM and between 3:00 PM and 7:00 PM, the morning and evening transit peak periods as defined by the City and the Southern California Association of Governments (SCAG).

The Project is located within 0.5 miles of a High-Quality Transit Corridor, which is defined by SCAG as a single corridor with bus service with at least 15-minute frequency in at least one direction during the transit peak periods. Metro Line 180 on Hollywood Boulevard and Metro Line 206 on Normandie Avenue meet the criteria, as detailed in Table 2.

Many of the public transit stops in the vicinity of the Project Site are not equipped with shelters for rain or shade, but some do have benches and are shaded by trees. For example, three of the four stops at Franklin Avenue & Vermont Avenue, have benches and are shaded by either trees or a rain shelter. However, one of the three stops at Prospect Avenue & Vermont Avenue has both a rain shelter and a bench, one has only a bench, and one has neither a bench nor a rain shelter.

Vision Zero

As described in the City's *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (August 2015), Vision Zero is a traffic safety policy that promotes strategies to eliminate transportation-related collisions that result in severe injury or death. Vision Zero has identified the High Injury Network (HIN), a network of streets included based on collision data from the last five years, where strategic investments will have the biggest impact in reducing death and severe injury. Hollywood Boulevard adjacent to the Project Site has been identified as part of the HIN. In addition, Franklin Avenue and Vermont Avenue, within the Study Area, are also identified as part of the HIN.

Existing Traffic Volumes

Intersection turning movement counts were collected at four study intersections in November 2023 on a day when schools were in session. The Existing Conditions (2023) peak hour traffic volumes are shown in Figure 8 and the full traffic count data is provided in Appendix B.

FUTURE CUMULATIVE TRANSPORTATION CONDITIONS

The forecast of Future without Project Conditions was prepared in accordance with procedures outlined in the TAG. Specifically, two requirements are provided for developing the cumulative traffic volume forecast:

> "The Transportation Assessment must estimate ambient traffic conditions for the study horizon year selected during the scoping phase and recorded in the executed MOU. The study must clearly identify the horizon year and annual ambient growth rate used for the study. The horizon year should align with the development project's expected completion year. For development projects constructed in phases over several years, the Transportation Assessment should analyze intermediary milestones before the buildout and completion of the project. The annual ambient growth rate shall be determined by LADOT staff during the scoping process and can be based on an adopted TSP, the most recent SCAG regional transportation model, the citywide transportation model, or other empirical information approved by LADOT.
>
> "The Transportation Assessment must consider related projects. For related development projects, this should include the associated trip generation for known development

> projects within one-half mile (2,640 foot) radius of the project site and one-quarter mile (1,320 foot) radius of the farthest outlying study intersections. Consultation with the Department of City Planning and LADOT may be required to compile the related projects list. The City's ZIMAS database can be used to assist in identifying development projects that have submitted applications to the City of Los Angeles. Project access and circulation constraints would be determined by adding project-generated trips to future base traffic volumes including ambient growth and related projects and conducting the operational analysis."

The ambient growth factor discussed below likely includes some traffic increases resulting from the Related Projects. Therefore, through some inherent double counting of vehicles, the traffic analysis provides a highly conservative estimate of Future without Project traffic volumes.

The Future without Project traffic volumes, therefore, include ambient growth, which reflects increases in traffic due to regional growth and development outside the Study Area, as well as traffic generated by ongoing or entitled projects near or within the Study Area.

Ambient Traffic Growth

Existing traffic is expected to increase because of regional growth and development outside the Study Area. Based on discussions with LADOT during the MOU process, an ambient growth factor of 1% per year compounded annually was applied to be conservative by adjusting the existing traffic volumes to reflect the effects of the regional growth and development by Year 2026. The total adjustment applied over the three-year period between Year 2023 and the anticipated buildout year of the Project was 3.03%. This growth factor accounts for increases in traffic due to potential projects plus projects not yet proposed and projects located outside the Study Area.

Related Projects

In accordance with the TAG, this study also considered the effects of the Project on other developments either proposed, approved, or under construction (collectively, the Related Projects). Including this analytical step, the potential impact of the Project is evaluated within the context of past, present, and probable future developments capable of producing cumulative impacts. In

accordance with the procedures outlined in the TAG, Related Projects within 1.0 miles of the Project Site and within 0.25 miles of the farthest outlying study intersection were considered for analysis. The list of Related Projects is based on information provided by LADCP and LADOT in November 2023, as well as recent studies of development projects in the area. The Related Projects are detailed in Table 3 and their approximate locations illustrated in Figure 9. Though the buildout years of many of the Related Projects are uncertain and may be well beyond the buildout year of the Project, and notwithstanding that some may never be approved or developed, each was considered as part of this Study and conservatively assumed to be completed by the Project buildout Year 2026. Therefore, the traffic growth due to the development of Related Projects considered in this analysis is highly conservative and, by itself, substantially overestimates the actual traffic volume growth in the Hollywood area that would likely occur in the next three years prior to Project buildout. With the addition of the 1% per year ambient growth factor previously discussed, the Future without Project Condition is even more conservative.

In addition, the list of Related Projects includes the City's draft update to the Hollywood Community Plan, which is currently in the approval stage. Based on information available from the City, the updated Hollywood Community Plan will propose updates to land use policies and plans that would primarily increase commercial and residential development potential in and near the Regional Center Commercial portion of the community and along selected corridors in the Hollywood Community Plan area. Corresponding decreases in development potential would be primarily focused on low- to medium-scale multi-family residential neighborhoods to conserve existing density and intensity of those neighborhoods. The Hollywood Community Plan update, once adopted, will be a long-range plan designed to accommodate population, housing, and employment growth in Hollywood until Year 2040. Only the initial period of any such projected growth, which is accounted for in the ambient growth factor, would overlap with the Project's future baseline forecast, as the Project would be completed in Year 2026, prior to the update to the Hollywood Community Plan's horizon year.

The projected growth reflected by the list of Related Projects, which is a conservative assumption, as discussed above, accounts for any overlapping growth that may be assumed by the updated Hollywood Community Plan upon its adoption. With the addition of the ambient growth factor previously discussed, the Future without Project Conditions traffic volumes are even more conservative. Using these assumptions, the potential operational traffic impacts of the Project were evaluated. The development of estimated traffic volumes added to the study intersections due to

Related Projects involves the use of a three-step process: trip generation, trip distribution, and trip assignment.

Trip Generation. Trip generation estimates for the Related Projects were provided by LADOT or were calculated using a combination of previous study findings and the trip generation rates contained in the latest Institute of Transportation Engineers' (ITE) trip generation manual. The Related Projects trip generation estimates detailed in Table 3 are conservative in that they do not in every case account for either the trips generated by the existing uses to be removed or the likely use of other travel modes (e.g., transit, bus, bicycling, walking, carpool, etc.) Further, in many cases, they do not account for the internal capture trips within a multi-use development or for the interaction of trips between multiple Related Projects, in which one Related Project serves as the origin for a trip destined for another Related Project.

Trip Distribution. The geographic distribution of the traffic generated by the Related Projects is dependent on several factors. These include the type and density of the proposed land uses, the geographic distribution of the population from which the employees/residents and potential patrons of the proposed developments are drawn, and the location of these projects in relation to the surrounding street system. These factors are considered along with logical travel routes through the street system to develop a reasonable pattern of trip distribution.

Trip Assignment. The trip generation estimates for the Related Projects were assigned to the local street system using the trip distribution pattern described above. Figure 10 illustrates the peak hour traffic volumes associated with these Related Projects at the four study intersections.

Future without Project Traffic Volumes

The Future without Project Conditions peak hour traffic volumes include the combination of Existing Conditions traffic volumes, ambient growth to Year 2026, and Related Project traffic. These volumes at the four study intersections are illustrated in Figure 11.

Future Roadway Improvements

The analysis of Future Conditions considered roadway improvements that were funded and reasonably expected to be implemented prior to the buildout of the proposed Project. Any roadway improvement that would result in changes to the physical configuration at the study intersections would be incorporated into the analysis. Other proposed traffic/trip reduction strategies such as transportation demand management (TDM) programs for individual buildings and developments were omitted from the Future Conditions analyses. The following plans were evaluated for their potential effects on the future roadway configurations.

Mobility Plan. In the Mobility Plan, the City identifies key corridors as components of various "mobility-enhanced networks." Each network is intended to focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The only specific improvements that have been identified are found in the Hollywood Boulevard Safety and Mobility Project that will install continental crosswalks at the Berendo Street and New Hampshire Avenue intersections with Hollywood Boulevard, however, no lane configurations would change as a result of these improvements; therefore, no changes to intersection lane configurations were made because of the Mobility Plan. However, the following mobility-enhanced networks included corridors within the Study Area, as well as other within 0.25 miles of the Project Site, and are illustrated in Figure 12:

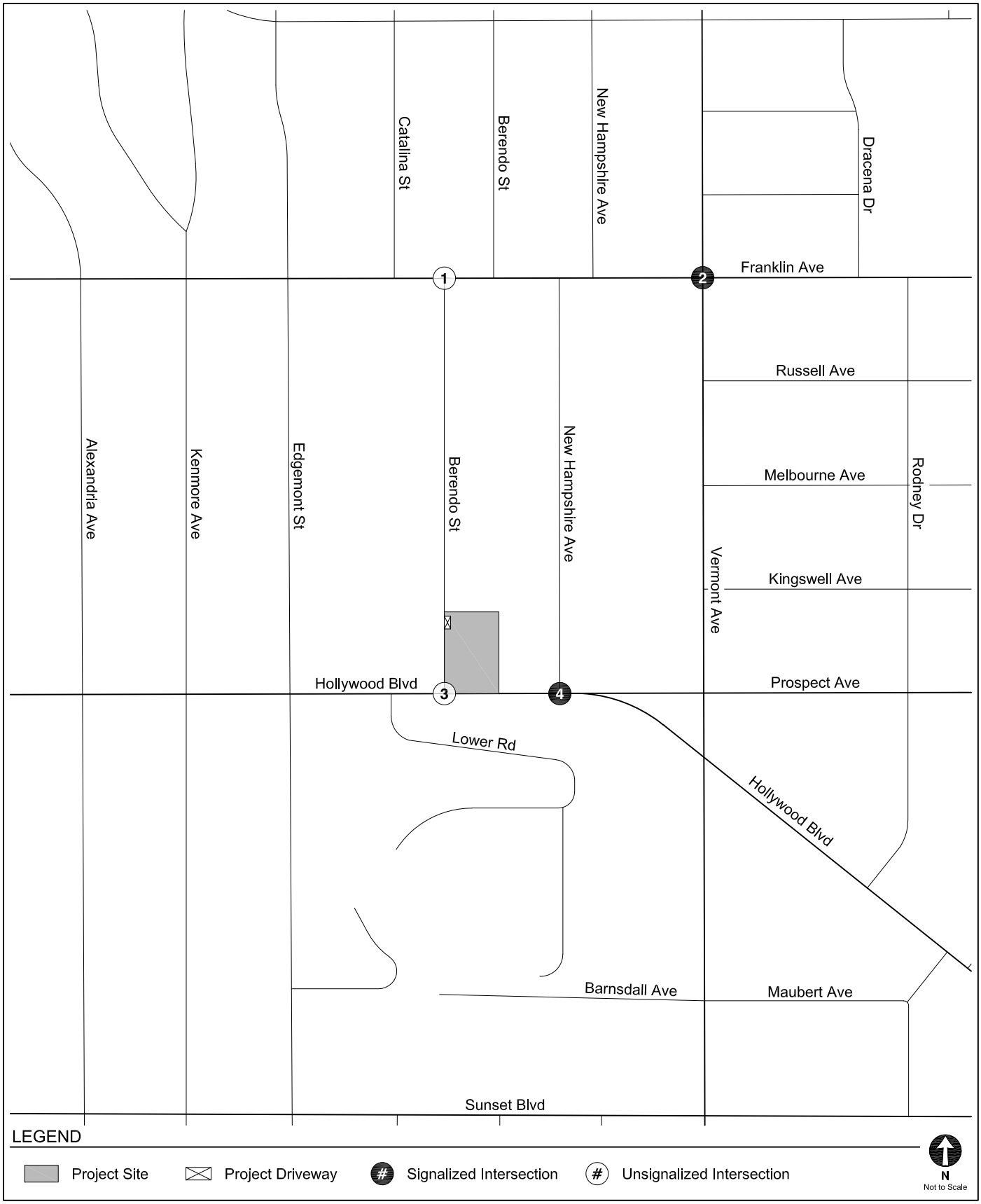
- Transit Enhanced Network (TEN): The TEN aims to improve existing and future bus services through reliable and frequent transit service to increase transit ridership, reduce single-occupancy vehicle trips, and integrate transit infrastructure investments within the surrounding street system. Within the Study Area, Hollywood Boulevard and Vermont Avenue are designated as part of the TEN.

- Neighborhood Enhanced Network (NEN): The NEN reflects the synthesis of the bicycle and pedestrian networks and serves as a system of Local Streets that are slow moving and safe enough to connect neighborhoods through active transportation. Within the Study Area, Franklin Avenue is designated part of the NEN.

- BLN/BEN: Within the Study Area, Vermont Avenue has been identified as part of the BLN, and Hollywood Boulevard has been identified as part of the BEN.

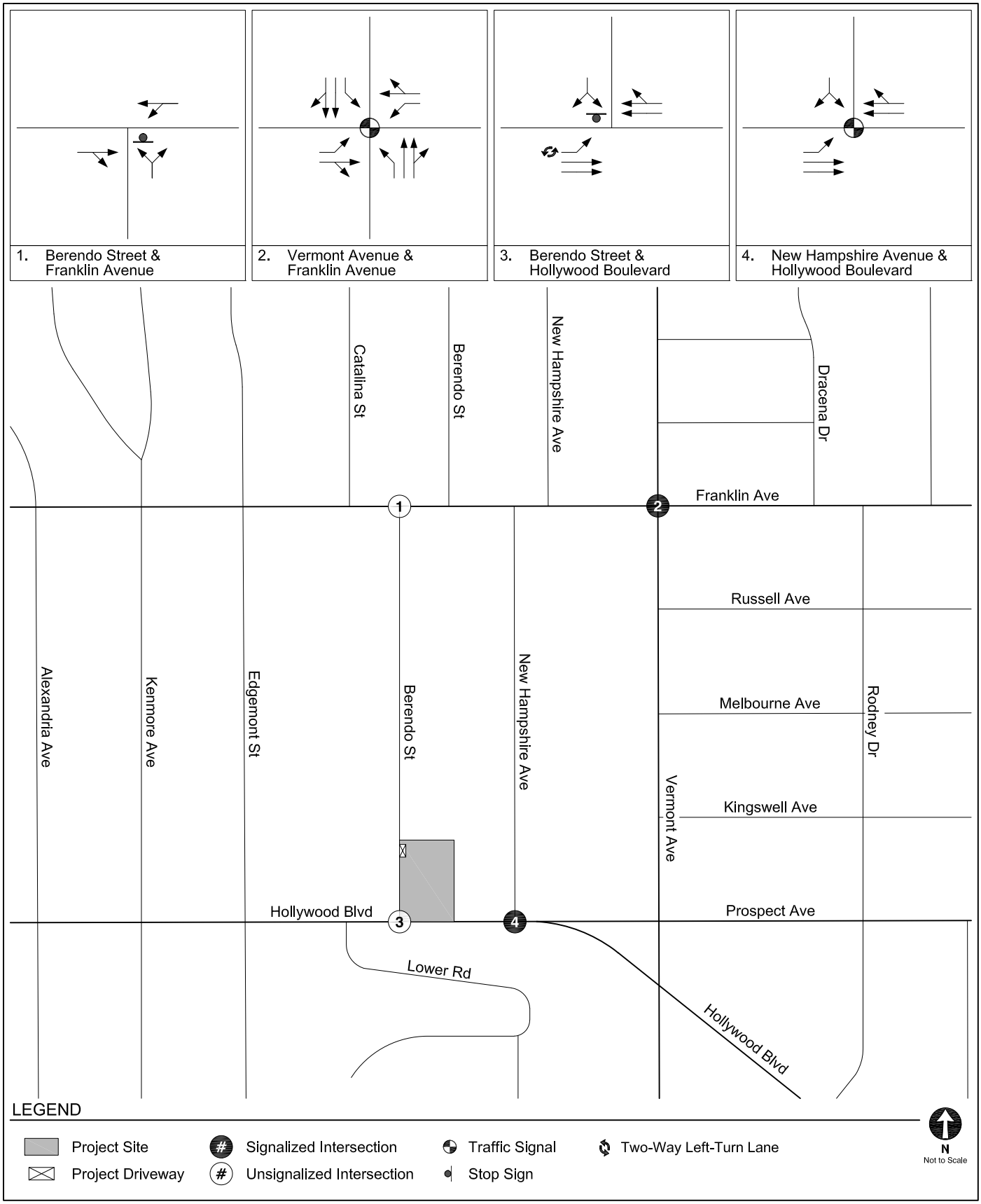
- Pedestrian Enhanced District (PED): The Mobility Plan aims to promote walking to reduce the reliance on automobile travel by providing more attractive and pedestrian-friendly sidewalks, as well as adding pedestrian signalizations, street trees, and pedestrian-oriented design features. Several streets within the Study Area, including Hollywood Boulevard, Vermont Avenue, and Franklin Avenue, are designated PEDs, where pedestrian improvements could be prioritized to provide better connectivity to and from major destinations within communities.

Safe Routes to School (SRTS). The SRTS program seeks to enhance pedestrian safety and comfort on routes to and from school. The program invests in "school zone projects, neighborhood street projects and traffic safety education" and includes improvements such as continental and scramble crosswalks, curb extensions and ramps, rectangular rapid flashing beacons, traffic signals, and bicycle facilities. The nearest school to the Project Site is Loz Feliz Elementary School, approximately 500 feet east of the Project Site. As illustrated in Figure 5, the Loz Feliz Elementary School SRTS Plan has installed several infrastructure improvements projects along Hollywood Boulevard and Vermont Avenue, including high visibility crosswalks at New Hampshire Avenue & Hollywood Boulevard. No additional SRTS improvements are planned or proposed in the Project area.



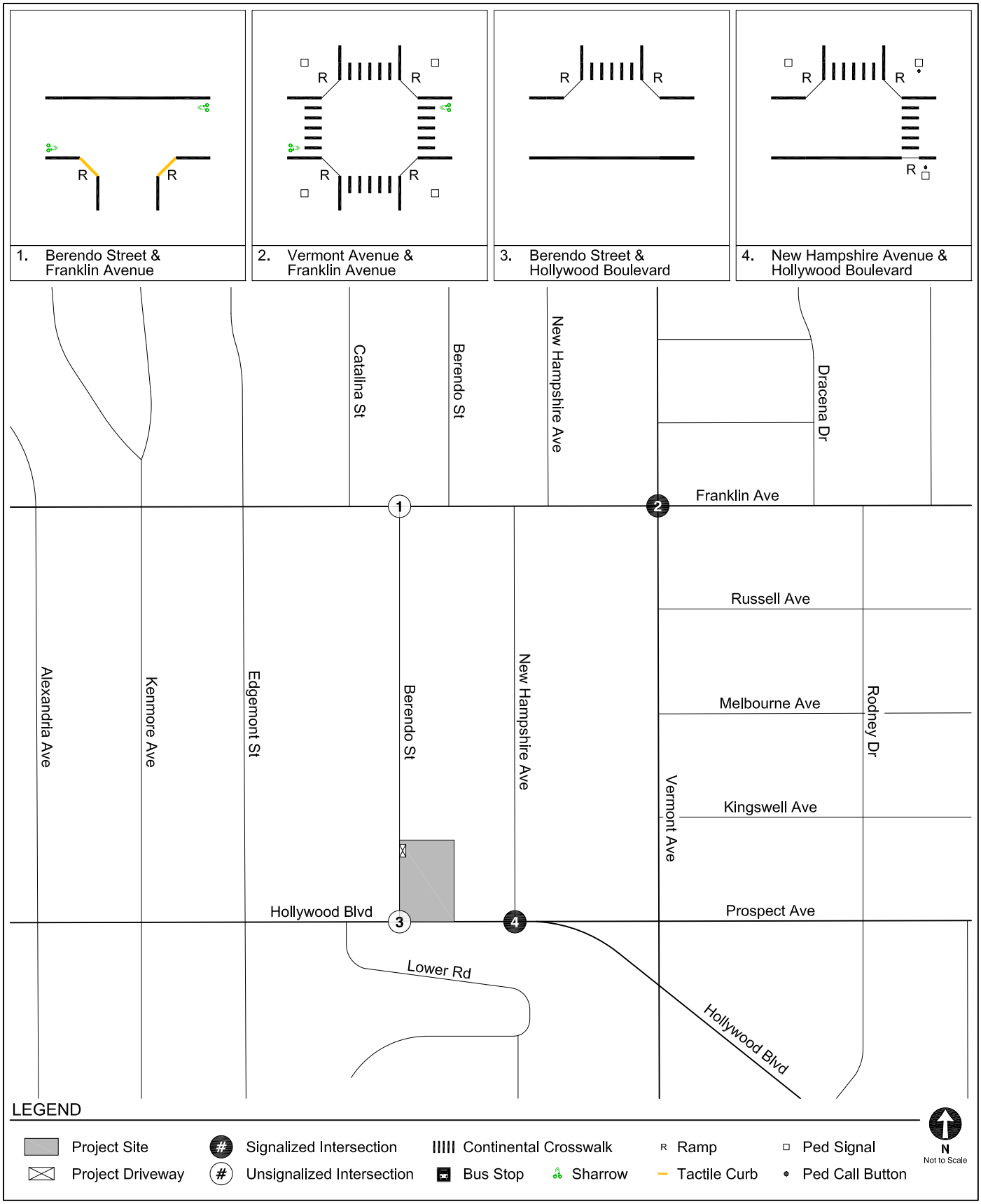
STUDY AREA AND ANALYZED INTERSECTIONS

FIGURE 3



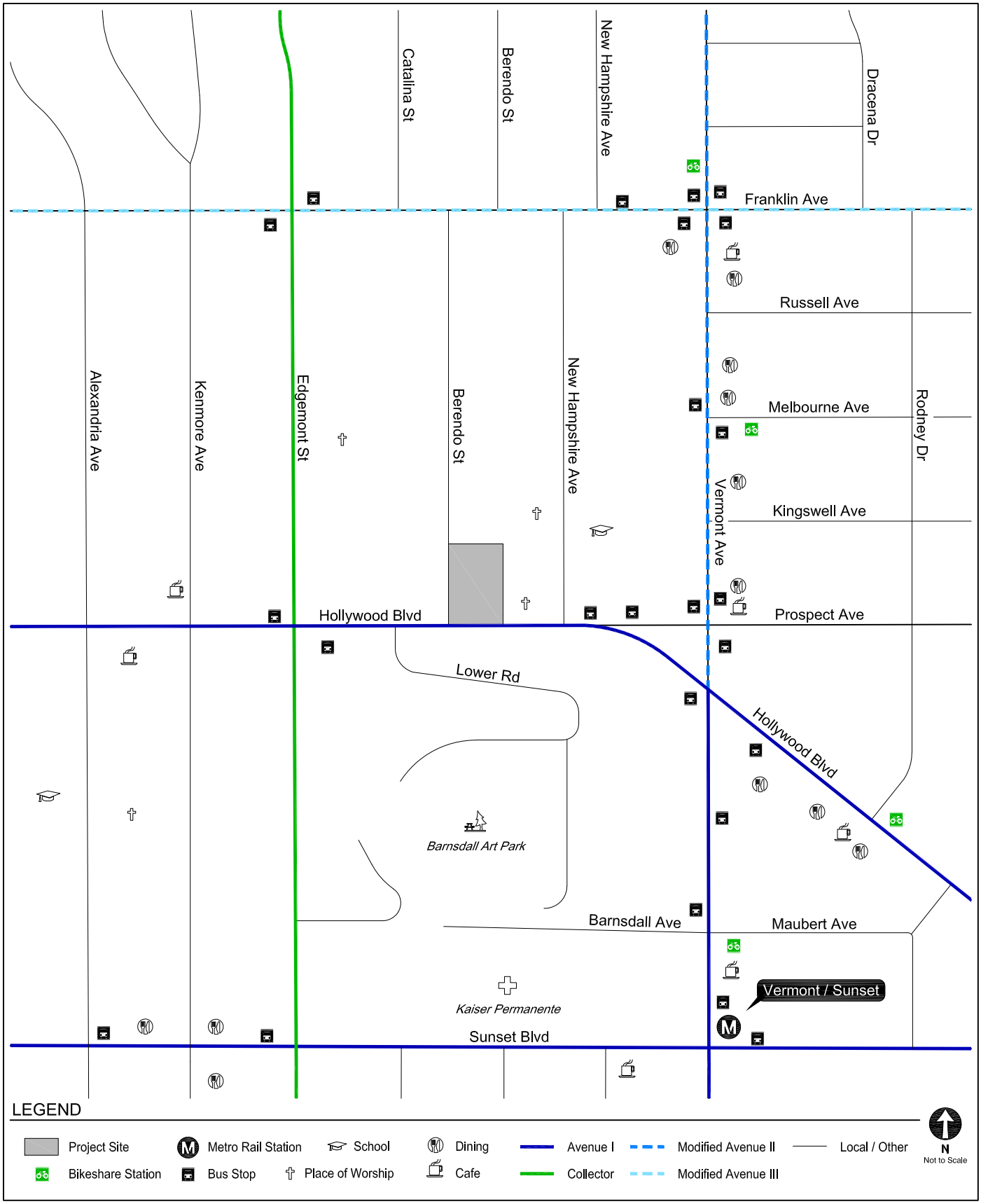
INTERSECTION LANE CONFIGURATIONS

FIGURE 4



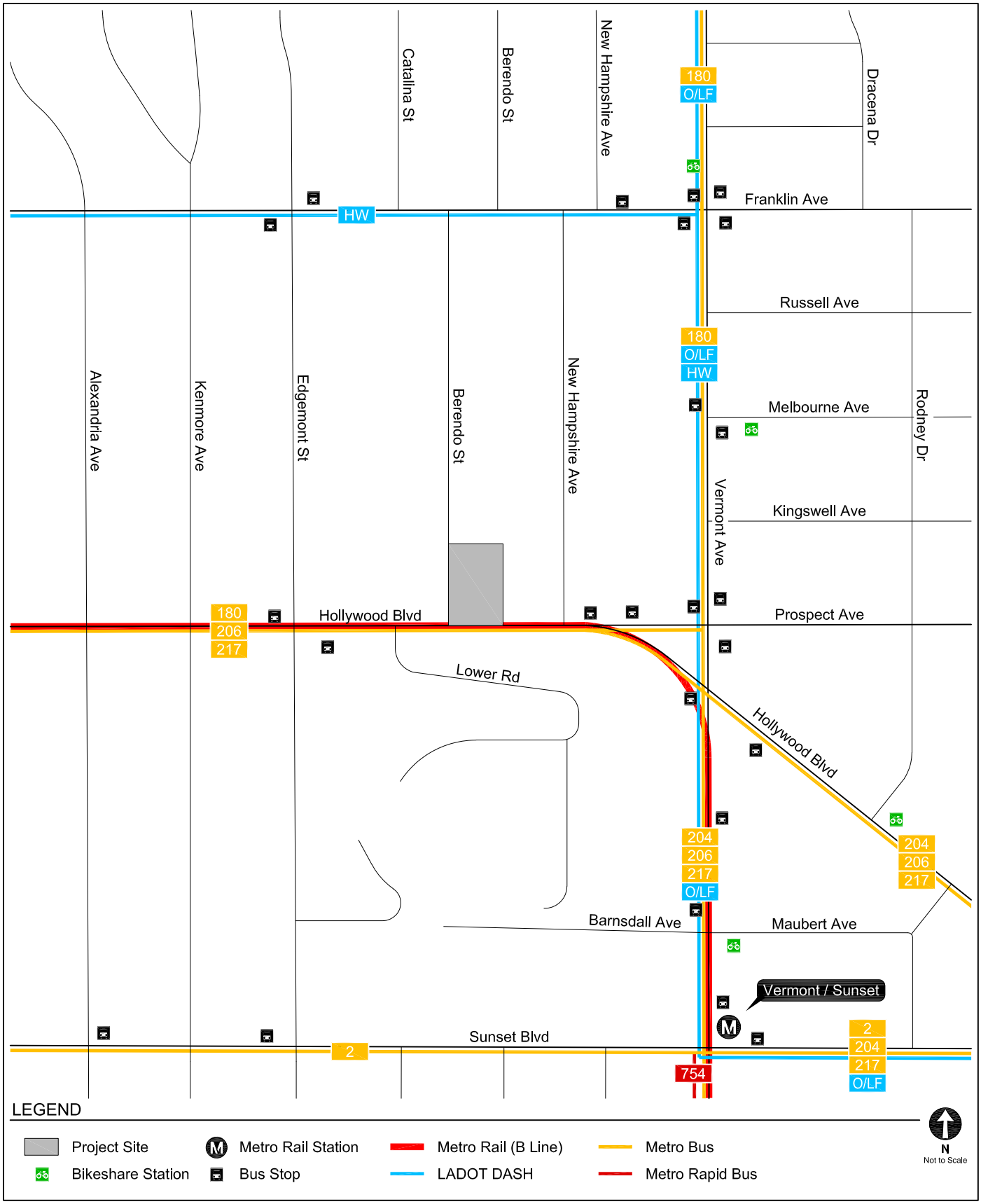
EXISTING INTERSECTION MOBILITY FACILITIES

FIGURE 5



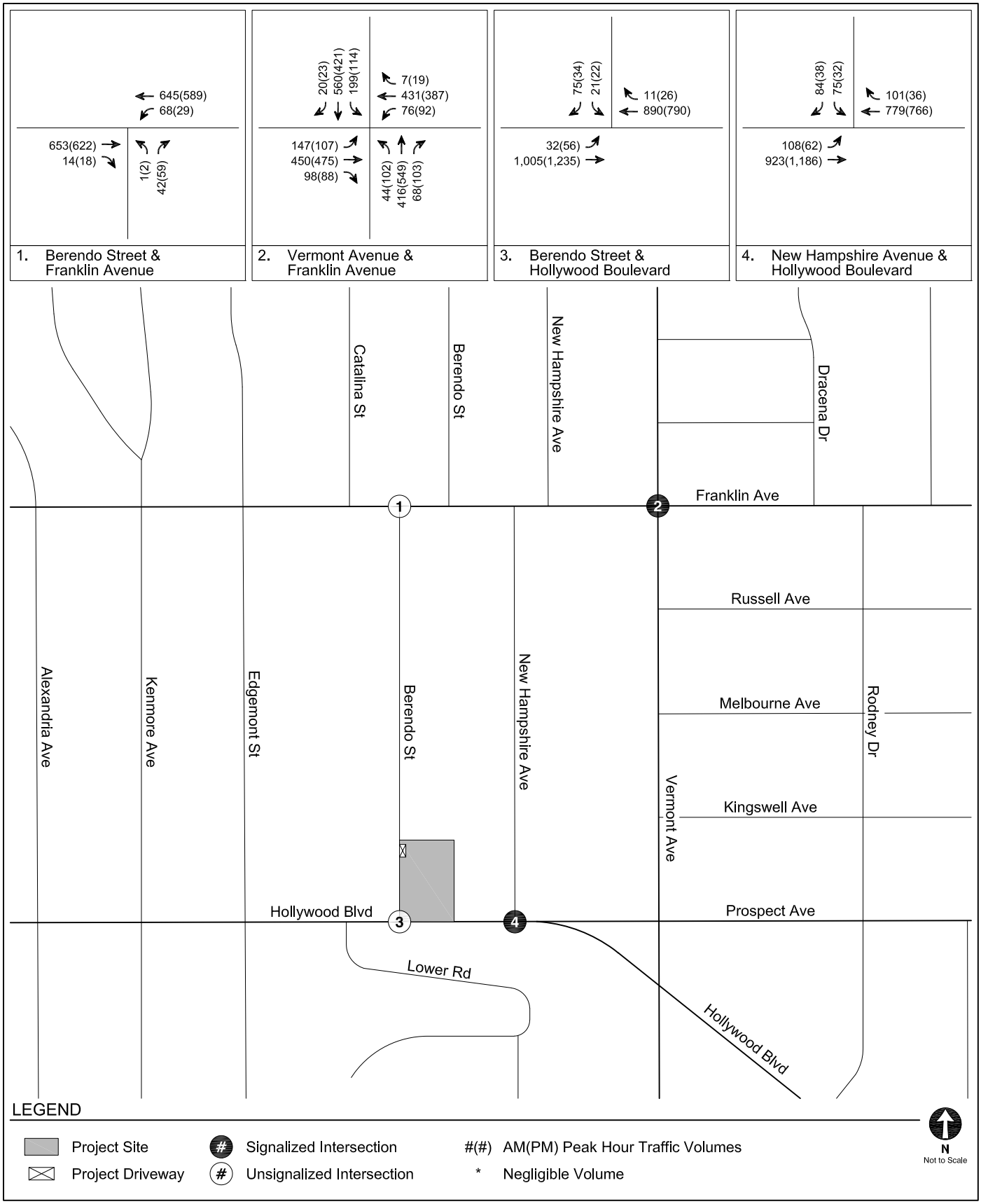
EXISTING TRANSPORTATION DESIGNATIONS AND PEDESTRIAN DESTINATIONS

FIGURE 6



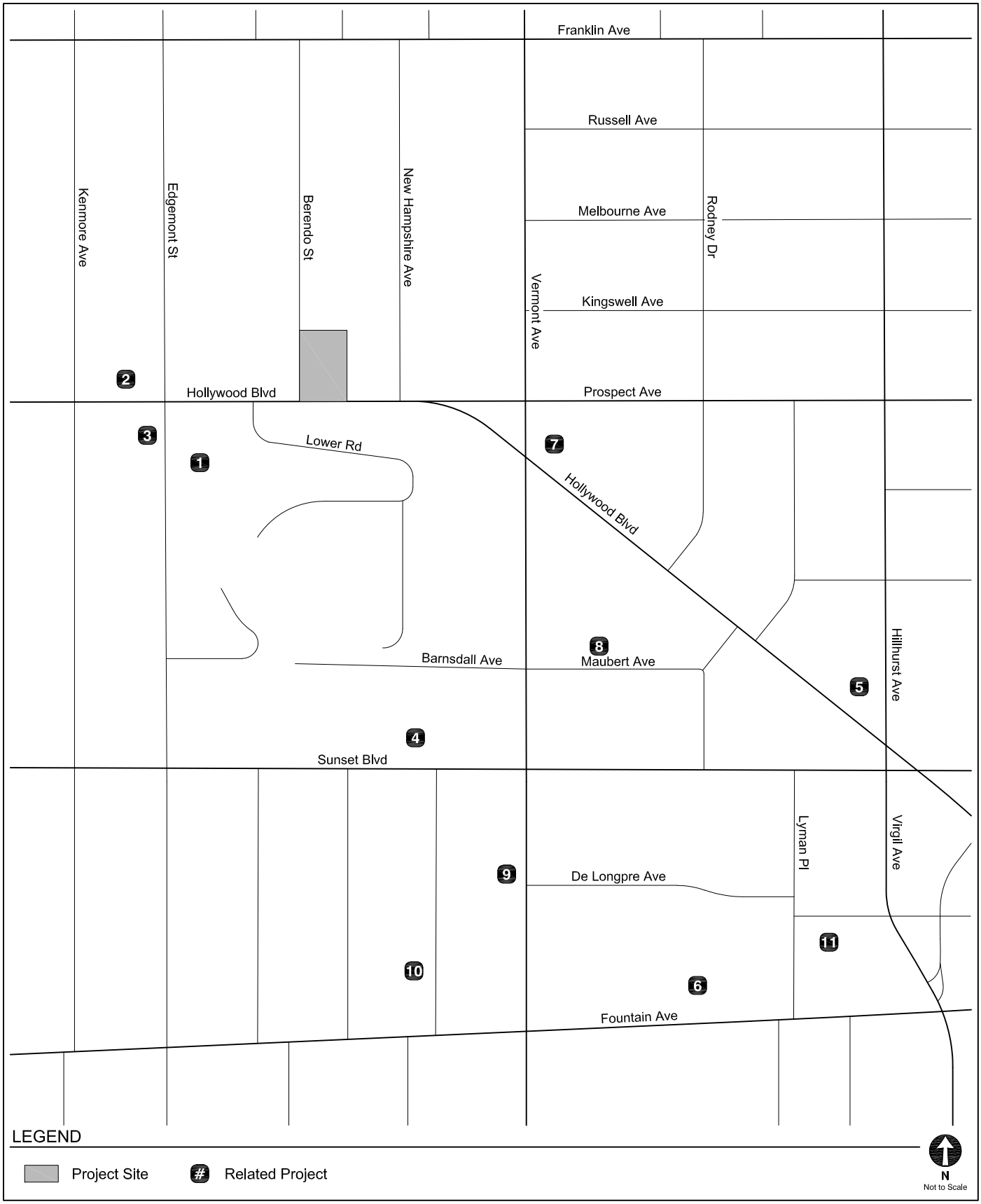
EXISTING TRANSIT SERVICE

FIGURE 7



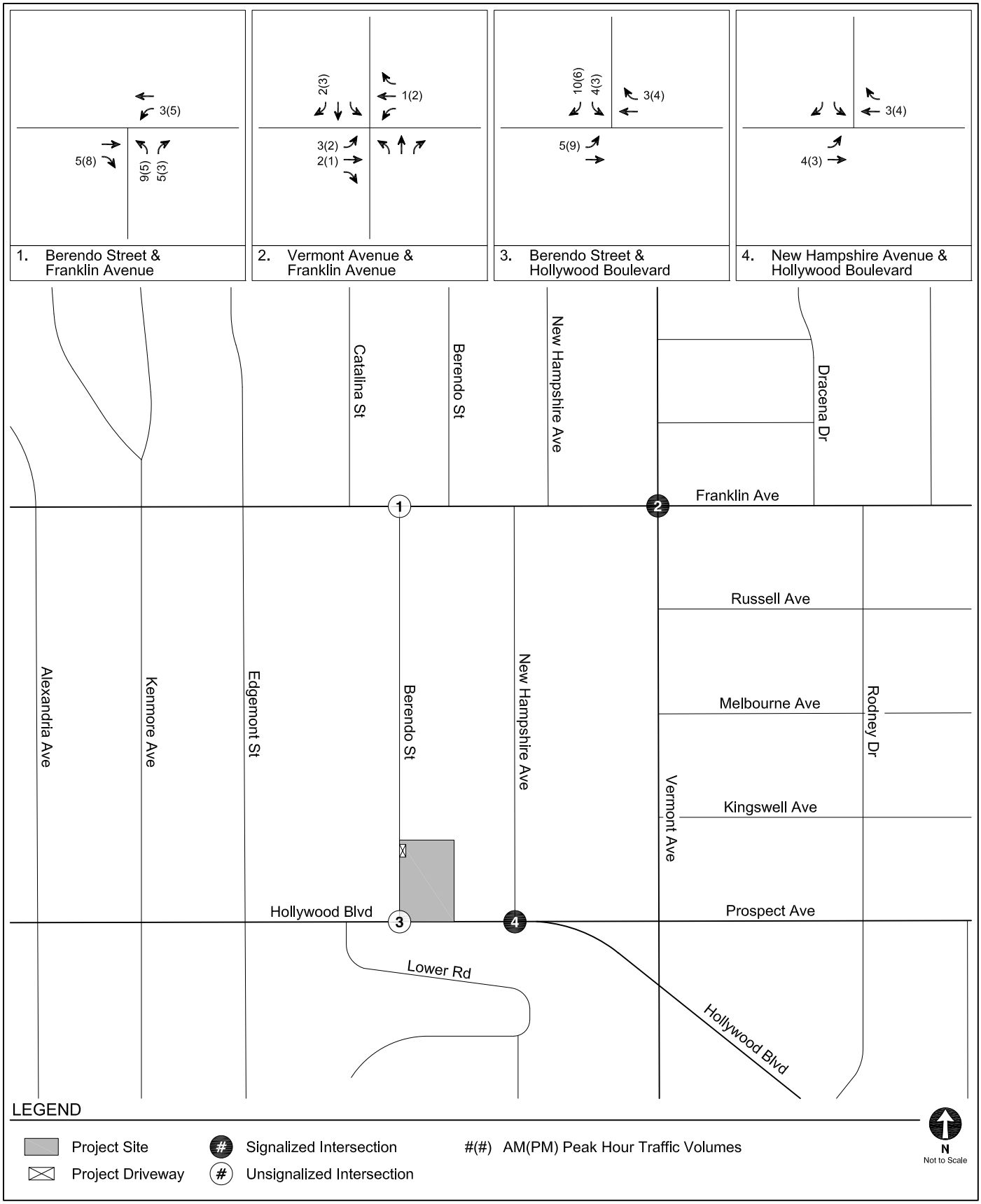
EXISTING CONDITIONS (YEAR 2023)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 8



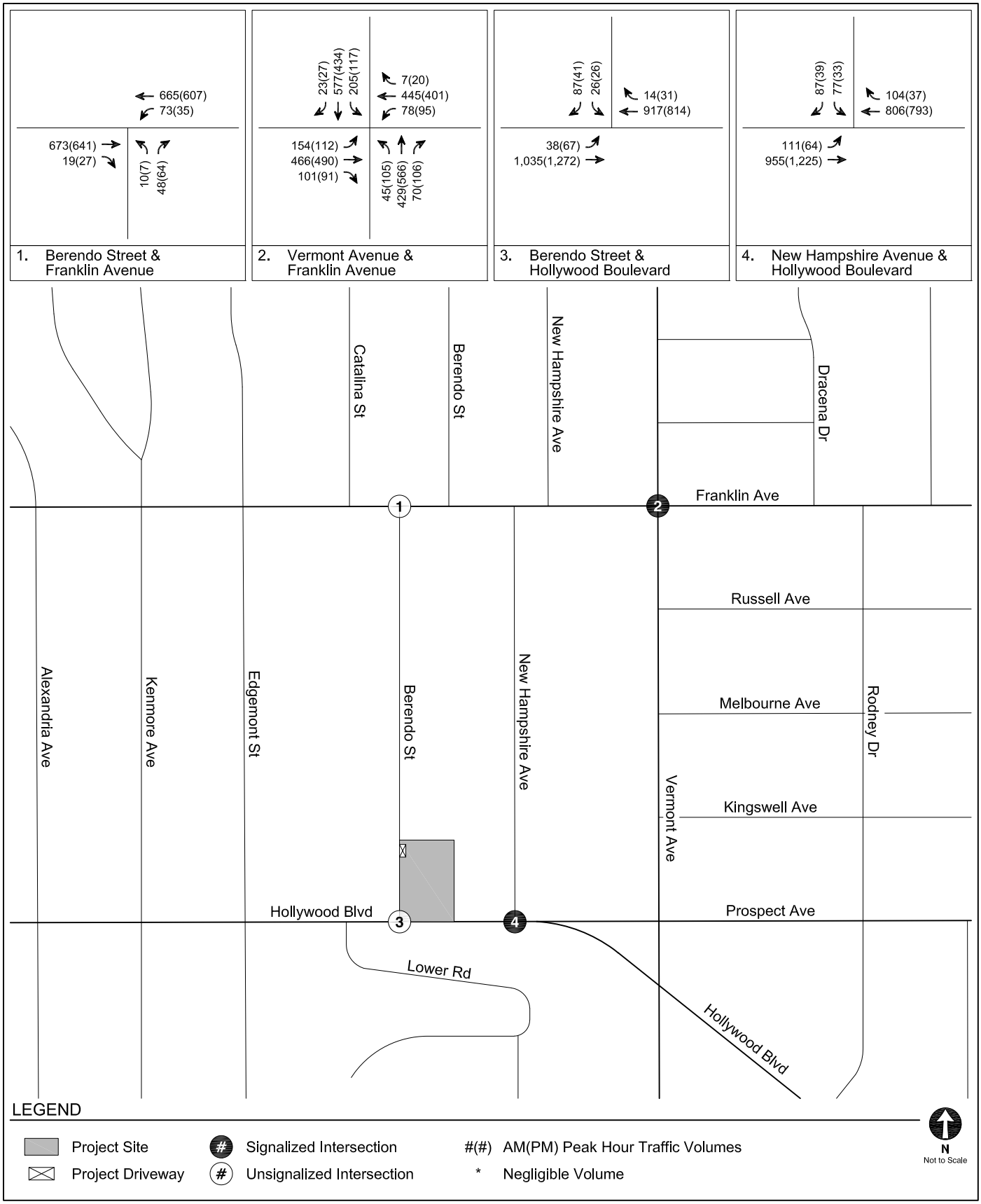
LOCATIONS OF RELATED PROJECTS

FIGURE 9



RELATED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
10



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2026)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
11



ROADWAY MODAL PRIORITIES

FIGURE 12

TABLE 1
STUDY INTERSECTIONS

No.	Intersection	Jurisdiction
Signalized Intersections		
1.	Franklin & Berendo	City of Los Angeles
2.	Franklin & Vermont	City of Los Angeles
3.	Hollywood & Berendo	City of Los Angeles
4.	Hollywood & New Hampshire	City of Los Angeles

TABLE 2
EXISTING TRANSIT SERVICE IN STUDY AREA

Provider, Route, and Service Area		Service Type	Hours of Operation	Average Headway (minutes)			
				Morning Peak Hour		Afternoon Peak Hour	
Metro Bus Service [a]				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
2	Downtown Los Angeles - Westwood via Sunset Boulevard	Local	24-hours	6	6	8	8
180	Hollywood - Glendale - Pasadena via Los Feliz-Colorado	Local	24-hours	11	10	10	10
182	Northeast LA - East Hollywood	Local	4:30 A.M. - 10:40 P.M.	23	36	34	20
204	Hollywood - Athens via Western Ave	Local	24-hours	9	11	10	10
206	Hollywood - Athens via Normandie Ave	Local	4:30 A.M. - 1:40 A.M.	16	15	15	16
217	Hollywood/Vine Station - La Cienega Station via Hollywood Bl-Fairfax Ave	Local	24-hours	11	9	10	11
754	Hollywood - Athens via Vermont Ave	Rapid	5:00 A.M. - 8:40 P.M.	11	9	10	10
LADOT DASH Bus Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
	Observatory/Los Feliz	Local	6:00 A.M. - 10:20 P.M.	20	20	15	15
HWC	Hollywood Clockwise	Local	6:00 A.M. - 8:00 P.M.	30	30	30	30
HWCC	Hollywood Counterclockwise	Local	6:00 A.M. - 8:00 P.M.	30	30	30	30
Metro Rail Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
B	Downtown Los Angeles - North Hollywood	Rail	4:30 A.M. - 2:00 A.M.	13	12	16	12

Notes:
Metro - Los Angeles County Metropolitan Transportation Authority. LADOT DASH - Los Angeles Department of Transportation Downtown Area Short Hop.
NB - Northbound. EB - Eastbound. SB - Southbound. WB - Westbound.
[a] Transit routes and frequencies are current as of the time of publishing this analysis, including recent changes based on the Metro Next Generation Bus Study.

TABLE 3
RELATED PROJECTS

ID	Name	Address	Description	Trip Generation [a]						
				Daily Trips	Morning Peak Hour Trips			Afternoon Peak Hour Trips		
					In	Out	Total	In	Out	Total
1	Select @ Los Feliz (Mixed-Use)	4850 W Hollywood Blvd	101 apartments & 10,000 sf restaurant	1,108	41	68	109	61	32	93
2	Hardware Store	4905 W Hollywood Blvd	36,600 sf retail	1,404	13	12	25	64	68	132
3	4900 Hollywood Mixed-Use	4900 W Hollywood Blvd	200 apartments & 25 ksf retail	1,585	24	75	99	89	56	145
4	Kaiser Permanente Los Angeles Medical Center	4760 W Sunset Blvd	179,688 medical office & 2,300 sf retail	4,506	233	61	294	71	179	250
5	City Lights Mixed-Use	1515 N Hillhurst Ave	202 apartments, 5,350 sf retail, 5,050 sf restaurant & 3,025 sf coffee/donut shop	1,664	43	92	134	111	73	183
6	Hospital Seismic Retrofit	1300 N Vermont Ave	Replace existing hospital and ancillary uses with 30,933 sf office	290	36	5	41	6	30	36
7	Vermont MU	1666 N Vermont Ave	130 apartments & 13.4 ksf grocery store	1,028	17	32	49	48	37	85
8	Residential	4649 W Maubert Ave	153 apartments	620	11	31	42	31	19	50
9	Vermont & Sunset Mixed-Use	1401 N Vermont Ave	177 apartments & 3ksf commercial	618	19	35	54	39	24	63
10	New Hampshire Residential	1317 N New Hampshire Ave	92 apartments	448	9	23	32	21	15	36
11	Virgil MOB (Hollywood Presbyterian MC)	1318 N Lyman Pl	10,780 sf medical office	2,564	227	64	291	76	196	272

Notes:

sf: square feet

Source: Related project information based on available information provided by LADOT and Department of City Planning in November 2023.

[a] Trip generation information provided by LADOT or estimated using rates from *Trip Generation, 11th Edition,* Institute of Transportation Engineers, 2021.

Chapter 3
Project Traffic

Trip generation estimates, trip distribution patterns and trip assignments were prepared for the Project. These components form the basis of the Project's traffic analysis.

PROJECT TRIP GENERATION

The number of peak hour trips expected to be generated by the Project was estimated using morning and afternoon peak hour rates published in *Trip Generation Manual, 11th Edition* (ITE, 2021), as well as morning and afternoon peak hour rates for multi-family housing units based on empirical data collected in the City as published in the TAG. To provide a more conservative analysis, all 2,596 sf of the Project's new restaurant/retail uses were considered as restaurant use for trip generation purposes.

In consultation with LADOT during the MOU process, the following are allowable trip generation reductions to account for internal capture, public transit usage/walking arrivals, and pass-by trips:

- Internal Capture: A 10% internal capture reduction was applied to the commercial trip generation estimates to account for person trips made between the different uses of the Project without requiring an additional vehicle trip.

- Transit Usage: A 15% transit usage reduction was applied to the trip generation estimates (except for the multi-family housing units, for which transit usage is assumed to be inherent in the trip generation rates) in accordance with the TAG methodology for a development within 0.25 miles of a Metro rail station. The Project Site is located within 0.25 miles of the Metro B Line Vermont/Sunset Station.

- Pass-By: Consistent with Attachment H of the TAG, a 20% pass-by reduction was applied to the commercial restaurant trip generation to account for Project trips made as an

intermediate stop on the way from an origin to a primary trip destination without route diversion.

After accounting for the reductions described above, the Project is estimated to generate 43 net new morning peak hour trips (16 inbound, 27 outbound) and 41 net new afternoon peak hour trips (25 inbound, 16 outbound), as detailed in Table 4. The trip generation for the Project is provided for reference in Table A-1 of Appendix A.

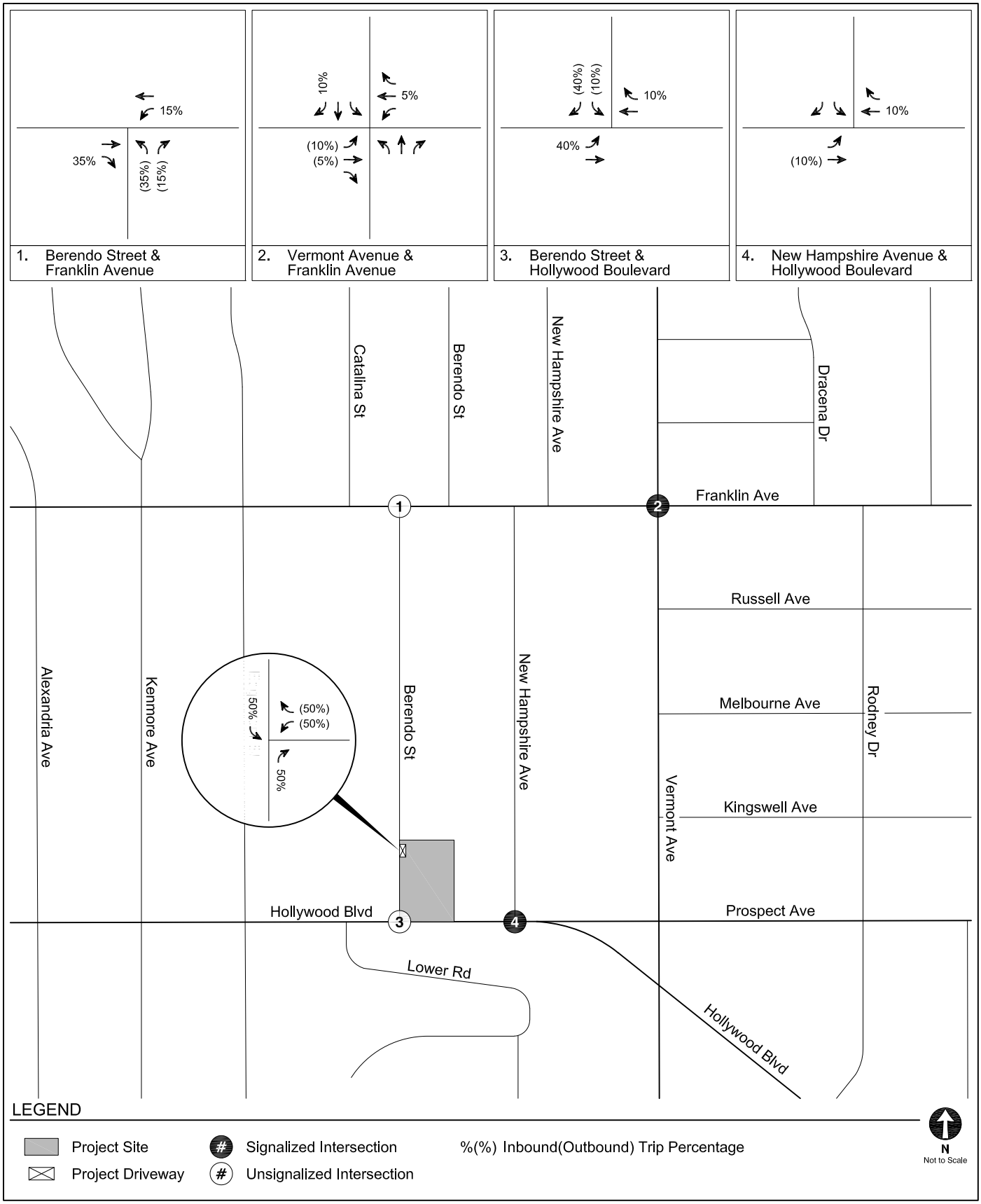
PROJECT TRIP DISTRIBUTION

The geographic distribution of trips generated by the Project is primarily dependent on the location of employment and commercial uses from which tenants of the Project would be drawn, characteristics of the street system serving the Project Site, existing intersection traffic volumes, and the location of the proposed driveways, as well as input from LADOT staff.

The intersection-level trip distribution for the Project is illustrated in Figures 13A for residential uses and 13B for commercial uses.

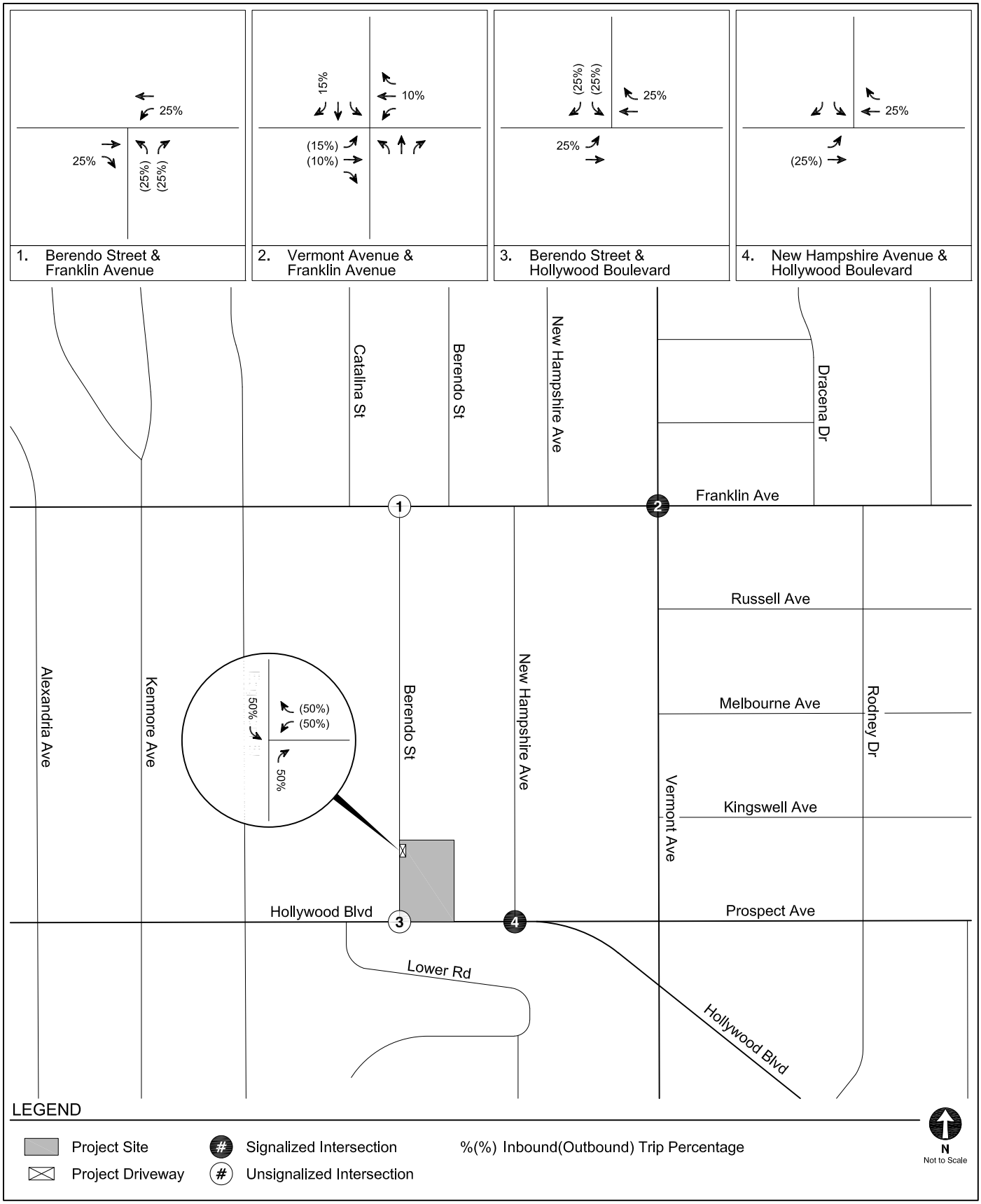
PROJECT TRIP ASSIGNMENT

The Project trip generation estimates detailed in Table 4 and the trip distribution pattern illustrated in Figures 13A and B, were used to assign the Project-generated traffic through the study intersections. Figures 14A through 14C illustrate the Project-only traffic volumes at the study intersections during typical weekday morning and afternoon peak hours.



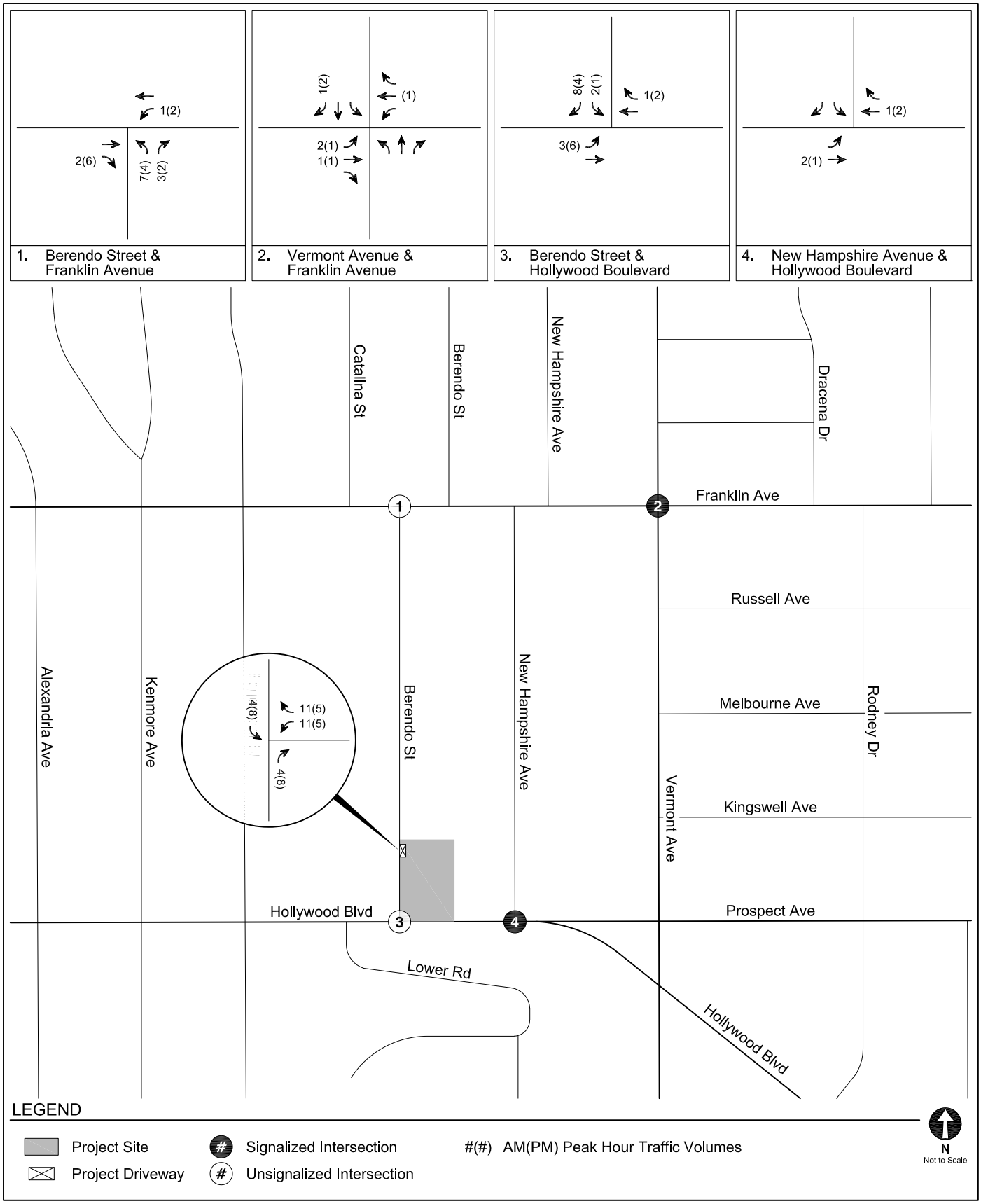
PROJECT TRIP DISTRIBUTION
RESIDENTIAL

FIGURE
13A



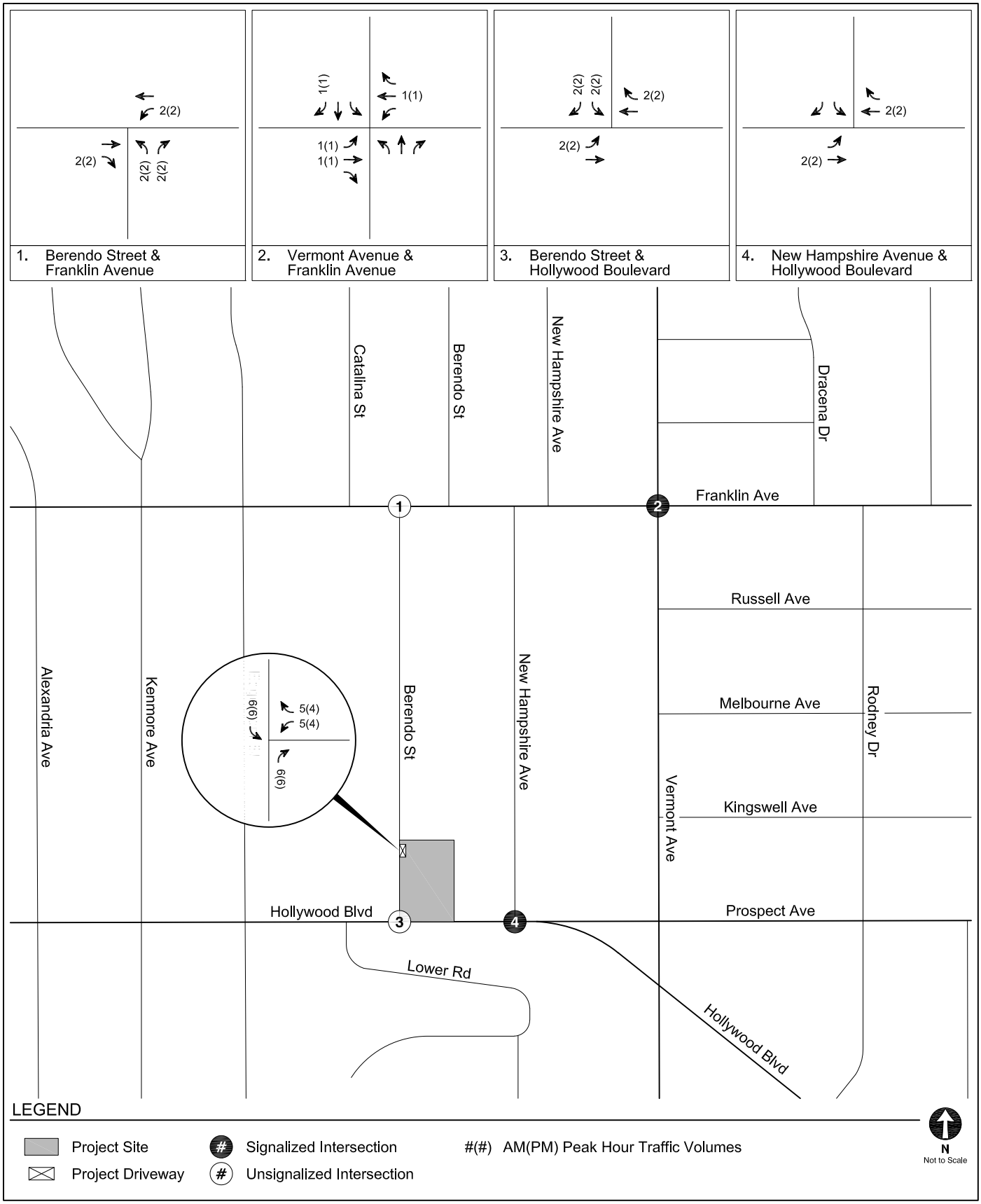
PROJECT TRIP DISTRIBUTION
COMMERCIAL

FIGURE
13B



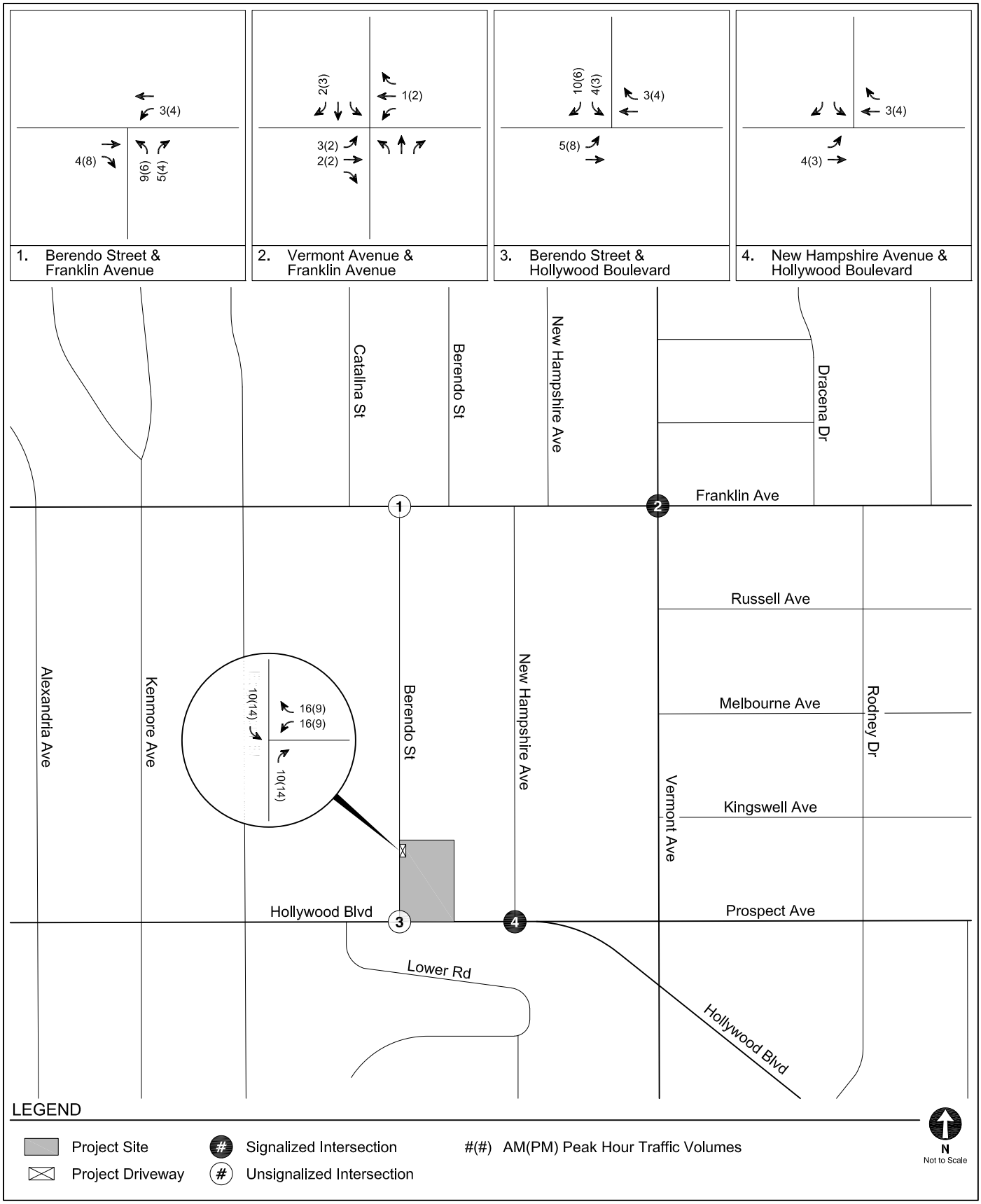
PROJECT-ONLY PEAK HOUR TRAFFIC VOLUMES
RESIDENTIAL

FIGURE
14A



PROJECT-ONLY PEAK HOUR TRAFFIC VOLUMES
COMMERCIAL

FIGURE
14B



TOTAL PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
14C

TABLE 4
PROJECT VEHICLE TRIP GENERATION ESTIMATES

Land Use	Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates [a]								
Multifamily Housing (Mid-Rise)	[b]	per du	24%	76%	0.31	61%	39%	0.30
Affordable Multi-Family Housing (Inside TPA)	[c]	per du	37%	63%	0.49	56%	44%	0.35
High-Turnover (Sit-Down) Restaurant	932	per ksf	55%	45%	9.57	61%	39%	9.05
Proposed Project								
Multifamily Housing (Mid-Rise)	[b]	77 du	6	18	24	14	9	23
Affordable Multi-Family Housing (Inside TPA)	[c]	9 du	1	3	4	2	1	3
High-Turnover (Sit-Down) Restaurant	932	2.596 ksf	14	11	25	14	9	23
Internal Capture Reduction - 10% [d]			*(1)*	*(1)*	*(2)*	*(1)*	*(1)*	*(2)*
Transit/Walk-In Reduction - 15% [e]			*(2)*	*(2)*	*(4)*	*(2)*	*(1)*	*(3)*
Pass-by Reduction - 20% [f]			*(2)*	*(2)*	*(4)*	*(2)*	*(1)*	*(3)*
TOTAL NEW PROJECT TRIPS			**16**	**27**	**43**	**25**	**16**	**41**

Notes:

du: dwelling unit ksf: 1,000 square feet

[a] Source: *Transportation Assessment Guidelines (TAG)* , Los Angeles Department of Transportation (LADOT), July 2020 and *Trip Generation Manual, 11th Edition* , Institute of Transportation Engineers (ITE), 2021.

[b] Per LADOT's *TAG,* mid-rise and high-rise multifamily uses in dense multi-use urban areas are eligible to use a City specific trip generation rate based on vehicle trip count data collected at market-rate residential properties in the City of Los Angeles. Empirical trip rates account for transit usage/walk-in trips. Therefore, no additional trip reductions were applied.

[c] The the Project Site is located within a Tier 3 Transit Oriented Community (TOC), as designated in Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), (Los Angeles Department of City Planning, 2018). Therefore, the trip generation rates from LADOT Transportation Assessment Assessment Guidelines (August 2022) for affordable housing - family inside a Transit Priority Area were utilized.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., residents visiting the commercial uses).

[e] The Project Site is located 1,400 feet north of the Vermont/Sunset Station which serves the Metro B Line; therefore, a 15% transit adjustment was applied to account for transit usage and walking visitor arrivals.

[f] Per Attachment H of LADOT's *Transportation Assessment Guidelines* , pass-by reductions account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

Chapter 4
CEQA Analysis of Transportation Impacts

This chapter presents the results of the CEQA-related transportation assessment. The analysis identifies potential conflicts the Project may have with adopted City plans and policies and the improvements to resolve those conflicts, as well as the results of a Project VMT analysis that satisfies State requirements under *State of California Senate Bill 743* (Steinberg, 2013) (SB 743), and an identification of any evident hazards that may be created due to geometric design features.

METHODOLOGY

SB 743, made effective in January 2014, required the Governor's Office of Planning and Research (OPR) to change the CEQA guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis shifted from vehicular delay (level of service [LOS]) to VMT, to reduce greenhouse gas emissions (GHG), create multimodal networks, and promote mixed-use developments.

The TAG defines the methodology of analyzing a project's transportation impacts in accordance with SB 743. Per the TAG, the CEQA transportation analysis contains the following thresholds for identifying significant impacts:

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial VMT
- Threshold T-2.2: Substantially Inducing Additional Automobile Travel
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

The thresholds were reviewed and analyzed, as detailed in the following Sections 4A through 4D. In addition, a CEQA safety analysis of California Department of Transportation (Caltrans) freeway facilities for the Project is provided in Section 4E.

Section 4A: Threshold T-1
Conflicting with Plans, Programs, Ordinances, or Policies Analysis

Threshold T-1 assesses whether a project would conflict with an adopted program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

PLANS, PROGRAMS, ORDINANCES, AND POLICIES

Table 2.1-1 of the TAG identifies the City plans, policies, programs, ordinances, and standards relevant in determining project consistency. Attachment D of the TAG, *Plans, Policies, and Programs Consistency Worksheet,* provides a structured approach to evaluate whether a project conflicts with the City's plans, programs, ordinances, or policies and to streamline the review by highlighting the most relevant plans, policies, and programs when assessing potential impacts to the City's transportation system. The *Plans, Policies, and Programs Consistency Worksheet* for the Project is provided in Appendix C. The Project will be dedicating the required ROW along Hollywood Boulevard and would be in compliance with the Mobility Plan roadway standards.

As stated in Section 2.1.4 of the TAG, a project that generally conforms with and does not obstruct the City's development policies and standards will generally be consistent. As detailed in Appendix C, the Project is generally consistent with the City documents listed in Table 2.1-1 of the TAG; therefore, the Project would not result in a significant impact under Threshold T-1. A detailed discussion of the plans, programs, ordinances, or policies related to the Project is provided below.

Mobility Plan

The Mobility Plan combines "complete street" principles with the following five goals that define the City's mobility priorities:

- Safety First: Design and operate streets in a way that enables safe access for all users, regardless of age, ability, or transportation mode of choice.
- World Class Infrastructure: A well-maintained and connected network of streets, paths, bikeways, trails, and more provides Angelenos with the optimum variety of mode choices.
- Access for All Angelenos: A fair and equitable system must be accessible to all and must pay particularly close attention to the most vulnerable users.
- Collaboration, Communication, and Informed Choices: The impact of new technologies on our day-to-day mobility demands will continue to become increasingly important to the future. The amount of information made available by new technologies must be managed responsibly in the future.
- Clean Environments and Healthy Communities: Active transportation modes such as bicycling and walking can significantly improve personal fitness and create new opportunities for social interaction, while lessening impacts on the environment.

An analysis of the Project's consistency with the specific policies of the Mobility Plan is detailed in Table 5 and Appendix C. As described in Chapter 2, the Mobility Plan identifies key corridors within the Study Area as components of various "mobility-enhanced networks." Though no specific improvements, other than some continental crosswalk installations, have been identified and there is no schedule for implementation, the mobility-enhanced networks represent a focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The Project would not preclude the City from implementing Mobility Plan improvements.

Access to the Project would be provided via one full access driveway on Berendo Street which is a designated Local Street. The driveway would accommodate all turning maneuvers. Pedestrian and bicycle access would be provided separate from the vehicular access via individual residential lobby and commercial entrances along the Project frontage. The driveway and all access points would be designed consistent with LADOT standards and all Americans with Disabilities Act (ADA) requirements. The Project is dedicating the required ROW along Hollywood Boulevard.

The Project is located within a Transit Priority Area (TPA), defined by the City as an area within 0.50 miles of an existing or planned major transit stop, as well as within a High-Quality Transit Area (HQTA), defined in *Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy* (SCAG, Adopted September 2020) (RTP/SCS) as an area within 0.50 miles of a well-serviced transit stop or transit corridor with 15-minute or less service frequency during peak commute hours. The Project would also provide bicycle parking for residents, employees, and visitors, thereby promoting public and active transportation modes and reducing the Project VMT per capita for residents compared to the average for the area, as demonstrated in Section 4B. Further, the Project does not propose modifying, removing, or otherwise negatively affecting existing bicycle infrastructure.

Thus, the Project would be consistent with the goals of the Mobility Plan.

Plan for a Healthy Los Angeles

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan (LADCP, March 2015) (Plan for a Healthy Los Angeles) introduces guidelines for the City to follow to enhance the City's position as a regional leader in health and equity, encourage healthy design and equitable access, and increase awareness of equity and environmental issues.

An analysis of the Project's consistency with Plan for a Healthy Los Angeles is detailed in Table 6. The Project prioritizes safety and access for all individuals utilizing the site by complying with all ADA requirements. Further, the Project supports healthy lifestyles by locating housing and employment opportunities within both a TPA and an HQTA and by providing bicycle parking.

Thus, the Project would be consistent with the goals of Plan for a Healthy Los Angeles.

Land Use Element of the General Plan

The City General Plan's Land Use Element contains 35 Community Plans that establish specific goals and strategies for the various neighborhoods across Los Angeles. The Project is located within the Hollywood Community Plan area.

An analysis of the Project's consistency with the Hollywood Community Plan is detailed in Table 7. The Project would provide residential and commercial uses within both a TPA and an HQTA to further the development of Hollywood as a major center of population, employment, and retail services, as well as encourage the use of alternative modes of transportation by all users. The Project is consistent with the circulation standards and criteria of the Hollywood Community Plan as the transportation system within the vicinity of the Project Site would adequately serve the traffic generated by the Project, as further detailed in Section 5B. In addition, the Project would implement TDM strategies including bike parking per the LAMC and bike share facilities to further reduce the number of single-occupancy vehicle trips generated by the Project, as discussed in further detail in Section 4B. Thus, the Project would promote and encourage development practices in line with the goals and objectives of the Hollywood Community Plan.

The City is currently in the process of updating the Hollywood Community Plan to guide development for the Hollywood area through Year 2040. *Hollywood Community Plan Update Draft Environmental Impact Report* (Terry A. Hayes Associates, Inc., November 2018) was released for public review in October 2019. On March 18, 2021, the City Planning Commission recommended approval of the Hollywood Community Plan with recommended changes, which were subsequently incorporated to the Plan Update and released in August 2021. On May 3, 2023, the Los Angeles City Council adopted the Hollywood Community Plan Update, and full adoption of this plan is anticipated later in 2024.

LAMC Section 12.21.A.16 (Bicycle Parking)

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. As further detailed in Section 5E, the proposed short-term and long-term bicycle parking supply for the Project would be provided in accordance with the LAMC. Thus, the Project's proposed supply would be consistent with LAMC Section 12.31.A.16.

LAMC Section 12.26J (TDM Ordinance)

LAMC Section 12.26J, the TDM Ordinance (1993) establishes TDM requirements for non-residential projects, in addition to non-residential components of the mixed-use projects, in excess of 25,000 sf. The Project does not include non-residential uses greater than 25,000 sf; therefore, the Project would not be subject to the requirements of the TDM Ordinance.

Vision Zero Action Plan / Vision Zero Corridor Plans

Vision Zero implements projects that are designed to increase safety on the most vulnerable City streets. As described in Chapter 2, adjacent to the Project Site, Hollywood Boulevard has been identified as part of the HIN. LADOT has completed installation of the following upgrades as part of ongoing Vision Zero Safety Improvement Projects:

Hollywood Boulevard Safety Improvement Project

- Continental crosswalk striping at Intersection #3, Berendo Street & Hollywood Boulevard and at Intersection #4, New Hampshire Avenue & Hollywood Boulevard

No additional improvements are currently planned adjacent to the Project Site. Nonetheless, the Project would not preclude future Vision Zero safety projects by the City on adjacent streets. Thus, the Project does not conflict with Vision Zero.

Streetscape Plans

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

Citywide Design Guidelines

The Pedestrian-First Design approach of *Citywide Design Guidelines* (Los Angeles City Planning Urban Design Studio, October 2019) identifies design strategies that “create human scale spaces

in response to how people actually engage with their surroundings, by prioritizing active street frontages, clear paths of travel, legible wayfinding, and enhanced connectivity. Pedestrian-First Design promotes healthy living, increases economic activity at the street level, enables social interaction, creates equitable and accessible public spaces, and improves public safety."

The Pedestrian-First Design guidelines are:

- Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all.
- Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.
- Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.

A detailed analysis of the Project's consistency with the guidelines of the Pedestrian-First Design approach is detailed in Table 8.

The Project design includes separate pedestrian access from vehicular access via individual residential lobby and commercial entrances along the Project frontage. Additionally, the Project is dedicating the required ROW on Hollywood Boulevard. Further, the orientation of the Project design and active ground floor facilities ensures that the Project actively engages with the street and its surrounding uses. Thus, the Project design provides for the safety, comfort, and accessibility of pedestrians, aligning with the Pedestrian-First Design approach.

CUMULATIVE ANALYSIS

The Project is consistent with the City of Los Angeles plans and policies listed in Table 2.1-1 of the TAG along with the described documents above; therefore, the Project would not result in a significant impact under Threshold T-1.

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In accordance with the TAG, the cumulative analysis must include consideration of any Related

Projects within 1.0 miles of the Project Site and any transportation system improvements in the vicinity. A list of Related Projects located within 1.0 miles of the Project Site and 0.25 miles of the farthest outlying study intersection is provided in Table 3.

No Related Projects are located along the same block of the Project Site. Each of the Related Projects considered in this cumulative analysis of consistency with programs, plans, policies, and ordinances would be separately reviewed and approved by the City, including a check for their consistency with applicable policies. Therefore, the Project, together with the Related Projects detailed in Table 3, would not create inconsistencies nor result in cumulative impacts with respect to the identified programs, plans, policies, and ordinances.

TABLE 5
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
Chapter 1 - Safety First	
Policy 1.1 Roadway User Vulnerability Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.	**Consistent.** Access to the Project would be provided via one full access driveway off Berendo Street, a designated Local Street. The driveway would accommodate both right-turn and left-turn ingress and egress maneuvers. Pedestrian and bicycle access would be provided separate from the vehicular access via individual residential lobby and commercial entrances along the Project frontage.
Policy 1.2 Complete Streets Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.	**Consistent. T**he Project would conform to all design element requirements which may affect public rights-of-way, including proper driveway alignment, sidewalk widths, and design that would not hinder sight distance, mobility, or accessibility. The Project would support the mobility goals of the City and help facilitate pedestrian and bicycle accessibility by improving the safety and mobility of all users.
Policy 1.3 Safe Routes to Schools Prioritize the safety of school children on all streets regardless of highway classifications.	**Consistent.** The Project Site is located approximately 500 feet west of Los Feliz Elementary School. The Selma Avenue Elementary School Safe Routes to School Plan has installed several infrastructure improvements projects along Hollywood Boulevard and Vermont Avenue, including high visibility crosswalks at Intersection #3, Berendo Street & Hollywood Boulevard, and Intersection #4, Vermont Avenue & Hollywood Boulevard.The Project would not interfere with the existing improvements nor prevent future improvements from being implemented in the study area.
Policy 1.6, Multi-Modal Detour Facilities Design detour facilities to provide safe passage for all modes of travel.	**Consistent.** The construction management plan that would be prepared to address non-CEQA impacts would include detour routes for all applicable travel modes, including pedestrian and transit users.
Chapter 2 - World Class Infrastructure	
Policy 2.2 Complete Streets Design Guide Establish the Complete Streets Design Guide as the City's document to guide the operations and design of streets and other public rights-of-way.	**Consistent.** The Project would conform to all design element requirements which may affect public rights-of-way, including proper driveway alignment, adequate sidewalk widths, improved lighting elements, and landscaping design which does not hinder sight distance, mobility, or accessibility.
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.	**Consistent.** Nearest to the Project Site, Hollywood Boulevard, Vermont Avenue, and Franklin Avenue are identified as part of the Mobility Plan's Pedestrian Enhanced Network. The Project does not propose repurposing existing curb space and does not propose narrowing or shifting existing sidewalk placement or paving, narrowing, shifting, or removing an existing parkway. The Project provides street trees along the Project frontages to provide adequate shade and enhance the pedestrian environment. Additionally, the Project would provide separate pedestrian entrances from the vehicular driveway to the Project Site.
Policy 2.4 Neighborhood Enhanced Network Provide a slow speed network of locally serving streets.	**Consistent.** Franklin Avenue is designated as part of the Mobility Plan's Neighborhood Enhanced Network. The Project would not affect travel speed or safety, impede the development of any future improvements, or interfere with the neighborhood character of Franklin Avenue.
Policy 2.5 Transit Network Improve the performance and reliability of existing and future bus service.	**Consistent.** Hollywood Boulevard and Vermont Avenue are designated as part of the Mobility Plan's Transit Enhanced Network. The Project would develop transit-accessible residential and commercial space within an identified Transit Priority Area and High-Quality Transit Area.
Policy 2.6 Bicycle Networks Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. (includes scooters, skateboards, rollerblades, etc.)	**Consistent.** Within the Study Area, Vermont Avenue has been identified as part of the Bicycle Lane Network, and Hollywood Boulevard has been identified as part of the Bicycle Enhanced Network. The Project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure, and the Project driveways are not proposed along a street with a bicycle facility. Bicycle parking would also be provided on-site in accordance with LAMC requirements.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE 5 (CONT.)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
Policy 2.9 Multiple Networks Consider the role of each mode enhanced network when designing a street that included multiple modes.	**Consistent.** Hollywood Boulevard adjacent to the Project Site is identified as part of the Mobility Plan's Transit Enhanced Network, Pedestrian Enhanced Network, and Bicycle Enhanced Network. The Project would provide ground floor commercial space accessible via Hollywood Boulevard that would serve the adjacent neighborhood. The Project would also provide safe access to the adjacent transit stops.
Policy 2.10 Loading Areas Facilitate the provision of adequate on and off-street loading areas.	**Consistent.** All commercial loading activities would occur on-site as to not disrupt the operations within the public right-of-way.
Policy 2.17 Street Widenings Carefully consider the overall implications (costs, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right of way does not include a curb and gutter or the resulting roadway would be less than the standard dimension.	**Consistent.** The Project does not propose modifications to widen streets beyond their required Mobility Plan classifications. The Project will dedicate the required ROW along Hollywood Boulevard.
Chapter 3 - Access for All Angelenos	
Policy 3.1 Access for All Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.	**Consistent.** The Project encourages multi-modal transportation alternatives and access for all travel modes to and from the Project Site. The Project provides separate pedestrian and bicycle entrances and bicycle parking to encourage walking and bicycling. The Project encourages transit usage by developing a mixed-use project located in proximity to transit. The Project would support those residents, employees, and visitors who choose to travel by automobile through the provision of an access point on Berendo Street, and adequate parking supply.
Policy 3.2 People with Disabilities Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	**Consistent.** The Project's vehicular and pedestrian entrances would be designed in accordance with LADOT standards and would comply with Americans with Disabilities Act (ADA) requirements. The Project design would also be in compliance with all ADA requirements and would provide direct connections to pedestrian amenities at adjacent intersections.
Policy 3.3 Land Use Access and Mix Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	**Consistent.** The Project's mix of residential and local-serving commercial uses located within proximity to transit in the large entertainment and commercial industry in the Hollywood Community helps to minimize vehicle trips and enhance proximity and convenience of residences to jobs and services.
Policy 3.4 Transit Services Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.	**Consistent.** The Project is located within 0.25 miles of the Los Angeles County Metropolitan Transportation Authority (Metro) B Line Vermont & Sunset station and several local bus lines, providing residents, employees, and patrons opportunities to travel to the Project Site via multiple public transit services.
Policy 3.5 Multi-Modal Features Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	**Consistent.** The Project would support "first-mile, last-mile solutions" by developing a project located in an active commercial area of the Hollywood Community and within 0.25 miles of a Metro B Line stations at Vermont & Sunset. Additionally, the Project includes several design features as TDM measures, such as a bicycle parking, that will encourage the use of transit and other alternative modes of transportation.
Policy 3.8 Bicycle Parking Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.	**Consistent.** The Project provides infrastructure and services to encourage bicycling for residents, employees, and visitors to the Project Site.
Chapter 4 - Collaboration, Communication, & Informed Choices	
Policy 4.8 Transportation Demand Management Strategies Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	**Consistent.** The Project incorporates several design features, which include TDM measures to reduce the number of single occupancy vehicle trips to the Project Site. The Project includes a reduced parking supply, the provision of bike parking per the LAMC, and bike share facilities as Project design features.

Notes:
[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE 5 (CONT.)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
Policy 4.13 Parking and Land Use Management Balance on-street and off-street parking supply with other transportation and land use objectives.	**Consistent.** The Project would provide sufficient off-street parking as required for projects within the Hollywood Redevelopment Project area. The Project would also retain the existing on-street parking around Project frontage, and potentially add one parking space with the closure of an existing driveway.
Chapter 5 - Clean Environments & Healthy Communities	
Policy 5.1 Sustainable Transportation Encourage the development of a sustainable transportation system that promotes environmental and public health.	**Consistent.** As part of the Project, bicycle parking facilities would be provided. This would promote active transportation modes such as biking and walking. Additionally, the Project is located within 0.75 miles of a Metro B Line stations at Hollywood & Western and Vermont & Santa Monica, as well as numerous bus lines, providing residents, employees, and visitors to the Project with public transportation alternatives.
Policy 5.2 Vehicle Miles Traveled (VMT) Support ways to reduce vehicle miles traveled (VMT) per capita.	**Consistent.** The Project is estimated to generate lower VMT per capita for residents than the average for the area, as demonstrated in Section 4B. Additionally, the Project incorporates several TDM measures to reduce the number of single occupancy vehicle trips to the Project Site.

Notes:
[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE 6
PROJECT CONSISTENCY WITH PLAN FOR A HEALTHY LOS ANGELES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 1 - Los Angeles, a Leader in Health and Equity	
Policy 1.5 Plan for Health Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	**Consistent.** The Project prioritizes safety and access for all individuals utilizing the site by complying with all ADA requirements and providing direct connections to pedestrian amenities at adjacent intersections. The Project supports healthy lifestyles by locating housing and jobs near transit (Metro B Line and local bus routes), and providing bicycle parking.
Policy 1.7 Displacement and Health Reduce the harmful health impacts of displacement on individuals, families and communities by pursuing strategies to create opportunities for existing residents to benefit from local revitalization efforts by: creating local employment and economic opportunities for low-income residents and local small businesses; expanding and preserving existing housing opportunities available to low-income residents; preserving cultural and social resources; and creating and implementing tools to evaluate and mitigate the potential displacement caused by large-scale investment and development.	**Consistent.** The Project provides residential and employment opportunities in close proximity to transit. The Project does not displace any existing housing; rather, it converts a substantial amount of vacant space into an active and vibrant mixed-use community with improved mobility options.
Chapter 2 - A City Built for Health	
Policy 2.1 Access to Goods and Services Enhance opportunities for improved health and well-being for all Angelenos by increasing the availability of and access to affordable goods and services that promote health and healthy environments, with a priority on low-income neighborhoods.	**Consistent.** The Project provides employment and entrepreneurial opportunities for both new residents and existing community members through the development of commercial space.
Chapter 5 - An Environment Where Life Thrives	
Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	**Consistent.** The Project is estimated to generate lower VMT per capita for residents than the average for the area, as demonstrated in Section 4B. Additionally, the Project incorporates several TDM measures to reduce the number of single occupancy vehicle trips to the Project Site, including the provision of bike parking per the LAMC. VMT directly contributes to GHG emissions, so a reduced VMT per capita also reduces GHG per capita.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan* (Los Angeles Department of City Planning, March 2015).

TABLE 7
PROJECT CONSISTENCY WITH HOLLYWOOD COMMUNITY PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Objective 1: To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area. To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.	**Consistent.** The Project would provide a mixed-use development including residential and commercial uses to further the development of Hollywood as a major center of population, employment, and retail services near an active commercial center with accessible transit options, including the Metro B Line.
Objective 4: To promote economic well being and public convenience through: a. Allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards.	**Consistent.** The Project would propose local-serving commercial uses as part of the mixed-use development.
Objective 6: To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage and the expansion and improvement of public transportation service.	**Consistent.** The Project would provide residential and commercial land uses within 0.25 miles of the Metro B Line stations at Vermont & Sunset as well as several local bus routes. The Project's close proximity to transit provides alternative modes of transportation for residents, employees, and visitors to take to and from the Project Site.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in the *Hollywood Community Plan,* Los Angeles Department of City Planning, 1988.

TABLE 8
PROJECT CONSISTENCY WITH CITYWIDE DESIGN GUIDELINES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Pedestrian-First Design	
Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all Design projects to be safe and accessible and contribute to a better public right-of-way for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities. **Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience** Design to avoid pedestrian and vehicular conflicts and to create an inviting and comfortable public right-of-way. A pleasant and welcoming public realm reinforces walkability and improves the quality of life for users. **Guideline 3: Design projects to actively engage with streets and public space and maintain human scale** New projects should be designed to contribute to a vibrant and attractive public realm that promotes a sense of civic pride. Better connections within the built environment contribute to a livable and accessible city and a healthier public realm.	**Consistent.** The Project provides for the safety, comfort, and accessibility of pedestrians in a number of ways. First, the Project would separate pedestrian access from vehicular access via individual residential lobby and commercial entrances along the Project frontage. Primary vehicular access would be provided via one full access driveway on Berendo Street that would accommodate both right-turn and left-turn ingress and egress maneuvers. As discussed above, pedestrian and bicycle access would be provided separate from the vehicular access. Therefore, it is not anticipated that the Project would result in conflict between pedestrians and vehicles. The Project design includes accessible sidewalks, pedestrian amenities, and a vehicular driveway in accordance with the City's design considerations. The Project would provide street trees to provide adequate shade and a more comfortable environment for pedestrians. Further, the orientation of the Project design and active ground floor facilities ensures that the Project actively engages with the street and its surrounding uses.
360 Degree Design	
Guideline 6: Provide amenities that support community building and provide an inviting, comfortable user experience Design to create livable places and desirable environments where people want to spend time engaging in social, civic, and recreational activities. Projects that encourage connections with a variety of transit modes and enhance their immediate environment with amenities are highly encouraged.	**Consistent.** The Project design includes elements that reinforce orientation to the street, such as local-serving ground floor restaurant space and the Project's connections to the off-site pedestrian facilities. The Project is also located in proximity to active commercial centers of the Hollywood Community and residential neighborhoods, as well as various transit opportunities.
Climate-Adapted Design	
Guideline 9: Configure the site layout, building massing and orientation to lower energy demand and increase the comfort and well-being of users Design projects to incorporate sustainable design and energy efficiency principles. Encouraging sustainability and innovation contributes to the well-being of current and future generations.	**Consistent.** The Project would provide street trees to provide adequate shade and a more comfortable environment for pedestrians.

Notes:
[a] Objectives, Policies, Programs, or Plans based on information provided in the Citywide Design Guidelines (Los Angeles Department of City Planning, 2019).

Section 4B: Threshold T-2.1
Causing Substantial VMT Analysis

Threshold T-2.1 states that a residential project would result in a significant VMT impact if it cannot meet the household VMT per capita of 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which a project is located. Similarly, a commercial project would result in a significant VMT impact if it cannot meet the work VMT per employee of 15% below the existing average work VMT per employee for the APC area in which the project is located.

The VMT analysis presented below was conducted in accordance with the TAG, which satisfies State requirements under SB 743.

VMT METHODOLOGY

The following describes the methodology by which vehicle trips and VMT are calculated in *City of Los Angeles VMT Calculator Version 1.4* (LADOT, June 2023) (VMT Calculator), as detailed in *City of Los Angeles VMT Calculator Documentation* (LADOT and LADCP, May 2020). LADOT developed the VMT Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits, which are based on the following types of one-way trips:

- Home-Based Work Production: trips to a workplace destination originating from a residential use
- Home-Based Other Production: trips to a non-workplace destination (e.g., retail, restaurant, etc.) originating from a residential use
- Home-Based Work Attraction: trips to a workplace destination originating from a residential use

As detailed in *City of Los Angeles VMT Calculator Documentation*, the household VMT per capita threshold applies to Home-Based Work Production and Home-Based Other Production trips, and

the work VMT per employee threshold applies to Home-Based Work Attraction trips, as the location and characteristics of residences and workplaces are often the main drivers of VMT, as detailed in Appendix 1 of *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR, December 2018) (OPR Technical Advisory).

Other types of trips generated in the VMT Calculator include Non-Home-Based Other Production (trips to a non-residential destination originating from a non-residential use), Home-Based Other Attraction (trips to a non-workplace destination originating from a residential use), and Non-Home-Based Other Attraction (trips to a non-residential destination originating from a non-residential use). These trip types are not factored into the VMT per capita and VMT per employee thresholds as those trips are typically localized and are assumed to have a negligible effect on the VMT impact assessment. However, those trips are factored into the calculation of total project VMT for screening purposes when determining if VMT analysis would be required.

Table 2.2-1 of the TAG details the following daily household VMT per capita and daily work VMT per employee impact criteria for the APC areas:

APC	Daily Household VMT per Capita	Daily Work VMT per Employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

Source: TAG

The Project is located within the Central APC and, therefore, has a daily household VMT per capita impact threshold of 6.0 and a daily work VMT per employee impact threshold of 7.6.

Retail VMT

As detailed in the OPR Technical Advisory, retail projects (including general retail and restaurant land uses) typically reroute travel from other retail destinations rather than create new trips, which could lead to increases or decreases in VMT depending on the existing retail travel patterns of the area. According to the TAG, a regional-serving retail use can lengthen trips and increase VMT because it is likely to shift business away from local-serving options. Conversely, local-serving retail tends to shorten trips and reduce VMT because it attracts trips from nearby residences and businesses that would otherwise travel farther to find suitable options.

As detailed in the OPR Technical Advisory and the TAG, retail stores less than 50,000 sf within mixed-use development projects are considered local-serving and are assumed to have less than significant VMT impacts. As detailed in Section 2.2.4 of the TAG, retail projects greater than 50,000 net sf are required to run the City's Travel Demand Forecasting model to determine the net change in daily VMT with development of a project. For mixed-use projects with retail components greater than 50,000 net sf, the daily VMT "with retail" is subtracted from the daily VMT "without retail" to determine the net change in VMT. If the retail component of a mixed-use development results in a net increase in VMT, the VMT impact would be considered significant, and mitigation would be required.

Travel Behavior Zones (TBZ)

The City developed TBZ categories to determine the magnitude of VMT and vehicle trip reductions that could be achieved through TDM strategies. As detailed in *City of Los Angeles VMT Calculator Documentation*, the development of the TBZs considered the population density, land use density, intersection density, and proximity to transit of each Census tract in the City and are categorized as follows:

1. Suburban (Zone 1): Very low-density primarily centered around single-family homes and minimally connected street network
2. Suburban Center (Zone 2): Low-density developments with a mix of residential and commercial uses with larger blocks and lower intersection density

3. Compact Infill (Zone 3): Higher density neighborhoods that include multi-story buildings and well-connected streets
4. Urban (Zone 4): High-density neighborhoods characterized by multi-story buildings with a dense road network

The VMT Calculator determines a project's TBZ based on the latitude and longitude of a project address. The Project is located within a Compact Infill (Zone 3) TBZ.

Mixed-Use Development Methodology

As detailed in *City of Los Angeles VMT Calculator Documentation*, the VMT Calculator accounts for the interaction of land uses within a mixed-use development and considers the following sociodemographic, land use, and built environment factors for a project area:

- Land use density of the project
- Transportation network connectivity
- Availability of and proximity to transit
- Proximity to retail and other destinations
- Vehicle ownership rates
- Household size

Trip Lengths

The VMT Calculator determines a project's VMT based on trip length information from the City's Travel Demand Forecasting Model, which considers the traffic analysis zones within 0.125 miles of a project to determine the average trip length and trip type, which factor into the calculation of a project's VMT.

Population and Employment Assumptions

As previously stated, the VMT thresholds identified in the TAG are based on household VMT per capita and work VMT per employee. Thus, the VMT Calculator contains population assumptions developed based on Census data for the City and employment assumptions derived from multiple data sources, including *2012 Developer Fee Justification Study* (Los Angeles Unified School District [LAUSD], 2012), *Trip Generation Manual, 9th Edition* (ITE, 2012), the San Diego Association of Governments Activity Based Model, the United States Department of Energy, and other modeling resources. A summary of population and employment assumptions for various land uses is provided in Table 1 of *City of Los Angeles VMT Calculator Documentation.*

TDM Measures

Additionally, the VMT Calculator measures the reduction in VMT resulting from a project's incorporation of TDM strategies. The following seven categories of TDM strategies are included in the VMT Calculator:

1. Parking
2. Transit
3. Education and Encouragement
4. Commute Trip Reductions
5. Shared Mobility
6. Bicycle Infrastructure
7. Neighborhood Enhancement

TDM strategies within each of these categories have been empirically demonstrated to reduce trip-making or mode choice in such a way as to reduce VMT, as documented in *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

PROJECT VMT ANALYSIS

The VMT Calculator was used to evaluate Project VMT for comparison to the VMT impact criteria. Based on guidance from the City, the VMT Calculator was modeled for the Project's land uses and their respective sizes as the primary input. Consistent with the peak hour trip generation estimates detailed in Chapter 3, all 2,596 sf of the Project's proposed commercial uses were modeled as restaurant use in the VMT Calculator to provide a more conservative analysis.

Project VMT

While the Project incorporates TDM measures, such as bicycle parking, that would reduce the number of single occupancy vehicle trips to the Project Site for the purposes of this analysis, no TDM measures were included in order to provide for worst-case analysis utilizing the VMT Calculator.

The VMT analysis results based on the VMT Calculator are detailed in Table 9. The VMT Calculator estimates that the Project would generate a daily household VMT of 3,464. Due to the commercial component being less than 50,000 sf and assumed to have a less than significant transportation impact, no daily work VMT estimates were generated. Thus, the Project would generate average household VMT per capita of 5.6. The average household VMT per capita of the Project would not exceed the Central APC significant household VMT impact threshold of 6.0. Therefore, the Project would not result in a significant household or work VMT impact, and no mitigation measures would be required. The detailed output from the VMT Calculator is provided in Appendix D.

CUMULATIVE ANALYSIS

Cumulative effects of development projects are determined based on the consistency with the air quality and GHG reduction goals of the RTP/SCS in terms of development location, density, and intensity. The RTP/SCS presents a long-term vision for the region's transportation system through Year 2045 and balances the region's future mobility and housing needs with economic, environmental, and public health goals.

As detailed in the TAG, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., household VMT per capita or work VMT per employee) in the project impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and GHG goals of the RTP/SCS.

As described above, the Project would not result in a significant VMT impact. Further, the Project would be designed to further reduce single occupancy trips to the Project Site by implementing TDM strategies including the provision of bicycle parking per the LAMC as Project design features. Therefore, the Project would result in a less-than-significant cumulative impact under Threshold T-2.1, and no further evaluation or mitigation measures would be required.

Furthermore, the Project Site is well-served by Metro rail and various local bus lines and would contribute to the productivity and use of the regional transportation system. The Project would provide both housing and commercial uses near transit and encourage active transportation by providing new bicycle parking infrastructure, in line with RTP/SCS goals. Thus, the Project would encourage a variety of transportation options and would be consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region.

TABLE 9
VMT ANALYSIS SUMMARY

Project Information	
Land Use	**Size**
Multi-Family Housing	77 du
High-Turnover (Sit-Down) Restaurant	2,596 sf
Affordable Housing	9 du
Project Analysis [a]	
Resident Population	211
Employee Population	10
Project Area Planning Commission	Central
Travel Behavior Zone (TBZ)	Compact Infill
Maximum Allowable VMT Reduction [b]	40%
VMT Analysis	
Daily Vehicle Trips	511
Total Daily VMT	3,487
Total Home-Based Production VMT	1,184
Household VMT per Capita [c]	5.6
Impact Threshold	6.0
Significant Impact	NO
Total Home-Based Work Attraction VMT	78
Work VMT per Employee [d]	N/A
Impact Threshold	7.6
Significant Impact	N/A

Notes:
du = dwelling units. sf = square feet.
[a] VMT results based on the *City of Los Angeles VMT Calculator Version 1.4* .
[b] The maximum allowable VMT reduction is based on the Project's designated TBZ as determined in *Transportation Demand Management Strategies in LA VMT Calculator* (LADOT, November 2019) and *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).
[c] Based on home-based production trips only (see Appendix D, Report 4).
[d] Based on home-based work attraction trips only (see Appendix D, Report 4).

Section 4C: Threshold T-2.2
Substantially Inducing Additional Automobile Travel Analysis

The intent of Threshold T-2.2 is to assess whether a transportation project would induce substantial VMT by increasing vehicular capacity on the roadway network, such as the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges.

The Project is not a transportation project that would induce automobile travel. Therefore, further evaluation is not required, and the Project would not result in a significant impact under Threshold T-2.2.

Section 4D: Threshold T-3

Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use Analysis

Evaluation is required for projects that propose new access points or modifications along the public ROW (i.e., street dedications) under Threshold T-3. Project access plans were reviewed to determine if the Project would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

ACCESS OVERVIEW

As described in Chapter 1, vehicular access would be provided via one full access driveway on Berendo Street that would accommodate all turning maneuvers. The Project would reduce the number of curb cuts along Berendo Street and would not increase the number of curb cuts on Hollywood Boulevard and would instead modify and consolidate the existing curb cuts. No exceptional horizontal or vertical curvatures exist along the sections of either roadway that would create sight distance issues for traffic utilizing the driveway. Along the Project frontage, the Project is dedicating the required ROW along Hollywood Boulevard. Pedestrian and bicycle access would be provided separate from the vehicular access via individual residential lobby and retail entrances along the Project frontage.

PROJECT HAZARDS ANALYSIS

Potential Geometric Design Hazards

The vehicular driveway would provide adequate sight distance. Berendo Street has no curvature and is relatively level adjacent to the Project Site. The driveway designs would accommodate adequate sight distance triangles free of obstruction for vehicular ingress and egress, and the designs would not result in any impediments to the visibility of approaching vehicles, pedestrians,

or bicycles. Additionally, the vehicular driveways would intersect Berendo Street at right angles to maximize sight distance.

Based on the analysis described in Chapter 3, the Project would generate fewer than 50 overall trips during any single peak hour, which is fewer than one vehicle a minute utilizing the driveway. The driveway would have the capacity to accommodate the Project trips and, therefore, no queuing hazards are expected to occur related to operation of the driveway.

Consistency with Modal Priority Networks

The Project vehicular driveway on Berendo Street is not proposed along a street designated as part of any modal priority network as identified in the Mobility Plan. Nevertheless, the designs of the driveways do not result in any impediments to the visibility of approaching vehicles, pedestrians, or bicycles, and the Project vehicular driveway would intersect the street at right angles to maximize sight distance and eliminate left turn conflicts. Thus, the Project vehicular driveway would present no substantial conflict with any of the modal priorities. Moreover, the Project would not preclude or interfere with the implementation of future roadway improvements benefiting transit, pedestrians, or bicycles.

Pedestrian and Bicycle Activity

As discussed above, pedestrian and bicycle access would be provided separate from the vehicular access and via individual residential lobby and commercial entrances along the Project frontage. The Project would result in an increase in both pedestrian and bicycle activity along Berendo Street and Hollywood Boulevard; however, the access locations would be designed to accommodate wider sidewalks and enhanced connectivity that meet the City's requirements to further protect pedestrian and bicycle safety. The driveway would not cross any existing bicycle infrastructure and adequate sight distance exists for drivers entering and exiting the driveway to see oncoming pedestrians and bicyclists. Therefore, the Project is not anticipated to result in significant vehicle-pedestrian or vehicle-bicycle conflicts.

Incompatible Uses

The Project design incorporates and expands on the surrounding areas to provide a more attractive, well-defined, and accessible interaction between the Project and these surrounding uses. None of the Project design elements that are tangential to the adjacent uses are considered incompatible. There are no unusual or new obstacles that would be considered hazardous to motorized vehicles, non-motorized vehicles, or pedestrians.

Summary

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

CUMULATIVE ANALYSIS

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with Related Projects with access points along the same block as the Project to determine if there may be a cumulatively significant impact. As detailed in Section 4A, there are no Related Projects proposed with access points along the same block as the Project. The Project driveway and Related Project access points would be designed according to the City's guidelines and would be placed at a distance to provide adequate pedestrian refuge areas and to limit potential vehicle conflicts. Therefore, the Project would not result in cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts. Further review of the cumulative traffic conditions with the addition of Project and Related Project traffic is provided in Chapter 5.

Section 4E
Freeway Safety Analysis

LADOT issued *Interim Guidance for Freeway Safety Analysis* (May 2020) (City Freeway Guidance) identifying City requirements for a CEQA safety analysis of Caltrans facilities as part of a transportation assessment.

ANALYSIS METHODOLOGY

The City Freeway Guidance relates to the identification of potential safety impacts at freeway off-ramps because of increased traffic from development projects. It provides a methodology and criteria for assessing whether additional vehicle queuing at off-ramps could result in a safety impact due to speed differentials between the mainline freeway lanes and the queued vehicles at the off-ramp.

Based on the City Freeway Guidance, a transportation assessment for a development project must include analysis when the project adds 25 or more peak hour trips to any freeway off-ramp. A project would result adverse safety conditions at such a ramp if each of the following three criteria were met:

1. Under a scenario analyzing future conditions upon project buildout, with project traffic included, the off-ramp queue would extend to the mainline freeway lanes[2].
2. A project would contribute at least two vehicle lengths (50 feet, assuming 25 feet per vehicle) to the queue.
3. The average speed of mainline freeway traffic adjacent to the off-ramp during the analyzed peak hour(s) is greater than 30 mph.

[2] If an auxiliary lane is provided on the freeway, then half the length of the auxiliary lane is added to the ramp storage length.

Should an adverse safety condition be identified, corrective measures to be considered include TDM measures to reduce a project's trip generation, investments in active transportation or transit system infrastructure to reduce a project's trip generation, changes to the traffic signal timing or lane assignments at the ramp intersection, or physical changes to the off-ramp. Any physical change to the ramp would have to improve safety, not induce greater VMT, and not result in secondary environmental impacts.

As shown in Table 4, the Project is expected to generate at most 27 inbound or outbound trips in the morning or afternoon peak hours. As shown in Figure 14C, once these trips are distributed to the local roadway network, the highest level of Project trips at any single intersection is well below the 25-trip threshold for analysis set by Caltrans. Given that the nearest freeway entrance is 1.25 miles west of the Project site, and the trips shown in Figure 14C further disperse as they travel through the roadway network, the Project will not contribute more than 25 peak hour trips to any Caltrans facilities. Therefore, no further analysis is required.

Chapter 5
Non-CEQA Transportation Analysis

This chapter summarizes the non-CEQA transportation analysis of the Project. It includes an evaluation of Project traffic, proposed access provisions, safety, and circulation operations of the Project, and pedestrian, bicycle, and transit facilities in the vicinity of the Project. This chapter also summarizes the evaluation of the Project's operational conditions, parking supply and requirements, and effects due to Project construction.

Per Section 3.1 of the TAG, any deficiencies identified based on the non-CEQA transportation analysis is "not intended to be interpreted as thresholds of significance, or significance criteria for purposes of CEQA review unless otherwise specifically identified in Section 2." Section 3 of the TAG identifies the following four non-CEQA transportation analyses for reviewing potential transportation deficiencies that may result from a development project:

- Pedestrian, Bicycle, and Transit Access Assessment
- Project Access, Safety, and Circulation Evaluation
- Residential Street Cut-Through Analysis
- Project Construction

The four non-CEQA transportation analyses are reviewed in detail in Sections 5A through 5D. In addition, a review of the proposed parking and the City's parking requirement for the Project is provided in Section 5E.

Section 5A

Pedestrian, Bicycle, and Transit Assessment

This section assesses the Project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project Site. Factors to consider when assessing a project's potential effect on pedestrian, bicycle, and transit facilities, include the following:

- Would the project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities?
- Would a project intensify use of existing pedestrian, bicycle, or transit facilities?

EXISTING FACILITIES

Pedestrians and Bicycles

Existing pedestrian facilities adjacent to the Project Site include sidewalks along both sides of Hollywood Boulevard, Berendo Street, and New Hampshire Avenue that would be maintained with the Project. The Project driveway would be designed with the minimum required driveway width and intersect the roadway at a right angle to maximize sight distance. The Project would not introduce any modifications or disruptions to existing bicycle facilities. As such, the Project would not directly or indirectly result in a permanent removal or modification that would lead to a significant degradation of pedestrian or bicycle facilities. Although the Project may intensify use of existing pedestrian and bicycle facilities, as well as vehicular traffic volumes using Hollywood Boulevard or Vermont Avenue, none of these volumes are anticipated to reach a level where degradation, capacity constraint, or conflict would arise.

Figure 6 presents a map of commercial and institutional facilities within walking distance of the Project Site that could attract pedestrian activity.

Transit

As described in Chapter 2 and illustrated in Figure 7, the Project is located within 0.25 miles of the Los Angeles County Metropolitan Transportation Authority (Metro) B Line Vermont/Sunset station. The fixed-rail Metro B Line travels between Union Station in downtown Los Angeles and North Hollywood at 12-minute intervals throughout the day. Additionally, transit is provided through the Project area by Metro bus stops serving Lines 2, 180, 182, 204, 206, 217, and 754 and LADOT Downtown Area Short Hop (DASH) bus stops serving the Hollywood Clockwise, Hollywood Counterclockwise, and Observatory/Los Feliz DASH lines at the Project study intersections.

The nearest bus stops are at Vermont Avenue & Franklin Avenue (Metro Line 180 and DASH Hollywood Clockwise and Observatory/Los Feliz) and New Hampshire Avenue & Hollywood (Metro Lines 180, 206, and 217). The existing transit infrastructure provided at the nearest stops is as follows:

Intersection #2, Vermont Avenue & Franklin Avenue

- Benches on the west side of the north leg
- Bus stop shelter and bench on the east side of the south leg
- Bench on the south side of the west leg

Intersection #4, New Hampshire Avenue & Hollywood Boulevard

- Bus stop shelter and bench on the north side of the east leg

INTENSIFICATION OF USE

The Project would not directly or indirectly result in a permanent removal or modification of infrastructure or degrade pedestrian or bicycle facilities. Although the Project may intensify use of existing pedestrian and bicycle facilities, adequate capacity is provided to accommodate foreseeable demand for those existing facilities. Overall, the Project would not result in the deterioration of any existing facilities serving pedestrians or bicyclists.

The Project would result in some intensification of pedestrian, bicycle, and transit activity in the vicinity of the Project Site. However, given the Project Site's location near local bus and rail

services in Hollywood and its proximity to active commercial centers, it is ideally situated to encourage non-automobile trips to and from those destinations and reach additional public transit routes. The amount of additional pedestrian, bicycle, and transit activity generated by the Project would not strain the capacity of facilities and operations dedicated to those travel modes.

Transit Ridership

For the purposes of this analysis, the transit/walk-in vehicular trips detailed in Table 4 were all assumed as transit trips during the morning and afternoon peak hour and are projected at four and three vehicular trips, respectively. Based on the average vehicle occupancy factor of 1.55 for all trip purposes in Los Angeles County, as identified in *SCAG Regional Travel Demand Model and 2012 Model Validation* (SCAG, March 2016), the total Project transit trips correspond to seven net new transit riders (four vehicles x 1.55 riders per vehicle = seven riders) during the morning peak hour and five (three vehicles x 1.55 riders per vehicle = five riders) net new transit riders during the afternoon peak hour. The Project transit trip estimate is approximately 1% of the residual peak hour transit capacity of the rail/bus lines within 0.50 miles walking distance of the Project Site. As such, the nearby transit capacity can accommodate the intensification of transit usage attributable to the Project without absorbing excess capacity.

CONCLUSION

The Project would result in some intensification of pedestrian, bicycle, and transit activity in the vicinity of the Project Site. However, given the Project Site's location near local bus and rail services and its proximity to active commercial and entertainment uses, it is ideally situated to encourage non-automobile trips to and from those destination and reach additional public transit routes. Additionally, the Project would promote a more comfortable and walkable environment for all users through improvements along the Project frontages. The amount of additional pedestrian, bicycle, and transit activity generated by the Project would not strain the capacity of facilities nor operations dedicated to those travel modes.

Section 5B

Project Access, Safety, and Circulation Assessment

This section summarizes access, safety, and circulation at and around the Project Site. It includes a quantitative evaluation of the Project's access and circulation operations, including the anticipated LOS at the study intersections and anticipated vehicle queues.

PROJECT ACCESS

Vehicles

Vehicular access to the Project Site access would be provided via one full access driveway on Berendo Street that would accommodate all turning maneuvers.

Pedestrians and Bicycles

Pedestrian and bicycle access would be provided separate from the vehicular access via individual residential lobby and commercial entrances along the Project frontage. These facilities would provide adequate capacity and allow safer movement for pedestrians and bicycles to, from, and around the Project Site.

PASSENGER LOADING EVALUATION

The Project would provide an area for tenant move-in/move-out staging and passenger loading within the parking garage on-site. Additionally, unmetered on-street parking is allowed on Berendo Street and metered on-street parking is provided on Hollywood Boulevard adjacent to the Project Site that can serve passenger loading purposes when not in use by parked vehicles.

OPERATIONAL EVALUATION

Intersection operation conditions were evaluated for typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods. A total of four study intersections, including two signalized and two unsignalized, were selected for detailed transportation analysis in consultation with LADOT.

The following traffic conditions were developed and analyzed as part of this study:

- Existing with Project Conditions (Year 2023) – This analysis condition analyzes the potential intersection operating conditions that could be expected if the Project were built under existing conditions. In this analysis, the Project-generated traffic is added to the Existing Conditions.
- Future with Project Conditions (Year 2026) – This analysis condition analyzes the potential intersection operating conditions that could be expected if the Project is fully occupied in the projected buildout year. In this analysis, the Project-generated traffic is added to Future without Project Conditions (Year 2026).

Methodology

In accordance with the TAG, the intersection delay and queue analyses for the operational evaluation were conducted using the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016) (HCM) methodology, which was implemented using Synchro software and signal timing worksheets from the City to analyze intersection operating conditions. The HCM signalized methodology calculates the average delay, in seconds, for each vehicle passing through the intersections. Table 10 details a description of the LOS categories, which range from excellent, nearly free-flow traffic at LOS A, to stop-and-go conditions at LOS F, for signalized and unsignalized intersections.

The queue lengths were estimated using Synchro, which reports the 95th percentile queue length for signalized and unsignalized intersections in vehicles per lane, which can be converted into linear distance by multiplying the vehicle queue by 25 feet per vehicle. The reported queues were calculated using the HCM signalized intersection methodology.

LOS and queuing worksheets for each scenario are provided in Appendix E.

Existing with Project Conditions

Traffic Volumes. The Project-only morning and afternoon peak hour traffic volumes described in Chapter 3 and illustrated in Figure 14C were added to the existing morning and afternoon peak hour traffic volumes illustrated in Figure 8. The resulting volumes are illustrated in Figure 15 and represent Existing with Project Conditions, assuming Project operation under Existing Conditions.

Intersection LOS. Table 11 details the intersection LOS under Existing Conditions and Existing with Project Conditions during the weekday morning and afternoon peak hours for the study intersections. As detailed in Table 11, three of the four study intersections operate at LOS D or better during both the morning and afternoon peak hours under Existing Conditions. The remaining study intersection operates at LOS F during the afternoon peak hour. Under Existing with Project Conditions, three of the four study intersections are anticipated to operate at LOS D or better during both morning and afternoon peak hours. The remaining intersection would operate at LOS F during the afternoon peak hour.

Future with Project Conditions

Traffic Volumes. All future adjustments, including cumulative traffic growth (i.e., ambient growth and Related Project traffic) and transportation infrastructure improvements described in Chapter 2 are incorporated into this analysis. The Project-only morning and afternoon peak hour traffic volumes described in Chapter 3 and illustrated in Figure 14C were added to the Future without Project (Year 2026) morning and afternoon peak hour traffic volumes illustrated in Figure 11. The resulting volumes are illustrated in Figure 16 and represent Future with Project Conditions after development of the Project in Year 2026.

Intersection LOS. Table 12 details the results of the Future without Project Conditions and Future with Project Conditions during the weekday morning and afternoon peak hours for the study intersections. As detailed in Table 12, three of the four study intersections are anticipated to operate at LOS D or better during both the morning and afternoon peak hours under Future

without Project Conditions (Year 2026). The remaining study intersection is projected to operate at LOS E or F during at least one of the analyzed peak hours. Under Future with Project Conditions, three of the four study intersections are anticipated to operate at LOS D or better during both the morning and afternoon peak hours under Future with Project Conditions (Year 2026). The remaining study intersection is anticipated to operate at LOS E or F during at least one of the analyzed peak hours.

DRIVEWAY AND INTERSECTION QUEUING ANALYSIS

The four study intersections were analyzed to determine whether the lengths of intersection turning lanes were adequate to accommodate vehicle queue lengths using the HCM analysis results from Appendix E.

The TAG establishes the following criteria for unacceptable or extended queuing:

- *Additional queue along through lanes and either of the following conditions are expected:*
    - *The projected peak hour intersection LOS is D and the through lane queue increases by greater than 75 feet on any approach with the directional approach LOS at E or F, or*
    - *The projected peak hour intersection LOS is E or F and the through lane queue increases by greater than 50 feet on any approach with the directional approach LOS at E or F.*
- *Spill over from turn pockets into through lanes.*
- *Block cross streets or alleys.*
- *Spill over from drive-throughs into streets.*
- *Contribute to "gridlock" congestion. For the purposes of this section, "gridlock" is defined as the condition where traffic queues between closely-spaced intersections and impedes the flow of traffic through upstream intersections.*

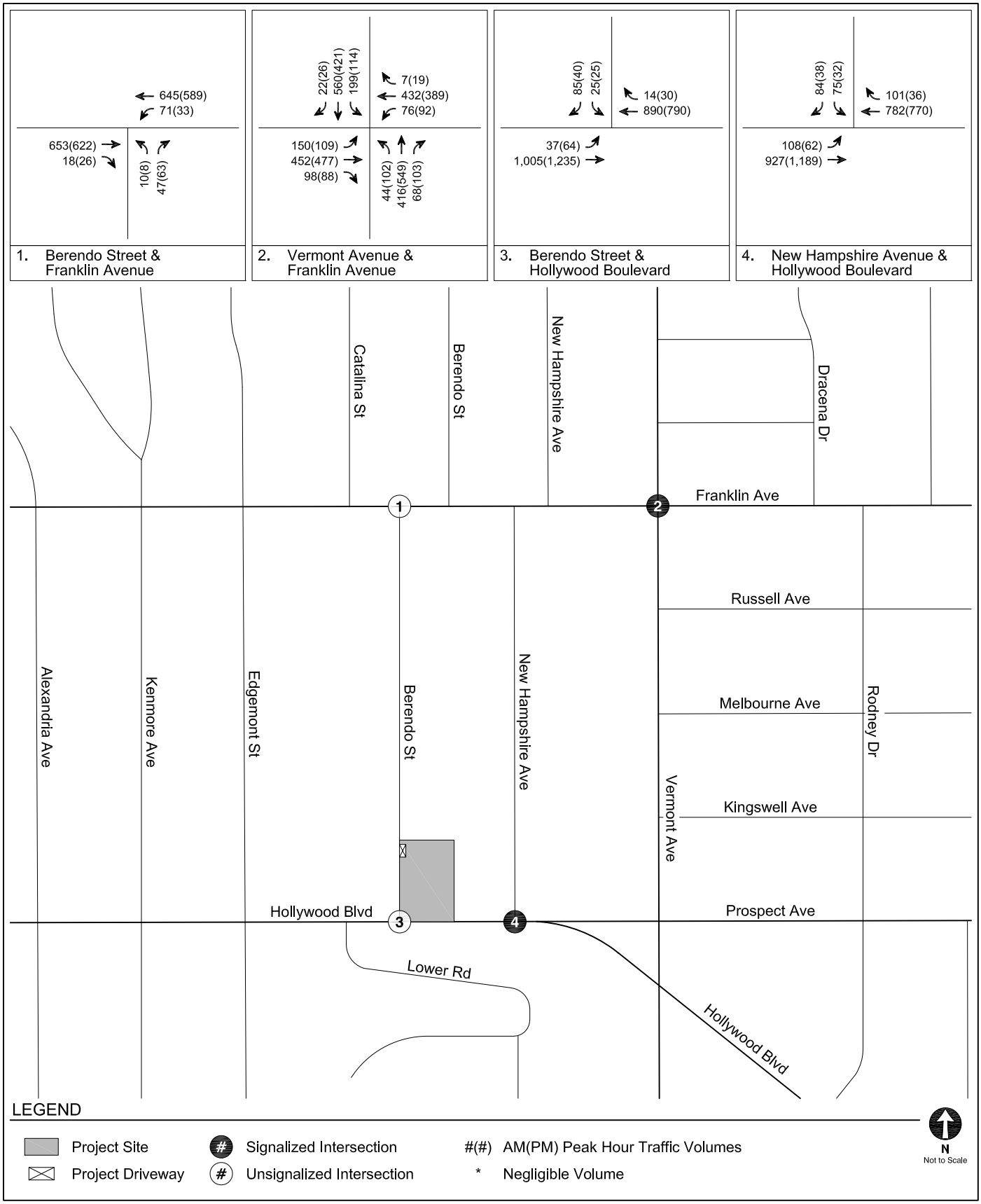
Table 13 summarizes turn pocket queues at each intersection under Existing Conditions, Future without Project Conditions, and Future with Project Conditions. As shown, although some of the signalized intersections in the vicinity may currently experience queues exceeding turn pocket lengths during the peak hours, the Project would add minimally to those turn pocket lengths. Therefore, the Project would not cause unacceptable or extended queuing at signalized intersections within the Study Area.

RECOMMENDED ACTIONS

It is anticipated that the Project will add to the cumulative traffic within the Study Area, as detailed above. As discussed in Section 4B, the Project will implement TDM strategies to reduce both single occupancy trips to the Project Site and Project traffic throughout the Study Area during the most congested time periods of the day. The Project includes Project design features such as the provision of bicycle parking per the LAMC, to promote non-automobile travel, reduce the use of single-occupant vehicle trips, etc.

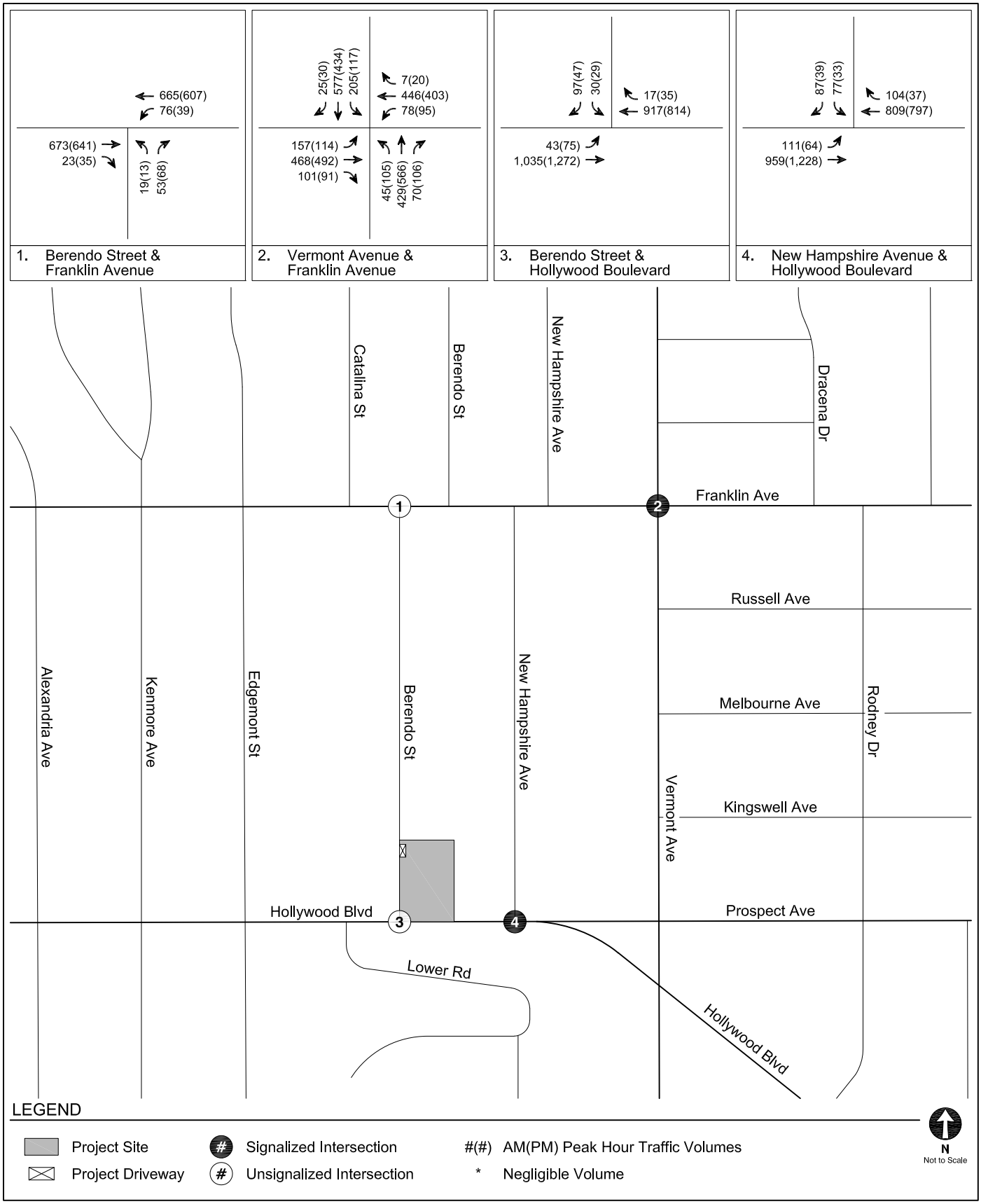
LAMC Section 12.26J, the TDM Ordinance (1993) establishes TDM requirements for non-residential projects, in addition to non-residential components of the mixed-use projects, in excess of 25,000 sf. The Project does not include non-residential uses greater than 25,000 sf; therefore, the Project would not be subject to the requirements of the TDM Ordinance.

Beyond the identified TDM strategies, the Project would also manage site access and circulation operations to minimize potential queue onto the adjacent public ROW. Additionally, the Project will work in conjunction with LADOT to develop a local improvement program to manage site access and circulation operations as well as provide road safety enhancements for pedestrian, bicycle, and transit users in the Project vicinity.



EXISTING WITH PROJECT CONDITIONS (YEAR 2023)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 15



FUTURE WITH PROJECT CONDITIONS (YEAR 2026)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 16

TABLE 10
INTERSECTION LEVEL OF SERVICE

Level of Service	Description	Delay [a]	
		Signalized Intersections	Unsignalized Intersections
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.	≤ 10	≤ 10
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	> 10 and ≤ 20	> 10 and ≤ 15
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	> 20 and ≤ 35	> 15 and ≤ 25
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	> 35 and ≤ 55	> 25 and ≤ 35
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	> 55 and ≤ 80	> 35 and ≤ 50
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	> 80	> 50

Notes:

Source: *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016).

[a] Measured in seconds.

TABLE 11
EXISTING CONDITIONS (YEAR 2023)
INTERSECTION LEVELS OF SERVICE

No	Intersection [a]	Peak Hour	Existing Conditions		Existing with Project Conditions	
			Delay (sec)	LOS	Delay (sec)	LOS
1.	Berendo Street &	AM	15.2	B	21.7	C
[a]	Franklin Avenue	PM	15.2	B	17.7	B
2.	Vermont Avenue &	AM	21.9	C	22.0	C
[b]	Franklin Avenue	PM	21.4	C	21.5	C
3.	Berendo Street &	AM	23.1	C	19.3	C
[a]	Hollywood Boulevard	PM	58.5	F	50.8	F
4.	New Hampshire Avenue &	AM	11.0	B	11.0	B
[b]	Hollywood Boulevard	PM	9.2	A	9.2	A

Notes:

Delay is measured in seconds per vehicle. LOS = Level of Service.

[a] Intersection analysis based on the HCM 6th Edition Two-Way Stop Control Unsignalized methodology, which calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals.

[b] Intersection analysis based on HCM Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

TABLE 12
FUTURE CONDITIONS (YEAR 2026)
INTERSECTION LEVELS OF SERVICE

No	Intersection [a]	Peak Hour	Future without Project Conditions		Future with Project Conditions	
			Delay (sec)	LOS	Delay (sec)	LOS
1.	Berendo Street &	AM	22.9	C	30.7	C
[a]	Franklin Avenue	PM	17.9	B	20.8	C
2.	Vermont Avenue &	AM	22.4	C	22.5	C
[b]	Franklin Avenue	PM	21.9	C	21.9	C
3.	Berendo Street &	AM	32.2	D	39.4	E
[a]	Hollywood Boulevard	PM	111.3	F	152.6	F
4.	New Hampshire Avenue &	AM	11.2	B	7.5	A
[b]	Hollywood Boulevard	PM	9.4	A	9.4	A

Notes:

Delay is measured in seconds per vehicle. LOS = Level of Service.

[a] Intersection analysis based on the HCM 6th Edition Two-Way Stop Control Unsignalized methodology, which calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals.

[b] Intersection analysis based on HCM Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

TABLE 13
TURN POCKET QUEUING

Intersection	Turn Pocket Length	Peak Hour	95th Percentile Queue Length			
			Existing Conditions	Future without Project Conditions	Future with Project Conditions	Change
Intersection #2. Vermont Avenue & Franklin Avenue						
Northbound Left-Turn	60	A.M.	33	35	35	0
		P.M.	80	88	88	0
Northbound Through/Right	255	A.M.	153	165	165	0
		P.M.	223	233	235	2
Southbound Left-Turn	80	A.M.	188	203	203	0
		P.M.	110	118	118	0
Southbound Through/Right	215	A.M.	188	203	205	2
		P.M.	143	158	160	2
Eastbound Left-Turn	60	A.M.	150	158	163	5
		P.M.	95	100	103	3
Eastbound Through/Right	375	A.M.	413	425	428	3
		P.M.	413	423	425	2
Westbound Left-Turn	35	A.M.	80	83	83	0
		P.M.	98	100	100	0
Westbound Through/Right	430	A.M.	303	308	308	0
		P.M.	270	275	275	0
Intersection #4. New Hampshire Avenue & Hollywood Boulevard						
Southbound Left-Turn	40	A.M.	153	160	160	0
		P.M.	65	68	68	0
Southbound Right-Turn	40	A.M.	153	160	160	0
		P.M.	65	68	68	0
Eastbound Left-Turn	140	A.M.	73	78	78	0
		P.M.	33	35	35	0
Eastbound Through	305	A.M.	198	208	208	0
		P.M.	248	260	260	0
Westbound Left/Through/Right	200	A.M.	195	203	203	0
		P.M.	160	168	168	0

Notes:
All lengths shown in feet based on 25 feet per vehicle. Bolded values indicate queues exceed the turn pocket storage length.
Queues are reported per lane. At dual turn lanes, the reported queue length would be experienced in each lane.

Section 5C
Residential Street Cut-Through Analysis

This section summarizes the residential street cut-through analysis for the Project. The objective of the residential street cut-through analysis is to determine potential increases in average daily traffic volumes on designated Local Streets, as classified in the City's General Plan, which can be identified as cut-through trips generated by the Project and that can adversely affect the character and function of those streets. Per Section 3.5.2 of the TAG, cut-through trips are defined as those that feature travel along a Local Street with residential land-use frontage, as an alternative to a higher classification street segment, to access a destination that is not within the neighborhood in which the Local Street is located.

Section 3.5.2 of the TAG provides a list of questions to assess whether the Project would negatively affect residential streets. The net daily trips generated by the Project are not projected to lead to trip diversion from the adjacent and nearby streets to alternative routes along a residential Local Streets that are not located adjacent to the Project Site or that provide direct access to the Project driveways; nor is the Project projected to add a substantial amount of automobile traffic to congested Arterial Streets that could potentially cause a shift to residential Local Streets; nor is there a nearby local residential street that provides a viable alternative route to the Project Site. Thus, the Project is not required to conduct a Local Residential Street Cut-Through Analysis.

Section 5D
Construction Impact Analysis

This section summarizes the construction schedule and construction impact analysis for the Project. The construction impact analysis relates to the temporary impacts that may result from the construction activities associated with the Project and was performed in accordance with TAG Section 3.4, Project Construction.

CONSTRUCTION EVALUATION CRITERIA

Section 3.4.3 of the TAG identifies the following three types of in-street construction constraints that require further analysis to assess the effects of Project construction on the existing pedestrian, bicycle, transit, or vehicle circulation.

1. Temporary transportation constraints – potential effects on the transportation system
2. Temporary loss of access – potential effects on visitors entering and leaving sites
3. Temporary loss of bus stops or rerouting of bus lines – potential effects on bus travelers

The factors considered include magnitude and duration of the temporary loss of access to transportation facilities, the potential inconvenience caused to users of the transportation system, and consideration for public safety. Construction activities could potentially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas. As detailed in Section 3.4.4 of the TAG, the proposed construction plans should be reviewed to determine whether construction activities would require any of the following actions:

- Street, sidewalk, or lane closures
- Block existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street
- Modification of access to transit stations, stops, or facilities during revenue hours

- Closure or movement of an existing bus stop or rerouting of an existing bus line
- Creation of transportation hazards

PROPOSED CONSTRUCTION SCHEDULE

The Project is anticipated to be constructed over an approximately 15-month period, with completion anticipated in Year 2026. Peak haul truck activity occurs during the grading phase and peak worker activity occurs during the building construction phase. These phases of construction were studied in greater detail.

GRADING PHASE

The peak period of truck activity during construction would occur during the grading phase of the Project Site. With the implementation of the Construction Management Plan, which is described in more detail below, it is anticipated that almost all haul truck activity to and from the Project Site would occur outside of the morning and afternoon peak hours. In addition, as discussed in more detail in the following section, worker trips to and from the Project Site would also occur outside of the peak hours. Therefore, no peak hour construction traffic impacts are expected during the grading phase of construction.

Haul trucks would travel on approved truck routes designated within the City and take the most direct route to the appropriate freeway ramps. The haul route will be reviewed and approved by the City.

Grading Phase Trip Generation

Based on projections compiled for the Project, approximately 20,000 cubic yards (CY) of material would be excavated and removed from the Project Site over a 30-day period. It is anticipated that a maximum of 104 trucks per workday, based on an anticipated haul truck capacity of 14 CY, would be required during this phase. Thus, up to 208 daily truck trips (104 inbound, 104 outbound)

are forecasted to occur during the grading phase, with approximately 30 trips per hour (15 inbound, 15 outbound) uniformly over a typical seven-hour, off-peak hauling period.

Because construction trucks (such as earth-hauling trucks and cement trucks) are larger and slower than the passenger vehicles that make up most of the vehicles on the roads, they have a greater effect on traffic than a passenger vehicle. *Transportation Research Circular No. 212, Interim Materials on Highway Capacity* (Transportation Research Board, 1980) defines passenger car equivalency (PCE) for a vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Table 8 of *Transportation Research Circular No. 212* and Exhibit 22.11 of the HCM suggest a PCE of 2.0 for trucks traveling on level terrain. Assuming a PCE factor of 2.0, the 208 daily truck trips would be equivalent to 416 daily PCE trips. The 30 hourly truck trips would be equivalent to approximately 60 PCE trips per hour (30 inbound, 30 outbound).

In addition, a maximum of 10 construction workers per day are anticipated during the grading phase. The 10 construction workers would conservatively result in 20 one-way vehicle trips (10 inbound, 10 outbound), to and from the Project Site daily. It is anticipated that most workers would arrive on-site prior to the weekday morning commuter peak hour and leave prior to or after the afternoon commuter peak hour. Therefore, no peak hour construction traffic impacts are expected during the grading phase of construction.

BUILDING CONSTRUCTION PHASE

During the building construction phase, parking for construction workers would generally be provided on-site or, if needed, in local public parking facilities until the on-site parking facility is available. Restrictions against workers parking in the public ROW in the vicinity of (or adjacent to) the Project Site would be identified as part of the Construction Management Plan. Construction materials storage and truck staging would generally be contained on-site or in the parking lane along the Project frontages on Berendo Street or Hollywood Boulevard.

The traffic impacts associated with construction workers depend on the number of construction workers employed during various phases of construction, as well as the travel mode and travel time of the workers. In general, the hours of construction typically require workers to be on-site

before the weekday morning commuter peak period and allow them to leave before or after the afternoon commuter peak period (i.e., arrive at the site prior to 7:00 AM and depart before 4:00 PM or after 6:00 PM). Therefore, most, if not all, construction worker trips would occur outside of the typical weekday commuter peak periods.

According to construction projections prepared for the Project, the building construction phase would employ the most construction workers, with a maximum of 79 workers per day. The estimated number of daily vehicle trips associated with the construction workers is conservatively estimated at approximately 158 one-way trips (79 inbound and 79 outbound trips), but nearly all those trips would occur outside of the peak hours, as described above. As such, the building construction phase of the Project is not expected to cause peak hour operational issues at any of the study intersections.

POTENTIAL IMPACTS ON ACCESS, TRANSIT, AND PARKING

Project construction is not expected to create hazards for roadway travelers, bus riders, or parkers, so long as commonly practiced safety procedures for construction are followed. Such procedures and other measures (e.g., to address temporary traffic control, lane closures, sidewalk closures, etc.) have been incorporated into the Construction Management Plan. The construction-related impacts associated with access and transit are anticipated to be less than significant, and the implementation of the Construction Management Plan described below would further reduce those impacts.

Access

Construction activities are expected to be primarily contained within the Project Site boundaries. However, it is expected that construction fences may encroach into the public ROW (e.g., sidewalks and roadways) adjacent to the Project Site. The parking lanes on Berendo Street or Hollywood Boulevard may be temporarily closed throughout the construction period. Temporary traffic controls would be provided to direct traffic around any closures as required in the Construction Management Plan and emergency access would not be impeded.

The use of the public ROW would require temporary re-routing of pedestrian and bicycle traffic. The Construction Management Plan would include measures to ensure pedestrian and bicycle safety along the affected sidewalks, bicycle facilities, and temporary walkways (e.g., use of light-duty barriers and cones, use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering).

Transit

No existing bus stops are located adjacent to the Project Site and, thus, no temporary relocation of any bus stop is anticipated due to the construction of the Project.

Parking

The curb lanes along Berendo Street or Hollywood Boulevard may be used for staging, deliveries, and/or crane placement during construction. Thus, construction activities may potentially result in the temporary loss of up to 12 public parking spaces.

CONSTRUCTION MANAGEMENT PLAN

A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan would be prepared and submitted to the City for review and approval prior to commencing construction and is part of the building permit approval. The Construction Management Plan would formalize how construction would be conducted and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

- Advance bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.

- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities on Berendo Street and Hollywood Boulevard to ensure traffic safety on public ROWs. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety.

- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.

- Spacing of trucks to discourage a convoy effect.

- Containment of construction activity within the Project Site boundaries to the extent feasible.

- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate, including along all identified LAUSD pedestrian routes to nearby schools.

- Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours, to not impede school drop-off and pick-up activities and students using LAUSD's identified pedestrian routes to nearby schools.

- Maintenance of a log, available on the job site always, documenting the dates of hauling and the number of trips (i.e., trucks) per day.

- Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading, and construction.

It is likely that construction management plans would also be submitted for City approval by the Related Projects prior to the start of construction activities. As part of the LADOT and/or Los Angeles Department of Building and Safety established review process of construction management plans, potential overlapping construction activities and proposed haul routes would be reviewed to minimize the impacts of cumulative construction activities on any roadway.

Section 5E
Parking Analysis

This section provides an analysis of the proposed parking and the Project's potential parking impacts.

VEHICLE PARKING CODE REQUIREMENTS

State of California Assembly Bill 2097 (Friedman, 2022) (AB 2097) mandates that development projects located within 0.5 miles of a major transit stop may not be required to provide any parking for residential or commercial uses. The Project site qualifies under AB 2097, as confirmed at the City's Zone Information and Map Access System and, therefore, no vehicle parking spaces are required. Nonetheless, the Project would provide 93 vehicular parking spaces.

BICYCLE PARKING CODE REQUIREMENTS

LAMC Section 12.21.A.16 and the Station Neighborhood Area Plan detail the long-term and short-term bicycle parking requirements for new developments, which are summarized in Table 14. As shown, the Project would require a total of 45 long-term and 11 short-term bicycle parking spaces. The Project proposes 57 bicycle parking spaces, which would satisfy the LAMC requirements for on-site bicycle parking supply.

TABLE 14
BICYCLE CODE PARKING REQUIREMENTS

Land Use	Size	Short-Term Bicycle Parking Rate [a]	Short-Term Bicycle Parking Requirement	Long-Term Bicycle Parking Rate [b]	Long-Term Bicycle Parking Requirement
Residential	86 du	1.0 sp / 10 du	9 sp	0.5 sp / 1 du	43 sp
Restaurant [c]	2,596 sf	1.0 sp / 2,000 sf	2 sp	1.0 sp / 2,000 sf	2 sp
Short-Term Bicycle Parking Requirement			**11 sp**	**Long-Term Bicycle Parking Requirement**	**45 sp**
Total Code Bicycle Parking Requirement					**56 sp**

Notes:
[a] As calculated per LAMC Section 12.21.A.16.A(2)
[b] As calculated by *Vermont/Western Transit Oriented District Specific Plan (Station Neighborhood Area Plan)*
[c] Per LAMC Section 12.21.A.16.A(2)i, a minimum of two short-term and two long-term bicycle parking spaces shall be provided for all commercial, institutional, and industrial uses.

Chapter 6
Summary and Conclusions

This study was undertaken to analyze the potential transportation impacts of the Project on the transportation system. The following summarizes the results of this analysis:

- The Project is located at 4773 Hollywood Boulevard.
- The Project proposes 86 apartment units and 2,596 sf of restaurant/retail uses and is anticipated to be completed in Year 2026.
- Vehicular access would be provided via one full access driveway along Berendo Street.
- The Project is estimated to generate 43 net new morning peak hour trips and 41 net new afternoon peak hour trips.
- The Project would be consistent with the City's plans, programs, ordinances, and polices and would not result in any geometric design hazard impacts.
- The Project would incorporate TDM strategies such as LAMC required bicycle parking and bike share facilities. With application of these TDM strategies, the Project VMT impacts would be less than significant and, therefore, no mitigation measures would be required.
- The Project provides adequate internal circulation to accommodate vehicular, pedestrian, and bicycle traffic without impeding through traffic movements on City streets.
- The addition of Project trips would not adversely affect any residential Local Streets.
- Construction traffic would be generated outside of the commuter morning and afternoon peak hours to the extent feasible and would be substantially less than the traffic generated by operation of the Project. A Construction Management Plan would be prepared to ensure that construction impacts are minimized.
- The Project would provide a total of 93 vehicle parking spaces within one subterranean and one at grade parking level and eight short-term and 56 long-term bicycle parking spaces, sufficient under the LAMC.

TABLE 5 (CONT.)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
Policy 2.9 Multiple Networks Consider the role of each mode enhanced network when designing a street that included multiple modes.	**Consistent.** Hollywood Boulevard adjacent to the Project Site is identified as part of the Mobility Plan's Transit Enhanced Network, Pedestrian Enhanced Network, and Bicycle Enhanced Network. The Project would provide ground floor commercial space accessible via Hollywood Boulevard that would serve the adjacent neighborhood. The Project would also provide safe access to the adjacent transit stops.
Policy 2.10 Loading Areas Facilitate the provision of adequate on and off-street loading areas.	**Consistent.** All commercial loading activities would occur on-site as to not disrupt the operations within the public right-of-way.
Policy 2.17 Street Widenings Carefully consider the overall implications (costs, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right of way does not include a curb and gutter or the resulting roadway would be less than the standard dimension.	**Consistent.** The Project does not propose modifications to widen streets beyond their required Mobility Plan classifications. The Project will dedicate the required ROW along Hollywood Boulevard.
Chapter 3 - Access for All Angelenos	
Policy 3.1 Access for All Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.	**Consistent.** The Project encourages multi-modal transportation alternatives and access for all travel modes to and from the Project Site. The Project provides separate pedestrian and bicycle entrances and bicycle parking to encourage walking and bicycling. The Project encourages transit usage by developing a mixed-use project located in proximity to transit. The Project would support those residents, employees, and visitors who choose to travel by automobile through the provision of an access point on Berendo Street, and adequate parking supply.
Policy 3.2 People with Disabilities Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	**Consistent.** The Project's vehicular and pedestrian entrances would be designed in accordance with LADOT standards and would comply with Americans with Disabilities Act (ADA) requirements. The Project design would also be in compliance with all ADA requirements and would provide direct connections to pedestrian amenities at adjacent intersections.
Policy 3.3 Land Use Access and Mix Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	**Consistent.** The Project's mix of residential and local-serving commercial uses located within proximity to transit in the large entertainment and commercial industry in the Hollywood Community helps to minimize vehicle trips and enhance proximity and convenience of residences to jobs and services.
Policy 3.4 Transit Services Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.	**Consistent.** The Project is located within 0.25 miles of the Los Angeles County Metropolitan Transportation Authority (Metro) B Line Vermont & Sunset station and several local bus lines, providing residents, employees, and patrons opportunities to travel to the Project Site via multiple public transit services.
Policy 3.5 Multi-Modal Features Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	**Consistent.** The Project would support "first-mile, last-mile solutions" by developing a project located in an active commercial area of the Hollywood Community and within 0.25 miles of a Metro B Line stations at Vermont & Sunset. Additionally, the Project includes several design features as TDM measures, such as a bicycle parking, that will encourage the use of transit and other alternative modes of transportation.
Policy 3.8 Bicycle Parking Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.	**Consistent.** The Project provides infrastructure and services to encourage bicycling for residents, employees, and visitors to the Project Site.
Chapter 4 - Collaboration, Communication, & Informed Choices	
Policy 4.8 Transportation Demand Management Strategies Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	**Consistent.** The Project incorporates several design features, which include TDM measures to reduce the number of single occupancy vehicle trips to the Project Site. The Project includes a reduced parking supply, the provision of bike parking per the LAMC, and bike share facilities as Project design features.

Notes:
[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE 5 (CONT.)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
Policy 4.13 Parking and Land Use Management Balance on-street and off-street parking supply with other transportation and land use objectives.	**Consistent.** The Project would provide sufficient off-street parking as required for projects within the Hollywood Redevelopment Project area. The Project would also retain the existing on-street parking around Project frontage, and potentially add one parking space with the closure of an existing driveway.
Chapter 5 - Clean Environments & Healthy Communities	
Policy 5.1 Sustainable Transportation Encourage the development of a sustainable transportation system that promotes environmental and public health.	**Consistent.** As part of the Project, bicycle parking facilities would be provided. This would promote active transportation modes such as biking and walking. Additionally, the Project is located within 0.75 miles of a Metro B Line stations at Hollywood & Western and Vermont & Santa Monica, as well as numerous bus lines, providing residents, employees, and visitors to the Project with public transportation alternatives.
Policy 5.2 Vehicle Miles Traveled (VMT) Support ways to reduce vehicle miles traveled (VMT) per capita.	**Consistent.** The Project is estimated to generate lower VMT per capita for residents than the average for the area, as demonstrated in Section 4B. Additionally, the Project incorporates several TDM measures to reduce the number of single occupancy vehicle trips to the Project Site.

Notes:
[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

References

2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element, Los Angeles Department of City Planning, adopted March 1, 2011.

2012 Developer Fee Justification Study, Los Angeles Unified School District, 2012.

California Environmental Quality Act Guidelines, California Code of Regulations, Title 14, Section 15000 and following.

City of Los Angeles VMT Calculator Documentation, Los Angeles Department of Transportation and Los Angeles Department of City Planning, May 2020.

City of Los Angeles VMT Calculator Version 1.4, Los Angeles Department of Transportation, June 2023.

Citywide Design Guidelines, Los Angeles City Planning Urban Design Studio, October 2019.

Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy, Southern California Association of Governments, Adopted September 2020.

Highway Capacity Manual 2000, Transportation Research Board, 1997.

Highway Capacity Manual, 6th Edition, Transportation Research Board, 2016.

Hollywood Community Plan, Los Angeles Department of City Planning, 1988.

Hollywood Community Plan Update Draft Environmental Impact Report, Terry A. Hayes Associates, Inc., November 2018.

Interim Guidance for Freeway Safety Analysis, Los Angeles Department of Transportation, May 2020.

Los Angeles Municipal Code, City of Los Angeles.

Mobility Plan 2035, An Element of the General Plan, Los Angeles Department of City Planning, September 2016.

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan, Los Angeles Department of City Planning, March 2015.

Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association, 2010.

SCAG Regional Travel Demand Model and 2012 Model Validation, Southern California Association of Governments, March 2016.

References, cont.

State of California Assembly Bill 2097, Friedman, 2022.

State of California Senate Bill 743, Steinberg, 2013.

Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor's Office of Planning and Research, December 2018.

Transportation Assessment Guidelines, Los Angeles Department of Transportation, August 2022 (updated August 2022).

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

Trip Generation Manual, 9th Edition, Institute of Transportation Engineers, 2012.

Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, 2021.

Vermont/Western Transit Oriented District Specific Plan (Station Neighborhood Area Plan), Los Angeles Department of City Planning, March 1, 2001.

Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025, City of Los Angeles, August 2015.

Appendix A

Memorandum of Understanding

LADOT

Attachment C

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: 4773 Hollywood Mixed-Use Project

Project Address: 4773 Hollywood Boulevard

Project Description: The Project would construct a mixed-use building consisting of 2,785 square feet of commercial space and 86 apartments. Nine of the 86 units will be reserved for affordable housing. The Project would be constructed on currently vacant land.

LADOT Project Case Number: _____ Project Site Plan attached? *(Required)* ☑ Yes ☐ No

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature[1], that are being considered for this project:

✓	Reduced Parking Supply[2]	✓	Bicycle Parking and Amenities		Parking Cash Out

List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc) below that are also being considered and would require LADOT staff's determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure's eligibility for this project.

1 _____ 4 _____

2 _____ 5 _____

3 _____ 6 _____

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other _____

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	**Yes**	**No**
Transit Usage	☑	☐
Existing Active or Previous Land Use	☐	☑
Internal Trip	☑	☐
Pass-By Trip	☑	☐
Transportation Demand Management (See above)	☐	☑

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	8	22	30
PM Trips	19	13	32

NET Daily Vehicle Trips (DVT)

_____ DVT (ITE ___ ed.)

507 DVT (VMT Calculator ver. 1.4)

[1] 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.

[2] Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or the City's Transit Oriented Community Guidelines.

IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2026 Ambient Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☑ Yes ☐ No

STUDY INTERSECTIONS and/or STREET SEGMENTS:
(May be subject to LADOT revision after access, safety, and circulation evaluation.)

1 Franklin Avenue & Berendo Street
2 Franklin Avenue & Vermont Avenue
3 Hollywood Boulevard & New Hampshire Avenue
4
5 Hollywood Boulevard & Berendo Street
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	☑	☐	☐
*Project Vehicle Peak Hour trips at each study intersection	☑	☐	☐
*Project Vehicle Peak Hour trips at each project access point	☑	☐	☐
*Project trip distribution percentages at each study intersection	☑	☐	☐
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	☑	☐	☐
Pedestrian access points and any pedestrian paths	☑	☐	☐
Pedestrian loading zones	☐	☐	☑
Delivery loading zone or area	☐	☑	☐
Bicycle parking onsite	☑	☐	☐
Bicycle parking offsite (in public right-of-way)	☐	☐	☑

*For mixed-use projects, also show the project trips and project trip distribution by land use category.

VIII. FREEWAY SAFETY ANALYSIS SCREENING

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? ☐ YES ☑ NO
Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

IX. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Gibson Transportation Consulting, Inc.	Lazer Properties
Address:	555 W 5th St., Suite 3375, Los Angeles, CA 90013	250 North Clark Drive, Beverly Hills, CA 90211
Phone Number:	(213) 683-0088	(818) 422-4401
E-Mail:	rgibson@gibsontrans.com	matt.levy@lazerproperty.com

Approved by:	x	Richard Gibson Consultant's Representative		11/13/2023 Date	x	 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

LADOT

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: 4773 Hollywood Mixed-Use Project

Project Address: 4773 Hollywood Boulevard

Project Description: The Project would construct a mixed-use building consisting of 2,785 square feet of commercial space and 86 apartments. Nine of the 86 units will be reserved for affordable housing. The Project would be constructed on currently vacant land.

LADOT Project Case Number: _____

II. PEDESTRIAN/ PERSON TRIP GENERATION

Source of Pedestrian/Person Trip Generation Rate(s)? □ ITE 10th Edition □ Other:

	Land Use	Size/Unit	Daily Person Trips
Proposed	To Be Provided		
	Total new trips:		

Pedestrian/Person trip generation table including a description of the proposed land uses, trip credits, person trip assumptions, comparison studies used for reference, etc. attached? □ Yes □ No

III. PEDESTRIAN ATTRACTORS INVENTORY

Attach Pedestrian Map for the area (1,320 foot radius from edge of the project site) depicting:

- site pedestrian entrance(s)
- Existing or proposed passenger loading zones
- pedestrian generation/distribution values
  - Geographic Distribution: N 10 % S 40 % E 10 % W 40 %
- transit boarding and alighting of transit stops (should include Metro rail stations; Metro, DASH, and other municipal bus stops)

- Key pedestrian destinations with hours of operation:
    - schools (school times)
    - government offices with a public counter or meeting room
    - senior citizen centers
    - recreation centers or playgrounds
    - public libraries
    - medical centers or clinics
    - child care facilities
    - post offices
    - places of worship
    - grocery stores
    - other facilities that attract pedestrian trips
- pedestrian walking routes to key destinations from project site

Note: Pedestrian Count Summary, Bicycle Count Summary, Manual Traffic Count Summary will need to be attached to the Transportation Assessment

IV. FACILITIES INVENTORY

Is a High Injury Network street located within 1,320 foot radius from the edge of the project site? ☑ Yes ☐ No

If yes, list streets and include distance from the project:

Hollywood Boulevard at 0 (feet)

Vermont Avenue at 800 (feet)

_____ at _____(feet)

_____ at _____(feet)

Attach Radius Map for the area (1,320 foot radius from edge of the project site) depicting the following existing and proposed facilities:

- transit stops
- bike facilities
- traffic control devices for controlled crossings
- uncontrolled crosswalks
- location of any missing, damaged or substandard sidewalks

For a reference of planned facilities, see the Transportation Assessment Support Map

Crossing Distances

Does the project property have frontage along an arterial street (designated as either an Avenue or Boulevard?)

☑ Yes □ No

If yes, provide the distance between the crossing control devices (e.g. signalized crosswalk, or controlled mid-block crossing) along any arterial within 1,320 feet of the property.

_____(feet) at See Table 3

_____(feet) at _____

_____(feet) at _____

_____(feet) at _____

_____(feet) at _____

_____(feet) at _____

_____(feet) at _____

_____(feet) at _____

_____(feet) at _____

_____(feet) at _____

_____(feet) at _____

_____(feet) at _____

For each street along the property frontage, provide:

the roadway configuration: See Table 4

- **2-Lane**
- **3-Lane w/ striped median**
- **3-Lane w/ raised median**
- **4-Lane**
- **5-Lane w/ striped median**
- **5-Lane w/ raised median**
- **6-Lane**
- **Other:_____**

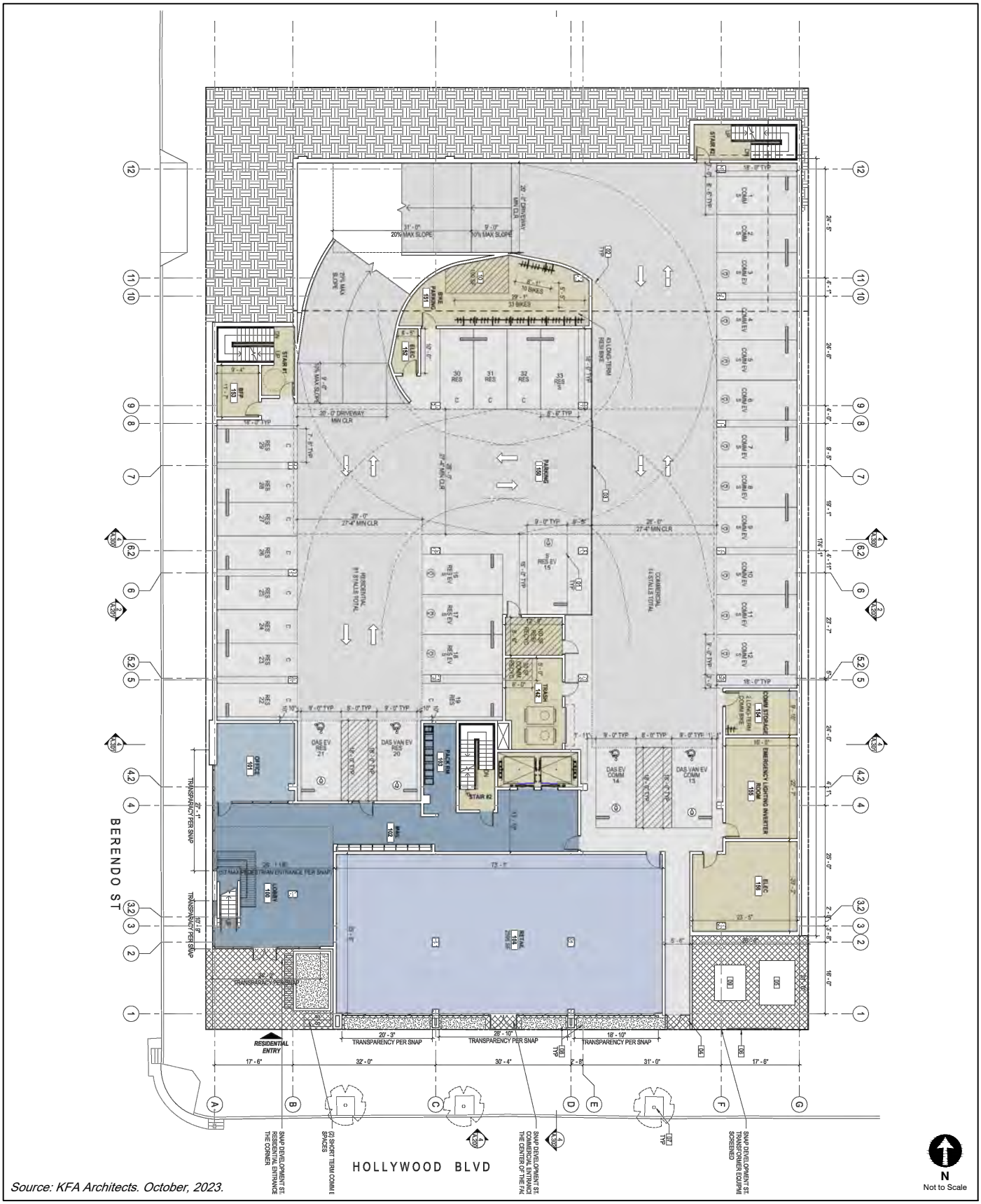
and crossing distance: _____ ft total _____ ft to median _____ ft to median

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
- bike lane
- parking lane
- travel lane
- bus stop
- bicycle parking (racks or corrals)
- bike share or other micro-mobility station
- car share station
- parklet
- other: _____



Source: KFA Architects. October, 2023.

PROJECT SITE PLAN
GROUND FLOOR

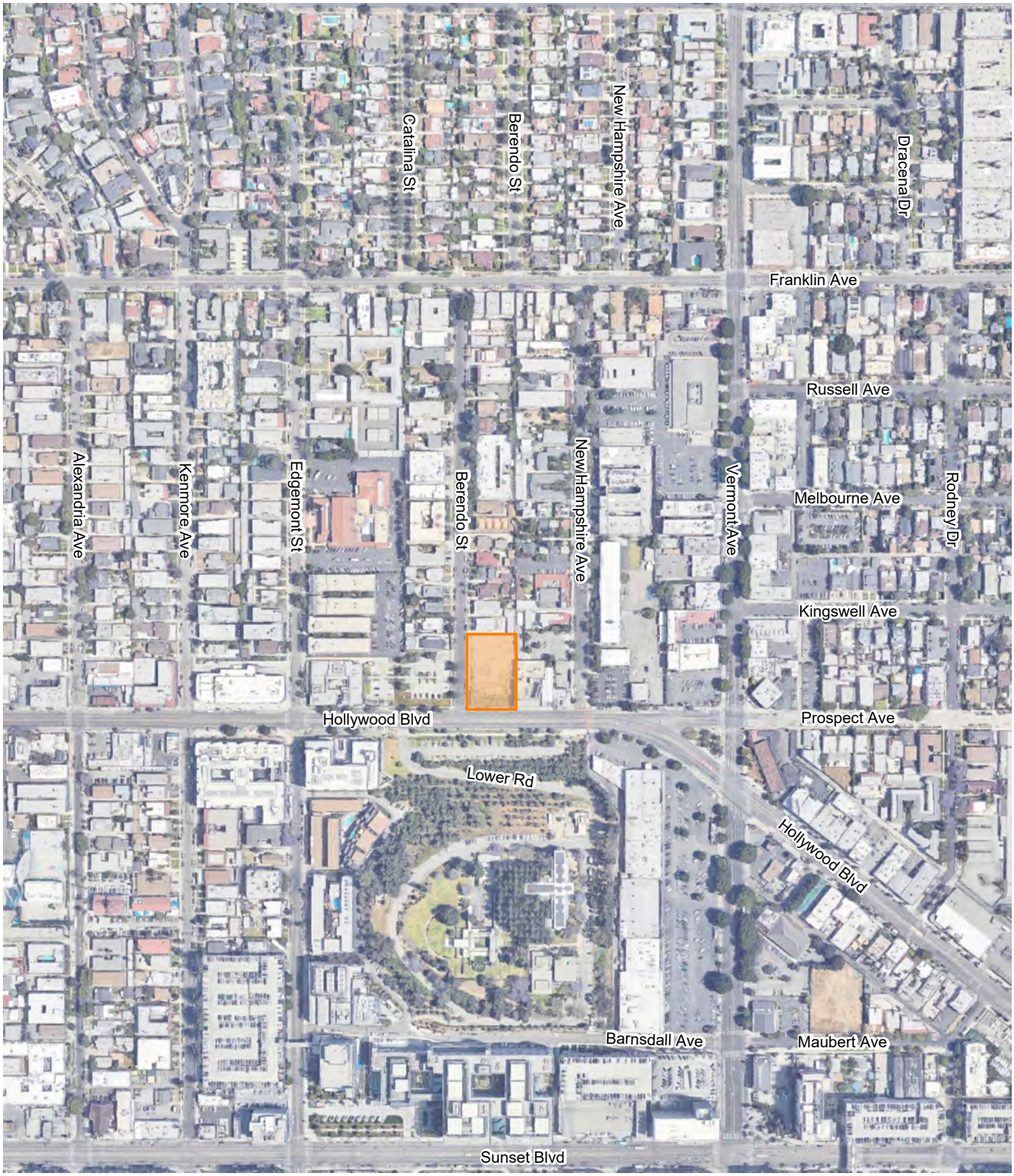
FIGURE
1A



Source: KFA Architects. October, 2023.

PROJECT SITE PLAN
SECOND FLOOR

FIGURE
1B



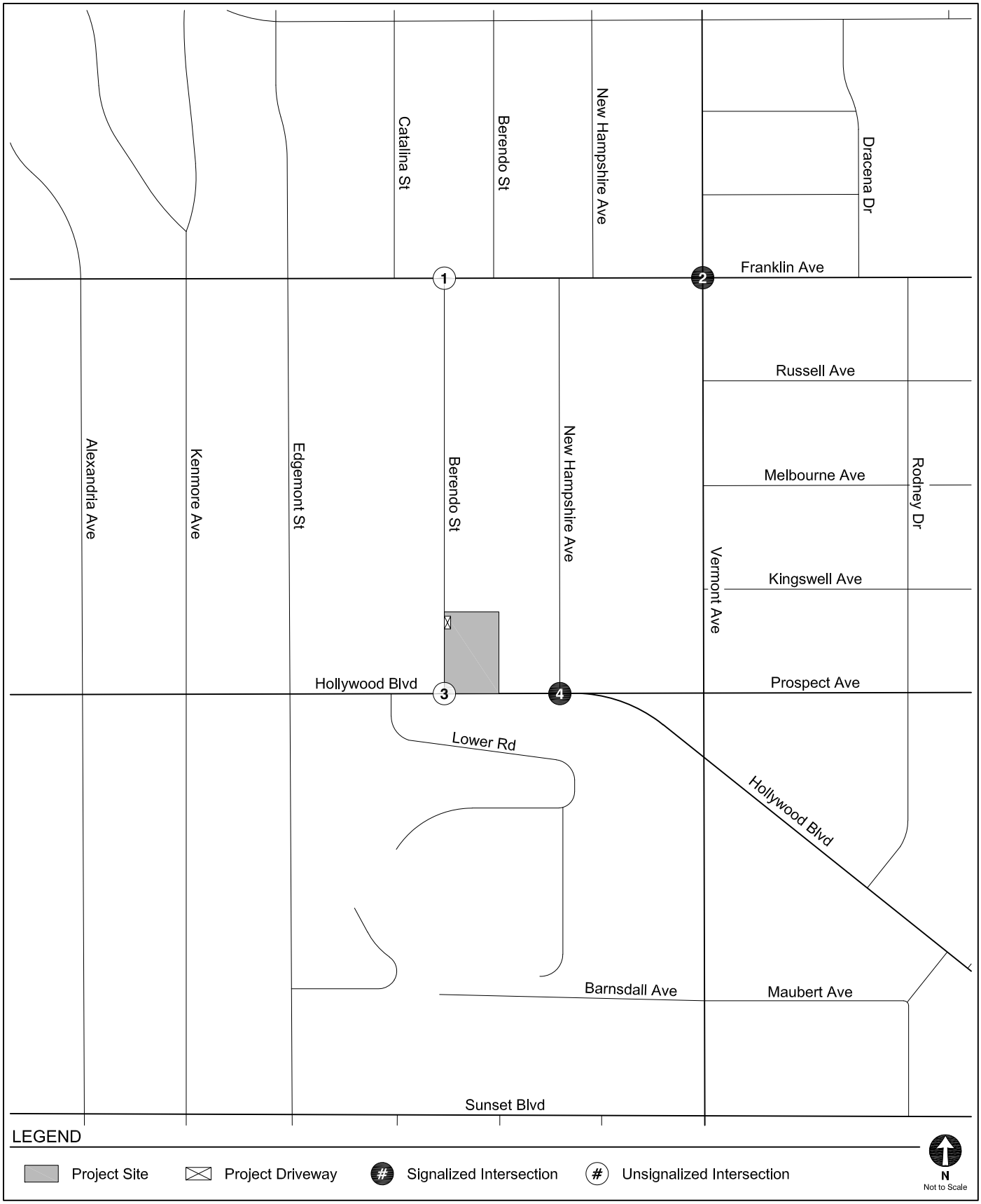
LEGEND

Project Site

N
Not to Scale

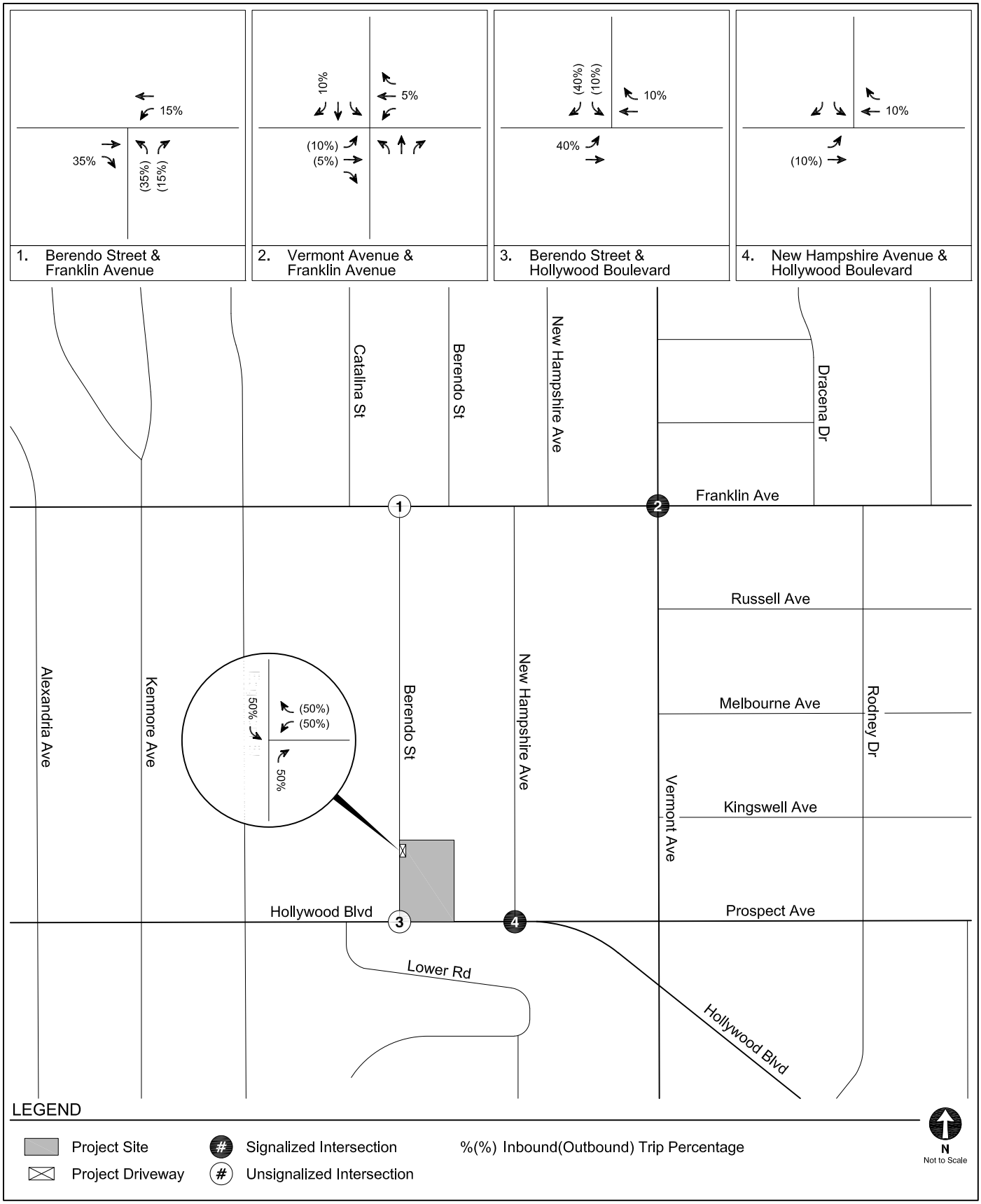
PROJECT SITE LOCATION

FIGURE 2



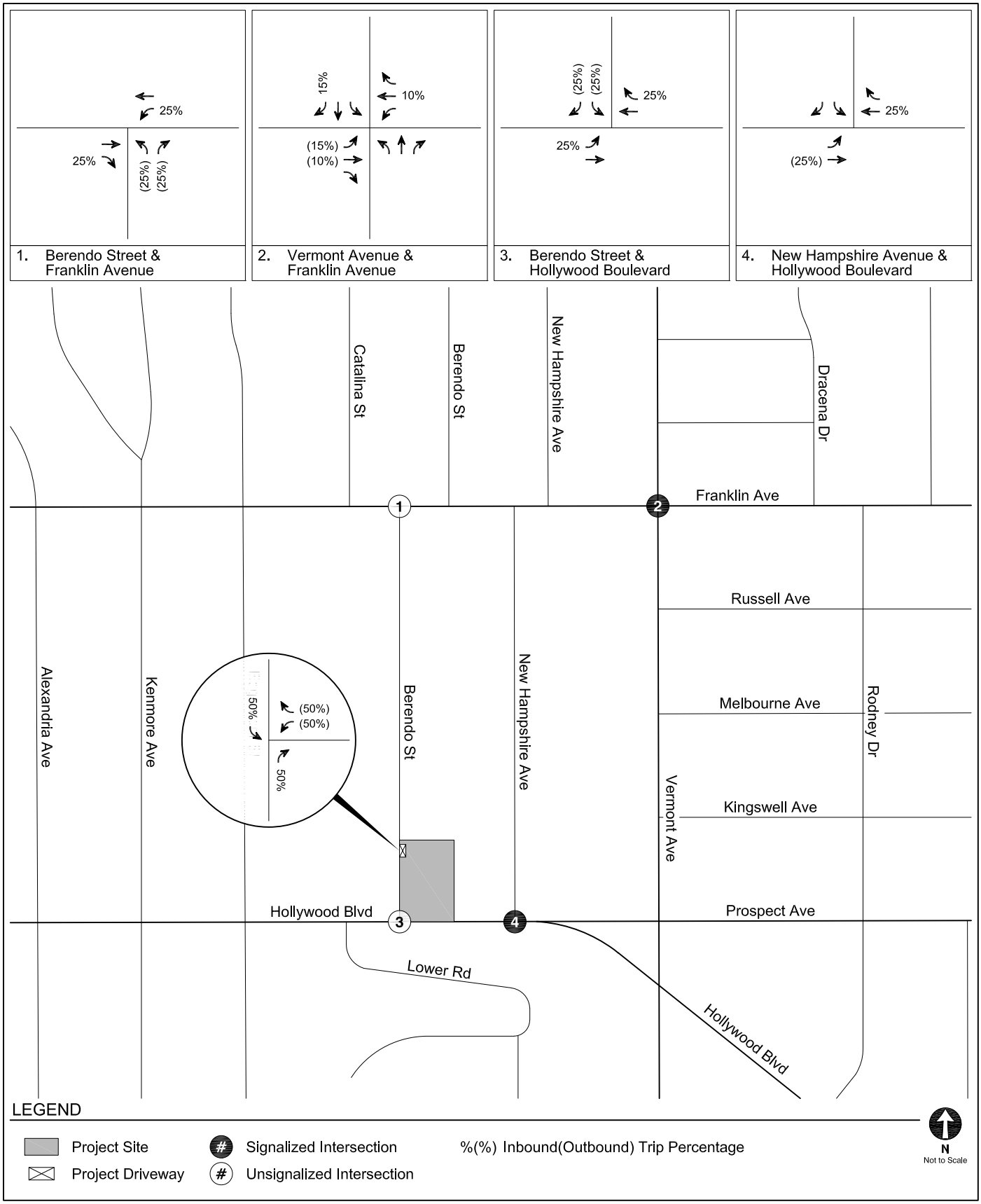
STUDY AREA AND ANALYZED INTERSECTIONS

FIGURE 3



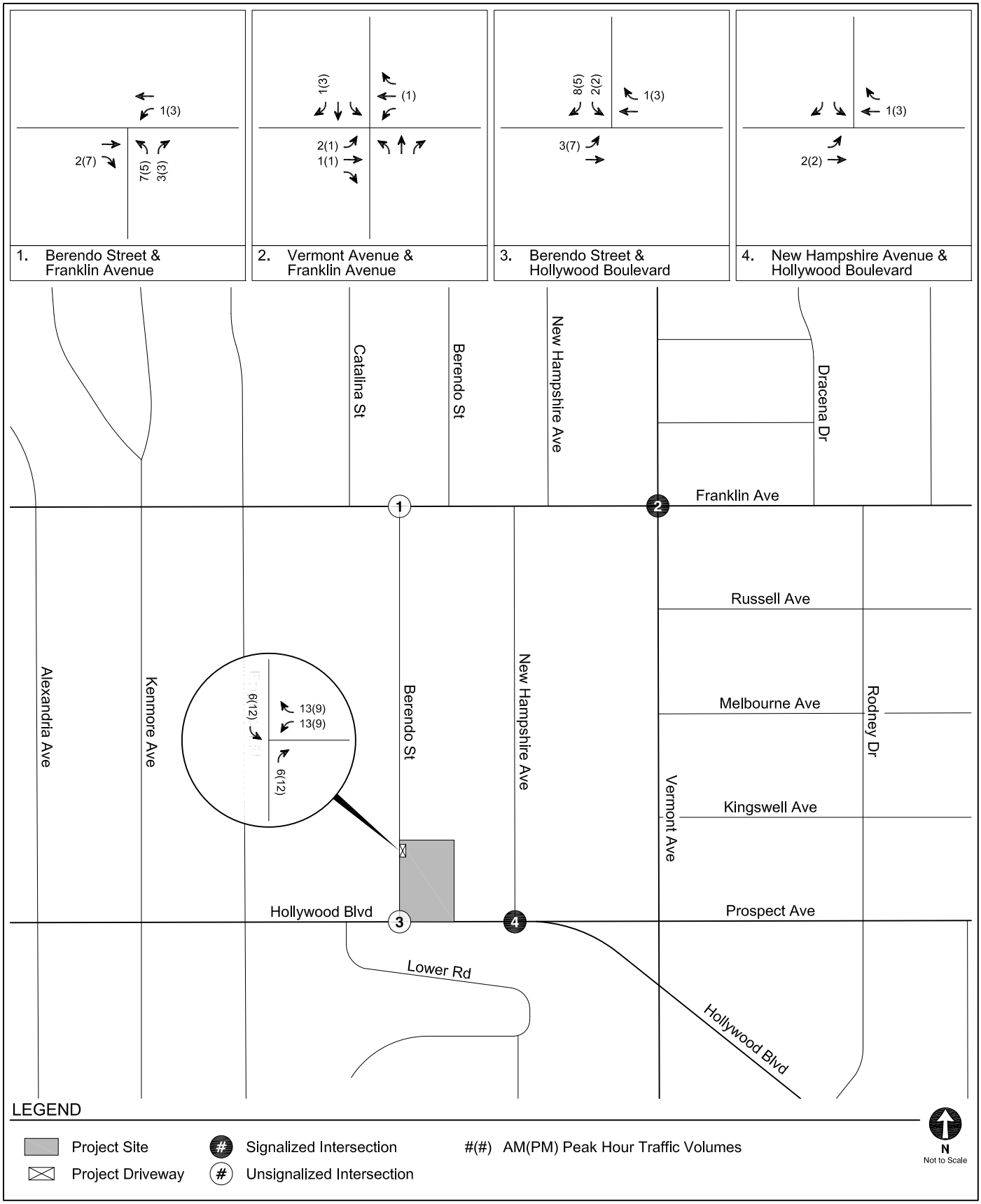
PROJECT TRIP DISTRIBUTION
RESIDENTIAL

FIGURE
4A



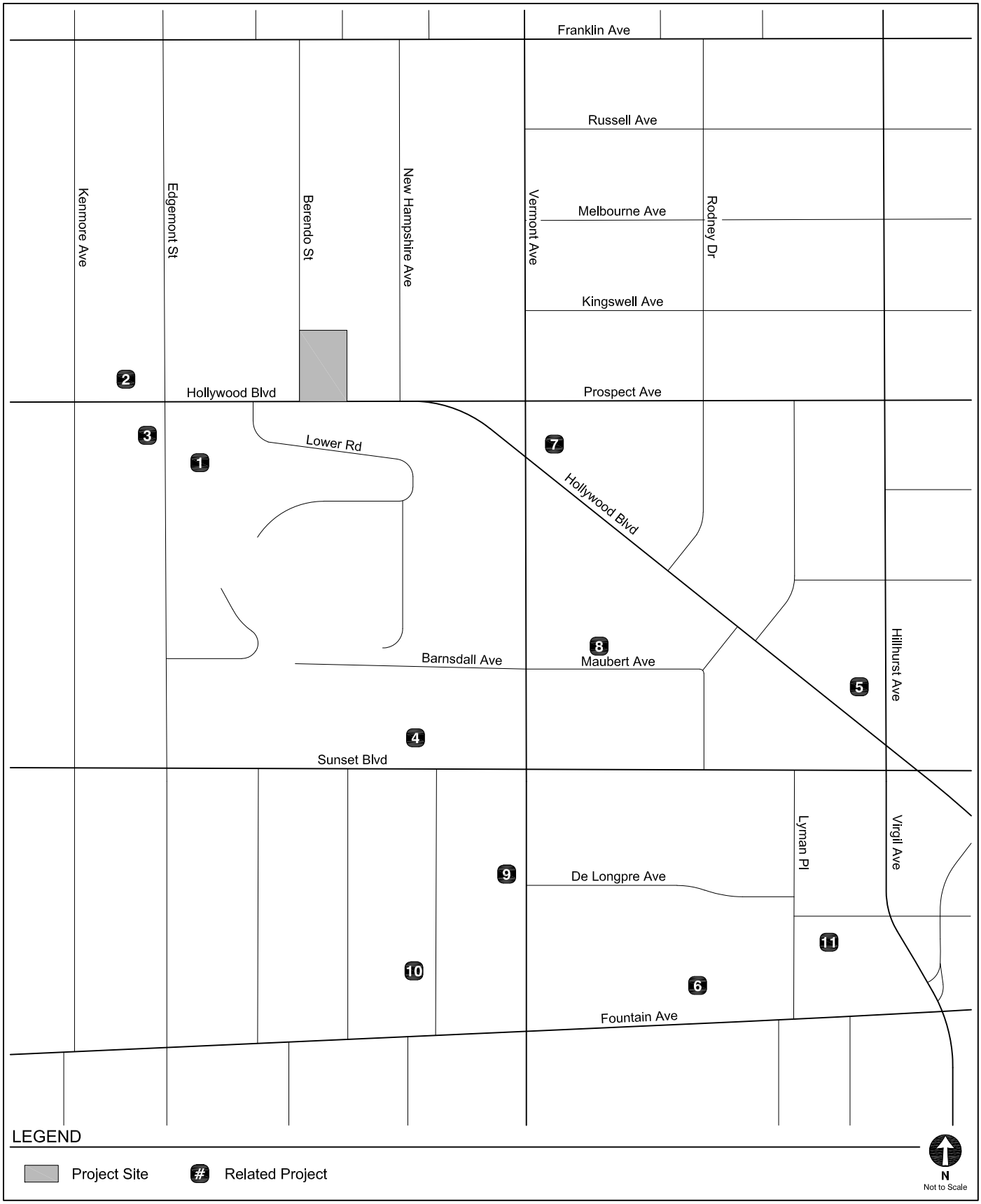
PROJECT TRIP DISTRIBUTION
COMMERCIAL

FIGURE
4B



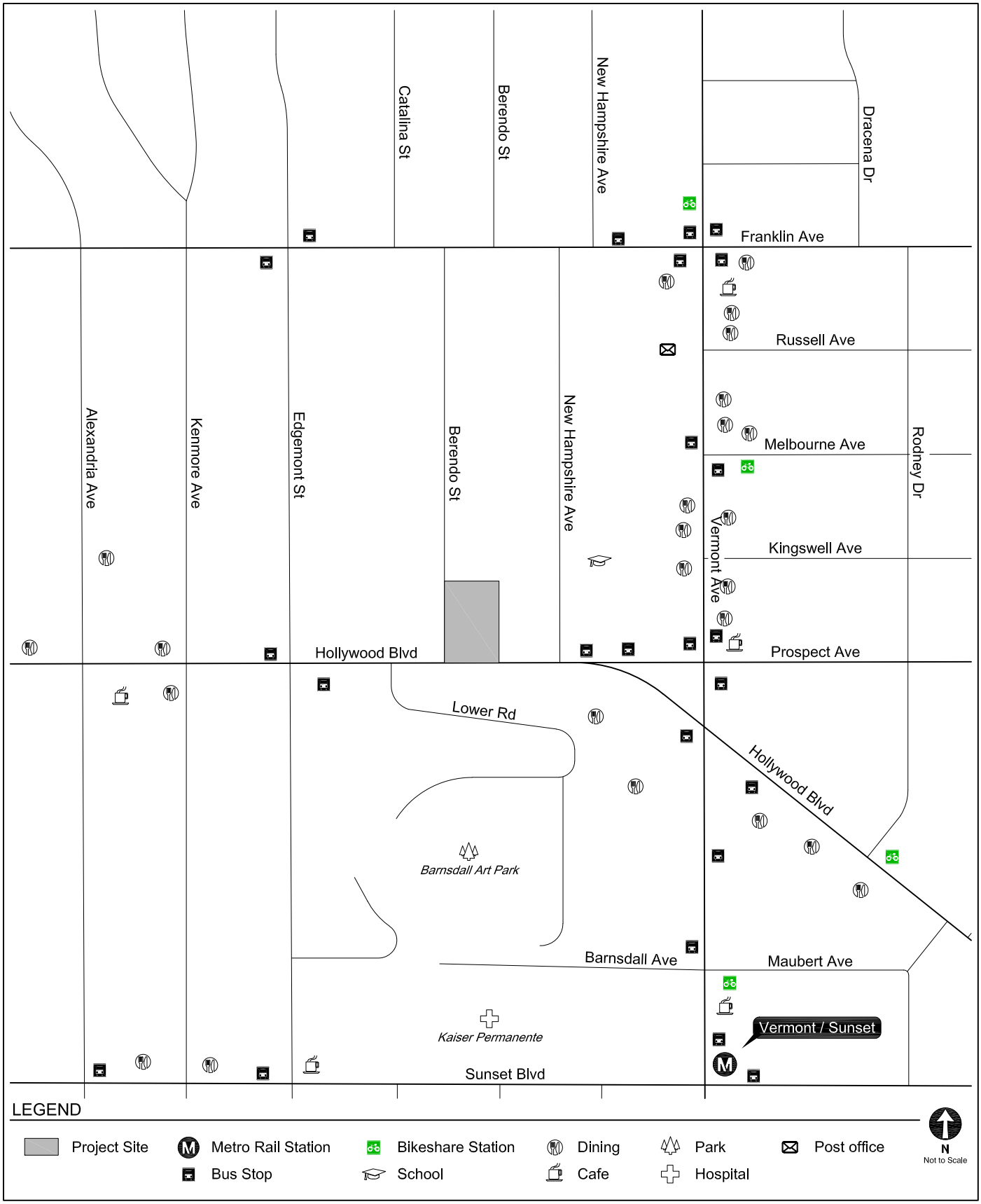
PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
5



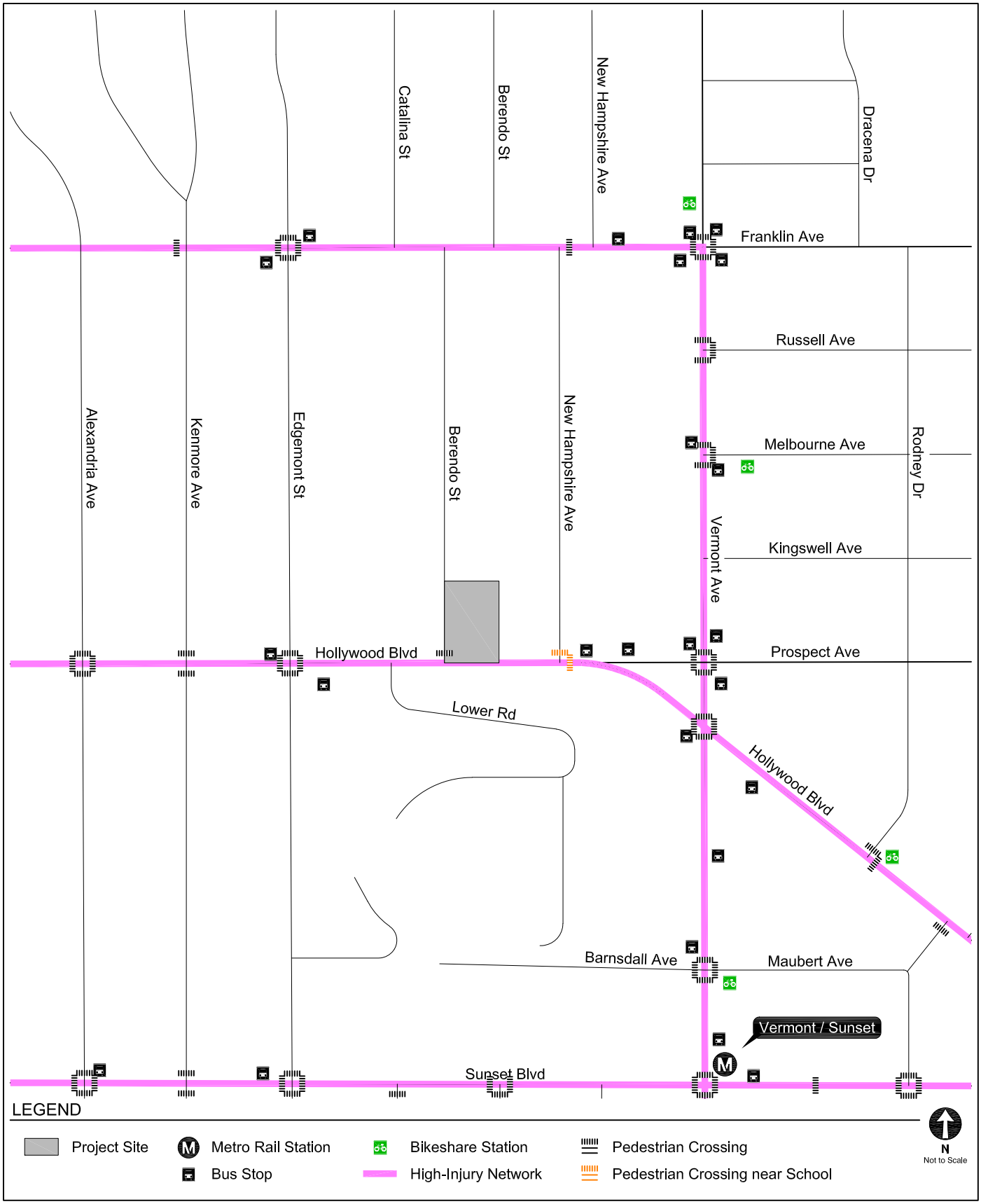
LOCATIONS OF RELATED PROJECTS

FIGURE 6



PEDESTRIAN ATTRACTORS

FIGURE 7



EXISTING TRANSPORTATION FACILITIES

FIGURE 8

TABLE 1
PROJECT VEHICLE TRIP GENERATION ESTIMATES

Land Use	Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates [a]								
Multifamily Housing (Mid-Rise)	[b]	per du	24%	76%	0.31	61%	39%	0.30
Affordable Multi-Family Housing (Inside TPA)	[c]	per du	37%	63%	0.49	56%	44%	0.35
Retail (< 40 ksf)	822	per ksf	60%	40%	2.36	50%	50%	6.59
Proposed Project								
Multifamily Housing (Mid-Rise)	[b]	77 du	6	18	24	14	9	23
Affordable Multi-Family Housing (Inside TPA)	[c]	9 du	1	3	4	2	1	3
Retail (< 40 ksf)	822	2.785 ksf	4	3	7	9	9	18
Internal Capture Reduction - 10% [d]			*0*	*0*	*0*	*(1)*	*(1)*	*(2)*
Transit/Walk-In Reduction - 15% [e]			*(1)*	*0*	*(1)*	*(1)*	*(1)*	*(2)*
Pass-by Reduction - 50% [f]			*(2)*	*(2)*	*(4)*	*(4)*	*(4)*	*(8)*
TOTAL NEW PROJECT TRIPS			**8**	**22**	**30**	**19**	**13**	**32**

Notes:

du: dwelling unit ksf: 1,000 square feet

[a] Source: *Transportation Assessment Guidelines (TAG)* , Los Angeles Department of Transportation (LADOT), July 2020 and *Trip Generation Manual, 11th Edition* , Institute of Transportation Engineers (ITE), 2021.

[b] Per LADOT's *TAG,* mid-rise and high-rise multifamily uses in dense multi-use urban areas are eligible to use a City specific trip generation rate based on vehicle trip count data collected at market-rate residential properties in the City of Los Angeles. Empirical trip rates account for transit usage/walk-in trips. Therefore, no additional trip reductions were applied.

[c] The the Project Site is located within a Tier 3 Transit Oriented Community (TOC), as designated in Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), (Los Angeles Department of City Planning, 2018). Therefore, the trip generation rates from LADOT Transportation Assessment Assessment Guidelines (August 2022) for affordable housing - family inside a Transit Priority Area were utilized.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., residents visiting the commercial uses).

[e] The Project Site is located 1,400 feet north of the Vermont/Sunset Station which serves the Metro B Line; therefore, a 15% transit adjustment was applied to account for transit usage and walking visitor arrivals.

[f] Per Attachment H of LADOT's *Transportation Assessment Guidelines* , pass-by reductions account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

TABLE 2
RELATED PROJECTS

ID	Name	Address	Description	Trip Generation [a]						
				Daily Trips	Morning Peak Hour Trips			Afternoon Peak Hour Trips		
					In	Out	Total	In	Out	Total
1	Select @ Los Feliz (Mixed-Use)	4850 W Hollywood Blvd	101 apartments & 10,000 sf restaurant	1,108	41	68	109	61	32	93
2	Hardware Store	4905 W Hollywood Blvd	36,600 sf retail	1,404	13	12	25	64	68	132
3	4900 Hollywood Mixed-Use	4900 W Hollywood Blvd	200 apartments & 25 ksf retail	1,585	24	75	99	89	56	145
4	Kaiser Permanente Los Angeles Medical Center	4760 W Sunset Blvd	179,688 medical office & 2,300 sf retail	4,506	233	61	294	71	179	250
5	City Lights Mixed-Use	1515 N Hillhurst Ave	202 apartments, 5,350 sf retail, 5,050 sf restaurant & 3,025 sf coffee/donut shop	1,664	43	92	134	111	73	183
6	Hospital Seismic Retrofit	1300 N Vermont Ave	Replace existing hospital and ancillary uses with 30,933 sf office	290	36	5	41	6	30	36
7	Vermont MU	1666 N Vermont Ave	130 apartments & 13.4 ksf grocery store	1,028	17	32	49	48	37	85
8	Residential	4649 W Maubert Ave	153 apartments	620	11	31	42	31	19	50
9	Vermont & Sunset Mixed-Use	1401 N Vermont Ave	177 apartments & 3ksf commercial	618	19	35	54	39	24	63
10	New Hampshire Residential	1317 N New Hampshire Ave	92 apartments	448	9	23	32	21	15	36
12	Virgil MOB (Hollywood Presbyterian MC)	1318 N Lyman Pl	10,780 sf medical office	2,564	227	64	291	76	196	272

Notes:

sf: square feet

Source: Related project information based on available information provided by LADOT and Department of City Planning in November 2023.

[a] Trip generation information provided by LADOT or estimated using rates from *Trip Generation, 11th Edition,* Institute of Transportation Engineers, 2021.

TABLE 3
4773 HOLLYWOOD CROSSING DISTANCE INVENTORY
DISTANCE BETWEEN EXISTING PEDESTRIAN CROSSINGS
WITHIN VICINITY OF PROJECT SITE

Street Segment	Distance (ft)	From	To
Hollywood Boulevard	600	Alexadria Ave	Edgemont St
Hollywood Boulevard	900	Edgemont St	New Hampshire Ave
Hollywood Boulevard	400	New Hampshire Ave	Vermont Ave
Vermont Avenue	250	Franklin Ave	Russell Ave
Vermont Avenue	250	Russell Ave	Melbourne Ave
Vermont Avenue	580	Melbourne Ave	Prospect Ave
Vermont Avenue	100	Prospect Ave	Hollywood Blvd
Vermont Avenue	650	Hollywood Blvd	Maubert Ave
Vermont Avenue	250	Maubert Ave	Sunset Blvd

TABLE 4
3602 Overland Boulevard
ROADWAY CONFIGURATION AND CROSSING DISTANCE
ALONG PROJECT FRONTAGES

Street Segment	Roadway Configuration	Total Width (ft)	Ft to Median
Berendo Street	2-Lane	40	N/A
Hollywood Boulevard	4-Lane w/Middle Turning Lane	60	N/A

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

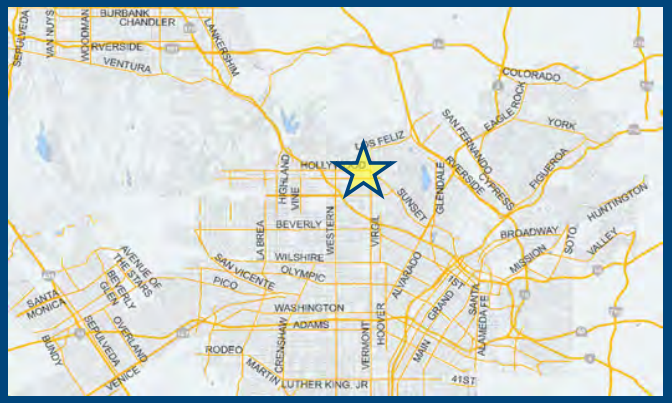
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 4473 Hollywood

Scenario: Preliminary Test

Address: 4773 W HOLLYWOOD BLVD, 90027



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	2.856	ksf
Housing | Multi-Family	77	DU
Housing | Affordable Housing - Family	9	DU
Retail | High-Turnover Sit-Down Restaurant	2.785	ksf

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	507 Daily Vehicle Trips
0 Daily VMT	3,464 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	507 Net Daily Trips
The net increase in daily VMT ≤ 0	3,464 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	2.785 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

11/10/2023

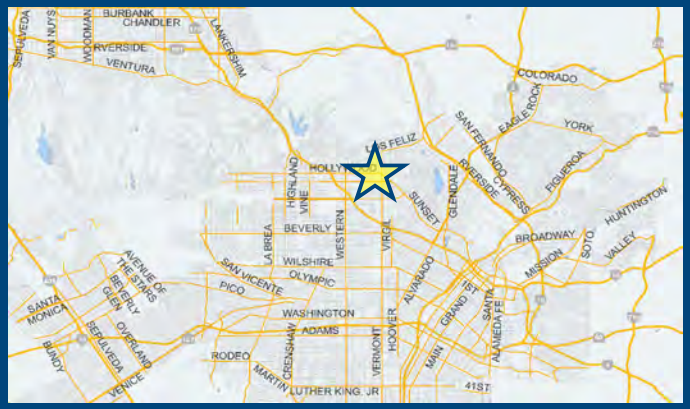
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: 4473 Hollywood

Scenario: Preliminary Test

Address: 4773 W HOLLYWOOD BLVD, 90027



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	77	DU
Housing | Affordable Housing - Family	9	DU
Retail | High-Turnover Sit-Down Restaurant	2.785	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure

  Implement/Improve On-street Bicycle Facility — ☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

  Include Bike Parking Per LAMC — ☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

  Include Secure Bike Parking and Showers — ☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
507 Daily Vehicle Trips	**507** Daily Vehicle Trips
3,464 Daily VMT	**3,464** Daily VMT
5.6 Household VMT per Capita	**5.6** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

11/10/2023

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 10, 2023
Project Name: 4473 Hollywood
Project Scenario: Preliminary Test
Project Address: 4773 W HOLLYWOOD BLVD, 90027

Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	77	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	9	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	2.785	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 10, 2023
Project Name: 4473 Hollywood
Project Scenario: Preliminary Test
Project Address: 4773 W HOLLYWOOD BLVD, 90027

Version 1.4

Analysis Results			
Total Employees: 11 Total Population: 202			
Proposed Project		***With Mitigation***	
507	**Daily Vehicle Trips**	**507**	**Daily Vehicle Trips**
3,464	**Daily VMT**	**3,464**	**Daily VMT**
5.6	**Household VMT per Capita**	**5.6**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 10, 2023
Project Name: 4473 Hollywood
Project Scenario: Preliminary Test
Project Address: 4773 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	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: November 10, 2023
Project Name: 4473 Hollywood
Project Scenario: Preliminary Test
Project Address: 4773 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	77	-22.1%	60	8.5	655	510
Home Based Other Production	212	-44.3%	118	5.3	1,124	625
Non-Home Based Other Production	151	-4.6%	144	7.6	1,148	1,094
Home-Based Work Attraction	16	-43.8%	9	8.7	139	78
Home-Based Other Attraction	220	-52.7%	104	6.0	1,320	624
Non-Home Based Other Attraction	76	-5.3%	72	7.4	562	533

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	60	510	0.0%	60	510
Home Based Other Production	0.0%	118	625	0.0%	118	625
Non-Home Based Other Production	0.0%	144	1,094	0.0%	144	1,094
Home-Based Work Attraction	0.0%	9	78	0.0%	9	78
Home-Based Other Attraction	0.0%	104	624	0.0%	104	624
Non-Home Based Other Attraction	0.0%	72	533	0.0%	72	533

MXD VMT Methodology Per Capita & Per Employee

Total Population: 202
Total Employees: 11
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,135**	**1,135**
Total Home Based Work Attraction VMT	**78**	**78**
Total Home Based VMT Per Capita	**5.6**	**5.6**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Appendix B

Traffic Count Data

Turning Movement Count Report AM

Location ID: 1
North/South: Franklin Ave
East/West: N Berendo St

Date: 11/08/23
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	0	0	0	89	5	1	0	0	5	73	0	173
7:15	0	0	0	0	115	10	8	0	0	1	81	0	215
7:30	0	0	0	0	145	10	8	0	0	5	160	0	328
7:45	0	0	0	0	178	14	13	0	0	1	179	0	385
8:00	0	0	0	0	169	24	10	0	1	4	157	0	365
8:15	0	0	0	0	153	20	11	0	0	4	157	0	345
8:30	0	0	0	0	152	8	2	0	0	2	149	0	313
8:45	0	0	0	0	144	11	11	0	0	7	159	0	332
9:00	0	0	0	0	119	5	5	0	3	3	110	0	245
9:15	0	0	0	0	145	4	7	0	3	4	135	0	298
9:30	0	0	0	0	148	10	9	0	0	3	136	0	306
9:45	0	0	0	0	131	5	5	0	2	10	137	0	290
Total Volume:	0	0	0	0	1688	126	90	0	9	49	1633	0	3595
Approach %	0%	0%	0%	0%	93%	7%	91%	0%	9%	3%	97%	0%	
Peak Hr Begin:	7:30												
PHV	0	0	0	0	645	68	42	0	1	14	653	0	1423
PHF	0.000			0.924			0.827			0.926			

Turning Movement Count Report PM

Location ID: 1
North/South: Franklin Ave
East/West: N Berendo St

Date: 11/08/23
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	0	0	0	0	132	9	13	0	0	0	152	0	306
16:15	0	0	0	0	129	10	10	0	1	3	152	0	305
16:30	0	0	0	0	149	6	17	0	1	3	174	0	350
16:45	0	0	0	0	116	8	6	0	1	5	150	0	286
17:00	0	0	0	0	146	10	18	0	1	8	142	0	325
17:15	0	0	0	0	139	8	16	0	0	5	158	0	326
17:30	0	0	0	0	162	3	14	0	1	4	167	0	351
17:45	0	0	0	0	142	8	11	0	0	1	155	0	317
18:00	0	0	0	0	148	6	7	0	1	5	142	0	309
18:15	0	0	0	0	133	5	8	0	1	2	169	0	318
18:30	0	0	0	0	124	6	17	0	0	3	169	0	319
18:45	0	0	0	0	138	9	12	0	1	4	166	0	330
Total Volume:	0	0	0	0	1658	88	149	0	8	43	1896	0	3842
Approach %	0%	0%	0%	0%	95%	5%	95%	0%	5%	2%	98%	0%	
Peak Hr Begin:	17:00												
PHV	0	0	0	0	589	29	59	0	2	18	622	0	1319
PHF	0.000			0.936			0.803			0.936			

Pedestrian/Bicycle Count Report

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

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
16:00	0	0	0	0	20	0	2	0
16:15	0	0	0	0	15	0	0	0
16:30	0	0	0	0	14	1	0	0
16:45	0	0	0	0	21	1	0	0
17:00	0	0	0	0	21	1	0	0
17:15	0	0	0	0	17	0	1	0
17:30	0	0	0	0	12	0	0	0
17:45	0	0	0	0	23	0	1	0
18:00	0	0	0	0	23	0	0	0
18:15	0	0	0	0	11	1	1	0
18:30	0	0	0	0	22	0	0	0
18:45	0	0	0	0	11	2	2	0

Turning Movement Count Report AM

Location ID: 2
North/South: Franklin Ave
East/West: Vermont Ave

Date: 11/08/23
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	1	98	23	4	65	10	4	70	6	12	44	18	355
7:15	4	116	37	0	75	9	8	63	13	19	46	27	417
7:30	3	100	34	2	115	10	10	85	12	26	99	31	527
7:45	2	143	67	1	108	17	15	96	9	33	113	41	645
8:00	4	145	61	2	98	22	19	104	10	28	114	34	641
8:15	4	160	36	3	117	22	21	125	12	17	127	36	680
8:30	10	112	35	1	108	15	13	91	13	20	96	36	550
8:45	7	107	33	3	107	11	10	92	13	27	126	25	561
9:00	6	111	16	1	91	14	7	81	11	24	78	25	465
9:15	5	111	22	3	105	16	10	79	10	29	79	31	500
9:30	3	121	32	0	104	16	10	79	16	23	79	30	513
9:45	7	102	18	0	96	8	16	93	13	17	90	31	491
Total Volume:	56	1426	414	20	1189	170	143	1058	138	275	1091	365	6345
Approach %	3%	75%	22%	1%	86%	12%	11%	79%	10%	16%	63%	21%	
Peak Hr Begin:	7:45												
PHV	20	560	199	7	431	76	68	416	44	98	450	147	2516
PHF	0.919			0.905			0.835			0.929			

Turning Movement Count Report PM

Location ID: 2
North/South: Franklin Ave
East/West: Vermont Ave

Date: 11/08/23
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	5	100	20	1	94	20	21	137	20	27	106	29	580
16:15	2	103	22	2	87	25	17	112	30	25	110	27	562
16:30	6	112	29	3	110	21	20	124	20	17	136	26	624
16:45	7	119	27	4	90	25	31	138	17	26	113	31	628
17:00	4	106	29	4	104	23	25	133	26	27	109	23	613
17:15	5	108	33	5	91	19	25	141	26	15	120	25	613
17:30	7	88	25	6	102	25	22	137	33	20	133	28	626
17:45	6	98	17	2	99	15	25	128	28	15	120	42	595
18:00	8	97	24	3	107	15	21	114	25	20	110	18	562
18:15	8	78	28	2	93	12	38	95	14	23	129	30	550
18:30	6	104	25	4	98	22	34	101	20	14	141	27	596
18:45	8	100	30	3	103	22	33	94	27	27	130	27	604
Total Volume:	72	1213	309	39	1178	244	312	1454	286	256	1457	333	7153
Approach %	5%	76%	19%	3%	81%	17%	15%	71%	14%	13%	71%	16%	
Peak Hr Begin:	16:45												
PHV	23	421	114	19	387	92	103	549	102	88	475	107	2480
PHF	0.912			0.936			0.982			0.925			

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	5	0	8	0	7	0	2	0
7:15	3	0	5	0	3	0	4	0
7:30	7	0	3	0	17	3	7	0
7:45	11	0	16	1	10	0	11	1
8:00	8	0	16	0	13	1	10	0
8:15	4	0	5	1	14	0	8	0
8:30	5	0	9	0	15	1	5	0
8:45	2	0	12	1	16	0	5	0
9:00	5	0	10	1	16	0	6	0
9:15	6	0	8	1	13	0	6	0
9:30	2	0	17	0	15	0	7	0
9:45	8	0	12	0	14	0	9	0

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
16:00	10	0	8	0	21	0	9	0
16:15	7	1	23	0	27	1	11	0
16:30	12	0	13	0	20	0	18	0
16:45	11	3	13	0	17	0	12	0
17:00	8	1	27	0	20	2	14	0
17:15	6	1	21	0	21	0	6	1
17:30	9	0	16	0	17	0	8	1
17:45	7	0	12	0	18	0	8	1
18:00	8	0	16	0	15	0	11	0
18:15	5	0	16	0	26	0	10	0
18:30	2	0	15	0	18	1	4	0
18:45	8	0	33	0	25	1	2	1

Turning Movement Count Report AM

Location ID: 3
North/South: Hollywood Blvd
East/West: N Berendo St

Date: 11/08/23
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	9	0	7	0	104	0	0	0	0	0	151	0	271
7:15	14	0	1	0	124	0	0	0	0	0	195	3	337
7:30	12	0	4	1	175	0	0	0	0	0	223	3	418
7:45	17	0	3	3	211	0	0	0	0	0	275	13	522
8:00	28	0	6	2	260	0	0	0	0	0	277	5	578
8:15	18	0	7	3	216	0	0	0	0	0	245	11	500
8:30	12	0	5	3	203	0	0	0	0	0	208	3	434
8:45	11	0	8	8	152	0	0	0	0	0	165	6	350
9:00	4	0	2	4	133	0	0	0	0	0	171	2	316
9:15	7	0	5	6	136	0	0	0	0	0	170	8	332
9:30	8	0	3	1	126	0	0	0	0	0	172	3	313
9:45	7	0	10	1	136	0	0	0	0	0	185	4	343

Total Volume:	147	0	61	32	1976	0	0	0	0	0	2437	61	4714
Approach %	71%	0%	29%	2%	98%	0%	0%	0%	0%	0%	98%	2%	

Peak Hr Begin:	7:45												
PHV	75	0	21	11	890	0	0	0	0	0	1005	32	2034
PHF	0.706			0.860			0.000			0.900			

Turning Movement Count Report PM

Location ID: 3
North/South: Hollywood Blvd
East/West: N Berendo St

Date: 11/08/23
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	19	0	1	6	193	0	0	0	0	0	297	12	528
16:15	12	0	2	3	183	0	0	0	0	0	271	10	481
16:30	10	0	3	6	196	0	0	0	0	0	332	13	560
16:45	6	0	8	5	168	0	0	0	0	0	306	7	500
17:00	12	0	6	12	217	0	0	0	0	0	278	19	544
17:15	6	0	5	3	209	0	0	0	0	0	319	17	559
17:30	8	0	4	0	188	0	0	0	0	0	219	9	428
17:45	5	0	3	6	195	0	0	0	0	0	252	11	472
18:00	7	0	3	2	172	0	0	0	0	0	265	5	454
18:15	6	0	3	7	178	0	0	0	0	0	280	6	480
18:30	6	0	4	4	145	0	0	0	0	0	301	18	478
18:45	5	0	4	6	178	0	0	0	0	0	301	9	503
Total Volume:	102	0	46	60	2222	0	0	0	0	0	3421	136	5987
Approach %	69%	0%	31%	3%	97%	0%	0%	0%	0%	0%	96%	4%	
Peak Hr Begin:	16:30												
PHV	34	0	22	26	790	0	0	0	0	0	1235	56	2163
PHF	0.778			0.891			0.000			0.936			

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	6	0	0	0	0	0	0	0
7:15	4	1	1	0	0	0	0	0
7:30	10	0	0	0	0	0	0	0
7:45	29	0	0	0	0	0	0	0
8:00	8	1	0	0	0	0	0	0
8:15	11	0	0	0	0	0	0	0
8:30	7	1	0	0	0	0	0	0
8:45	5	1	0	0	0	0	0	0
9:00	7	0	0	0	0	0	0	0
9:15	6	1	0	0	0	0	0	0
9:30	17	0	0	0	0	0	0	0
9:45	6	0	0	0	0	0	0	0

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
16:00	14	2	0	0	0	0	1	0
16:15	9	2	0	0	0	0	0	0
16:30	13	1	0	0	0	0	0	0
16:45	9	3	0	0	0	0	0	0
17:00	14	0	0	0	0	0	0	1
17:15	11	0	0	0	0	0	0	0
17:30	3	2	0	0	0	0	0	0
17:45	9	0	0	0	0	0	0	0
18:00	12	1	0	0	0	0	0	0
18:15	7	0	0	0	0	0	0	0
18:30	12	1	0	0	0	0	0	0
18:45	7	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 4
North/South: Hollywood Blvd
East/West: N New Hampshire Ave

Date: 11/08/23
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	2	0	0	7	103	0	0	0	0	0	157	4	273
7:15	10	0	6	9	111	0	0	0	0	0	181	18	335
7:30	21	0	15	23	161	0	0	0	0	0	186	41	447
7:45	25	0	20	50	181	0	0	0	0	0	226	43	545
8:00	33	0	33	22	229	0	0	0	0	0	260	20	597
8:15	5	0	7	6	208	0	0	0	0	0	251	4	481
8:30	8	0	3	1	199	0	0	0	0	0	207	6	424
8:45	11	0	7	7	150	0	0	0	0	0	166	5	346
9:00	11	0	5	11	126	0	0	0	0	0	166	4	323
9:15	4	0	5	9	135	0	0	0	0	0	169	7	329
9:30	4	0	3	3	122	0	0	0	0	0	171	5	308
9:45	3	0	6	7	133	0	0	0	0	0	190	5	344
Total Volume:	137	0	110	155	1858	0	0	0	0	0	2330	162	4752
Approach %	55%	0%	45%	8%	92%	0%	0%	0%	0%	0%	93%	7%	
Peak Hr Begin:	7:30												
PHV	84	0	75	101	779	0	0	0	0	0	923	108	2070
PHF	0.602			0.876			0.000			0.921			

Turning Movement Count Report PM

Location ID: 4
North/South: Hollywood Blvd
East/West: N New Hampshire Ave

Date: 11/08/23
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	5	0	11	10	190	0	0	0	0	0	286	10	512
16:15	12	0	3	12	181	0	0	0	0	0	262	11	481
16:30	14	0	9	16	183	0	0	0	0	0	317	20	559
16:45	11	0	9	6	168	0	0	0	0	0	285	20	499
17:00	4	0	9	7	212	0	0	0	0	0	275	10	517
17:15	9	0	5	7	203	0	0	0	0	0	309	12	545
17:30	9	0	8	16	176	0	0	0	0	0	294	16	519
17:45	6	0	11	6	198	0	0	0	0	0	241	20	482
18:00	5	0	9	12	164	0	0	0	0	0	255	15	460
18:15	4	0	10	12	180	0	0	0	0	0	267	11	484
18:30	5	0	5	11	146	0	0	0	0	0	299	10	476
18:45	11	0	4	16	170	0	0	0	0	0	283	23	507

Total Volume:	95	0	93	131	2171	0	0	0	0	0	3373	178	6041
Approach %	51%	0%	49%	6%	94%	0%	0%	0%	0%	0%	95%	5%	

Peak Hr Begin:	16:30												
PHV	38	0	32	36	766	0	0	0	0	0	1186	62	2120
PHF	0.761			0.916			0.000			0.926			

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	9	0	10	0	0	0	0	0
7:15	6	0	9	0	0	0	0	0
7:30	8	0	22	0	0	0	0	0
7:45	44	0	56	0	0	0	0	0
8:00	15	2	24	0	0	0	0	0
8:15	13	0	14	0	0	0	0	0
8:30	9	0	9	0	0	0	0	0
8:45	11	1	11	0	0	0	0	0
9:00	6	0	14	0	0	0	0	0
9:15	8	1	13	0	0	0	0	0
9:30	12	0	7	0	0	0	0	0
9:45	15	0	19	0	0	0	0	0

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
16:00	6	1	19	0	0	0	0	0
16:15	12	0	22	0	0	0	0	0
16:30	12	1	15	0	0	0	0	0
16:45	13	3	17	0	0	0	0	0
17:00	13	0	18	0	0	0	0	0
17:15	11	1	10	0	0	0	0	0
17:30	3	5	8	1	0	0	0	0
17:45	11	0	16	1	0	0	0	0
18:00	8	2	13	0	0	0	0	0
18:15	5	0	8	0	0	0	0	0
18:30	0	0	10	1	0	0	0	0
18:45	9	0	6	1	0	0	0	0

Appendix C

CEQA T-1 Plans, Policies, Programs Consistency Worksheet

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

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

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in bold text ((i.e. **☐ Yes** or **☐ No**), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

☑ Yes ☐ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

☐ Yes ☑ No

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

☐ Yes ☑ No

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.1 *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? ☑ Yes ☐ No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. ☑ Yes ☐ No ☐ N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

☑ Yes ☐ No ☑ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?

☐ **Yes** ☐ **No** ☑ N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Hollywood Blvd

Frontage 1 Existing PROW'/Curb' : Existing 40/31(half) Required 50/35 (half) Proposed 50/31(half)

Frontage 2 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 3 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 4 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[1]

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 2.1*** *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*
>
> ***Mobility Plan 2035 Policy 2.3*** *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*
>
> ***Mobility Plan 2035 Policy 3.2 –*** *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*
>
> ***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*
>
> **Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

[1] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

B.1 Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking
- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

☐ **Yes** ☑ No

B.2 Driveway Access

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.10 *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

Mobility Plan 2035 Program PL.1. Driveway Access. *Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.*

Citywide Design Guidelines - Guideline 2*: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*

Site Planning Best Practices:

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or

- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or
- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

☐ **Yes** ☑ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[3]

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

[2] 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.

[3] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

☐ **Yes** ☑ No ☐ N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 *Increased Network Access: Discourage the vacation of public rights-of-way.*

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

☐ Yes ☑ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

☐ Yes ☐ **No** ☑ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 *Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.*

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

☐ Yes ☑ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

☐ Yes ☐ **No** ☑ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*

Mobility Plan 2035 Policy 4.8 – *Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

Mobility Plan 2035 Policy 4.13 *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount[4] 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**

[4] The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

☐ Yes ☑ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

☐ Yes ☐ **No** ☑ N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG?

☑ Yes ☐ No

E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?

☐ Yes ☑ No ☐ N/A

E.3 If the Answer to E.1 is NO, does the Project result in a net increase in VMT?

☑ Yes ☐ No ☐ N/A

If the Answer to E.2 or E.3 is NO, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to E.2 or E.3 is YES, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult Section 2.2.4 of the Transportation Assessment Guidelines (TAG). Section 2.2.4 provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

References

BOE Street Standard Dimensions S-470-1 http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP Citywide Design Guidelines. 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

SCAG. Connect SoCal, 2020-2045 RTP/SCS, https://www.connectsocal.org/Pages/default.aspx

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

Appendix D

VMT Analysis Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

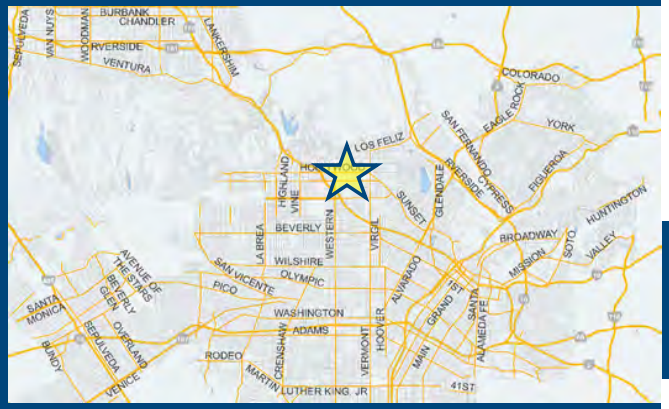
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: J2101 4773 Hollywood Mixed Use

Scenario:

Address: 4773 W HOLLYWOOD BLVD, 90027



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	2596	ksf
Housing | Multi-Family	81	DU
Housing | Affordable Housing - Family	9	DU
Retail | High-Turnover Sit-Down Restaurant	2.596	ksf

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	511 Daily Vehicle Trips
0 Daily VMT	3,487 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	511 Net Daily Trips
The net increase in daily VMT ≤ 0	3,487 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	2.596 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

1/16/2024

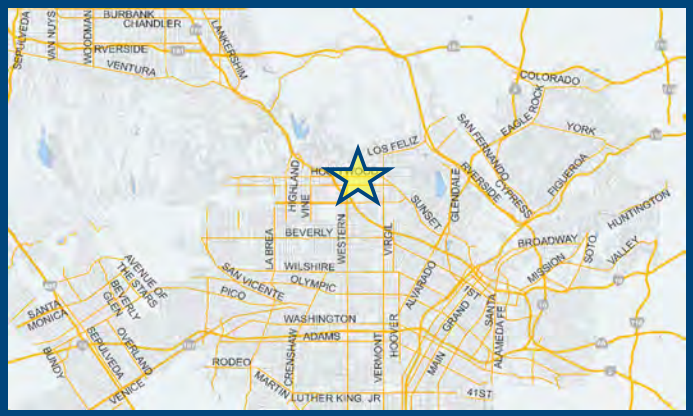
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: J2101 4773 Hollywood Mixed Use

Scenario:

Address: 4773 W HOLLYWOOD BLVD, 90027



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	81	DU
Housing | Affordable Housing - Family	9	DU
Retail | High-Turnover Sit-Down Restaurant	2.596	ksf

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply	100	city code parking provision for the project site
☐ Proposed Prj ☐ Mitigation	74	actual parking provision for the project site
Unbundle Parking	175	monthly parking cost (dollar) for the project site
☐ Proposed Prj ☐ Mitigation		
Parking Cash-Out	50	percent of employees eligible
☐ Proposed Prj ☐ Mitigation		
Price Workplace Parking	6.00	daily parking charge (dollar)
☐ Proposed Prj ☐ Mitigation	50	percent of employees subject to priced parking
Residential Area Parking Permits	200	cost (dollar) of annual permit
☐ Proposed Prj ☐ Mitigation		

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
511 Daily Vehicle Trips	**511** Daily Vehicle Trips
3,487 Daily VMT	**3,487** Daily VMT
5.6 Household VMT per Capita	**5.6** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 16, 2024
Project Name: J2101 4773 Hollywood Mixed Use
Project Scenario:
Project Address: 4773 W HOLLYWOOD BLVD, 90027

Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	81	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	9	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	2.596	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*

Other	*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 16, 2024
Project Name: J2101 4773 Hollywood Mixed Use
Project Scenario:
Project Address: 4773 W HOLLYWOOD BLVD, 90027

Version 1.4

Analysis Results			
Total Employees: 10			
Total Population: 211			
Proposed Project		***With Mitigation***	
511	**Daily Vehicle Trips**	**511**	**Daily Vehicle Trips**
3,487	**Daily VMT**	**3,487**	**Daily VMT**
5.6	**Household VMT per Capita**	**5.6**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 16, 2024
Project Name: J2101 4773 Hollywood Mixed Use
Project Scenario:
Project Address: 4773 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	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE	*urban*	*75%*
TYPE	compact infill	*40%*
MAX:	*suburban center*	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 16, 2024
Project Name: J2101 4773 Hollywood Mixed Use
Project Scenario:
Project Address: 4773 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	80	-22.5%	62	8.5	680	527
Home Based Other Production	222	-44.1%	124	5.3	1,177	657
Non-Home Based Other Production	152	-4.6%	145	7.6	1,155	1,102
Home-Based Work Attraction	15	-40.0%	9	8.7	131	78
Home-Based Other Attraction	216	-52.8%	102	6.0	1,296	612
Non-Home Based Other Attraction	73	-5.5%	69	7.4	540	511

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	62	527	0.0%	62	527
Home Based Other Production	0.0%	124	657	0.0%	124	657
Non-Home Based Other Production	0.0%	145	1,102	0.0%	145	1,102
Home-Based Work Attraction	0.0%	9	78	0.0%	9	78
Home-Based Other Attraction	0.0%	102	612	0.0%	102	612
Non-Home Based Other Attraction	0.0%	69	511	0.0%	69	511

MXD VMT Methodology Per Capita & Per Employee

Total Population: 211
Total Employees: 10
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,184**	**1,184**
Total Home Based Work Attraction VMT	**78**	**78**
Total Home Based VMT Per Capita	**5.6**	**5.6**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User

By: _____

Print Name: _____

Title: _____

Company: _____

Address: _____

Phone: _____

Email Address: _____

Date: _____

Appendix E

HCM Analysis Worksheets

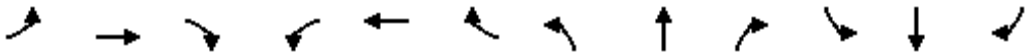
Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	653	14	68	645	1	42
Future Vol, veh/h	653	14	68	645	1	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	710	15	74	701	1	46

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	725	0	1567	718
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	849	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	878	-	122	429
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	419	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	878	-	105	429
Mov Cap-2 Maneuver	-	-	-	-	105	-
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	361	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	15.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	400	-	-	878	-
HCM Lane V/C Ratio	0.117	-	-	0.084	-
HCM Control Delay (s)	15.2	-	-	9.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.3	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	450	98	76	431	7	44	416	68	199	560	20
Future Volume (veh/h)	147	450	98	76	431	7	44	416	68	199	560	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	160	489	107	83	468	8	48	452	74	216	609	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	630	138	196	776	13	367	1444	235	413	1651	60
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	918	1487	325	822	1833	31	796	3060	498	877	3498	126
Grp Volume(v), veh/h	160	0	596	83	0	476	48	261	265	216	309	322
Grp Sat Flow(s),veh/h/ln	918	0	1812	822	0	1865	796	1777	1781	877	1777	1848
Q Serve(g_s), s	14.7	0.0	25.4	8.7	0.0	17.8	3.7	8.2	8.3	18.2	10.0	10.0
Cycle Q Clear(g_c), s	32.5	0.0	25.4	34.1	0.0	17.8	13.7	8.2	8.3	26.5	10.0	10.0
Prop In Lane	1.00		0.18	1.00		0.02	1.00		0.28	1.00		0.07
Lane Grp Cap(c), veh/h	287	0	767	196	0	790	367	839	841	413	839	872
V/C Ratio(X)	0.56	0.00	0.78	0.42	0.00	0.60	0.13	0.31	0.31	0.52	0.37	0.37
Avail Cap(c_a), veh/h	337	0	866	240	0	891	367	839	841	413	839	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	0.0	22.3	36.9	0.0	20.1	19.6	14.7	14.7	23.0	15.2	15.2
Incr Delay (d2), s/veh	1.7	0.0	4.0	1.5	0.0	0.9	0.7	1.0	1.0	4.7	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.0	0.0	16.5	3.2	0.0	12.1	1.3	6.1	6.2	7.5	7.5	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	0.0	26.3	38.4	0.0	21.0	20.3	15.7	15.7	27.6	16.4	16.4
LnGrp LOS	C	A	C	D	A	C	C	B	B	C	B	B
Approach Vol, veh/h		756			559			574			847	
Approach Delay, s/veh		28.0			23.6			16.1			19.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		47.2		42.8		47.2		42.8				
Change Period (Y+Rc), s		* 4.7		* 4.7		* 4.7		* 4.7				
Max Green Setting (Gmax), s		* 38		* 43		* 38		* 43				
Max Q Clear Time (g_c+I1), s		28.5		36.1		15.7		34.5				
Green Ext Time (p_c), s		3.5		2.0		3.6		3.2				

Intersection Summary		
HCM 6th Ctrl Delay		21.9
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

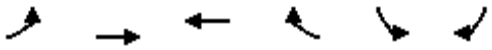
Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	1005	0	0	890	11	0	0	0	21	0	75
Future Vol, veh/h	32	1005	0	0	890	11	0	0	0	21	0	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Stop	-	-	Stop
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	1092	0	0	967	12	0	0	0	23	0	82

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	967	0	-	-	-	0	-	2129	-	1583	2129	484
Stage 1	-	-	-	-	-	-	-	1162	-	967	967	-
Stage 2	-	-	-	-	-	-	-	967	-	616	1162	-
Critical Hdwy	4.14	-	-	-	-	-	-	6.54	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	-	4.02	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	708	-	0	0	-	0	0	49	0	73	49	529
Stage 1	-	-	0	0	-	0	0	267	0	273	331	-
Stage 2	-	-	0	0	-	0	0	331	0	445	267	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	708	-	-	-	-	-	-	43	-	66	43	529
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	43	-	66	43	-
Stage 1	-	-	-	-	-	-	-	233	-	239	331	-
Stage 2	-	-	-	-	-	-	-	331	-	389	233	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0	0	23.1
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	-	708	-	-	302
HCM Lane V/C Ratio	-	0.049	-	-	0.346
HCM Control Delay (s)	0	10.3	0.6	-	23.1
HCM Lane LOS	A	B	A	-	C
HCM 95th %tile Q(veh)	-	0.2	-	-	1.5



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	108	923	779	101	75	84
Future Volume (veh/h)	108	923	779	101	75	84
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	1003	847	110	82	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	377	2270	2021	262	202	224
Arrive On Green	0.64	0.64	0.64	0.64	0.26	0.26
Sat Flow, veh/h	587	3647	3256	411	789	875
Grp Volume(v), veh/h	117	1003	476	481	174	0
Grp Sat Flow(s),veh/h/ln	587	1777	1777	1796	1673	0
Q Serve(g_s), s	11.1	12.8	11.9	11.9	7.8	0.0
Cycle Q Clear(g_c), s	22.9	12.8	11.9	11.9	7.8	0.0
Prop In Lane	1.00			0.23	0.47	0.52
Lane Grp Cap(c), veh/h	377	2270	1135	1148	428	0
V/C Ratio(X)	0.31	0.44	0.42	0.42	0.41	0.00
Avail Cap(c_a), veh/h	377	2270	1135	1148	428	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.7	8.2	8.0	8.0	27.8	0.0
Incr Delay (d2), s/veh	2.1	0.6	1.1	1.1	2.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	7.9	7.8	7.8	6.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.8	8.8	9.2	9.1	30.7	0.0
LnGrp LOS	B	A	A	A	C	A
Approach Vol, veh/h		1120	957		174	
Approach Delay, s/veh		9.5	9.1		30.7	
Approach LOS		A	A		C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	62.0	28.0	62.0
Change Period (Y+Rc), s	* 4.5	* 5	* 4.5
Max Green Setting (Gmax), s	* 58	* 23	* 58
Max Q Clear Time (g_c+I1), s	13.9	9.8	24.9
Green Ext Time (p_c), s	9.6	0.4	17.7

Intersection Summary	
HCM 6th Ctrl Delay	11.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	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	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
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	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

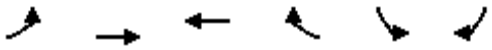
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	Free	-	Stop
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	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	1622	-	1021	1084
Stage 1	-	0	-	-	1022	-
Stage 2	-	0	-	-	1022	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	0	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	0	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	160	1421	1421	0	9999	9999
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.40
Sat Flow, veh/h	1781	3647	3741	1896	2144	9689728
Grp Volume(v), veh/h	0	0	0	0	0	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	0	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	160	1421	1421	7584	8582	1879168
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	160	1421	1421	7584	8574	1879168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h		0	0		2	
Approach Delay, s/veh		0.0	0.0		0.0	
Approach LOS					A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	0.0	2.0	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	0.0
HCM 6th LOS	A

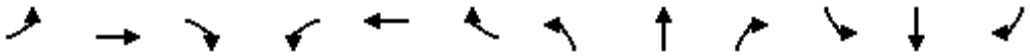
Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	622	18	29	589	2	59
Future Vol, veh/h	622	18	29	589	2	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	676	20	32	640	2	64

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	696	0	1390	686
Stage 1	-	-	-	-	686	-
Stage 2	-	-	-	-	704	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	900	-	157	447
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	490	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	900	-	148	447
Mov Cap-2 Maneuver	-	-	-	-	148	-
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	463	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	15.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	419	-	-	900	-
HCM Lane V/C Ratio	0.158	-	-	0.035	-
HCM Control Delay (s)	15.2	-	-	9.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	475	88	92	387	19	102	549	103	114	421	23
Future Volume (veh/h)	107	475	88	92	387	19	102	549	103	114	421	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	516	96	100	421	21	111	597	112	124	458	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	332	676	126	207	779	39	418	1358	254	315	1558	85
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	947	1534	285	810	1766	88	912	2987	559	740	3427	187
Grp Volume(v), veh/h	116	0	612	100	0	442	111	355	354	124	237	246
Grp Sat Flow(s),veh/h/ln	947	0	1819	810	0	1855	912	1777	1770	740	1777	1837
Q Serve(g_s), s	9.2	0.0	25.5	10.7	0.0	15.7	7.8	12.2	12.3	12.4	7.6	7.6
Cycle Q Clear(g_c), s	25.0	0.0	25.5	36.2	0.0	15.7	15.4	12.2	12.3	24.6	7.6	7.6
Prop In Lane	1.00		0.16	1.00		0.05	1.00		0.32	1.00		0.10
Lane Grp Cap(c), veh/h	332	0	802	207	0	818	418	808	805	315	808	835
V/C Ratio(X)	0.35	0.00	0.76	0.48	0.00	0.54	0.27	0.44	0.44	0.39	0.29	0.29
Avail Cap(c_a), veh/h	367	0	869	237	0	886	418	808	805	315	808	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	0.0	21.2	36.5	0.0	18.5	20.3	16.7	16.7	25.1	15.4	15.4
Incr Delay (d2), s/veh	0.6	0.0	3.7	1.7	0.0	0.6	1.6	1.7	1.7	3.6	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.8	0.0	16.5	3.9	0.0	10.8	3.2	8.9	8.9	4.4	5.7	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	0.0	25.0	38.2	0.0	19.0	21.9	18.4	18.5	28.8	16.4	16.3
LnGrp LOS	C	A	C	D	A	B	C	B	B	C	B	B
Approach Vol, veh/h		728			542			820			607	
Approach Delay, s/veh		25.5			22.6			18.9			18.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.6		44.4		45.6		44.4				
Change Period (Y+Rc), s		* 4.7		* 4.7		* 4.7		* 4.7				
Max Green Setting (Gmax), s		* 38		* 43		* 38		* 43				
Max Q Clear Time (g_c+I1), s		26.6		38.2		17.4		27.5				
Green Ext Time (p_c), s		2.9		1.5		5.1		4.4				

Intersection Summary		
HCM 6th Ctrl Delay		21.4
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

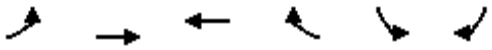
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	1235	0	0	790	26	0	0	0	22	0	34
Future Vol, veh/h	56	1235	0	0	790	26	0	0	0	22	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Stop	-	-	Stop
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	1342	0	0	859	28	0	0	0	24	0	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	859	0	-	-	-	0	-	2323	-	1652	2323	430
Stage 1	-	-	-	-	-	-	-	1464	-	859	859	-
Stage 2	-	-	-	-	-	-	-	859	-	793	1464	-
Critical Hdwy	4.14	-	-	-	-	-	-	6.54	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	-	4.02	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	778	-	0	0	-	0	0	37	0	65	37	573
Stage 1	-	-	0	0	-	0	0	191	0	317	371	-
Stage 2	-	-	0	0	-	0	0	371	0	348	191	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	778	-	-	-	-	-	-	26	-	49	26	573
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	26	-	49	26	-
Stage 1	-	-	-	-	-	-	-	132	-	219	371	-
Stage 2	-	-	-	-	-	-	-	371	-	241	132	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0	0	58.5
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	-	778	-	-	125
HCM Lane V/C Ratio	-	0.078	-	-	0.487
HCM Control Delay (s)	0	10	1.4	-	58.5
HCM Lane LOS	A	B	A	-	F
HCM 95th %tile Q(veh)	-	0.3	-	-	2.2



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	62	1186	766	36	32	38
Future Volume (veh/h)	62	1186	766	36	32	38
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	1289	833	39	35	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	432	2349	2285	107	177	208
Arrive On Green	0.66	0.66	0.66	0.66	0.23	0.23
Sat Flow, veh/h	635	3647	3550	162	760	890
Grp Volume(v), veh/h	67	1289	428	444	77	0
Grp Sat Flow(s),veh/h/ln	635	1777	1777	1841	1672	0
Q Serve(g_s), s	4.7	17.4	9.7	9.7	3.3	0.0
Cycle Q Clear(g_c), s	14.4	17.4	9.7	9.7	3.3	0.0
Prop In Lane	1.00			0.09	0.45	0.53
Lane Grp Cap(c), veh/h	432	2349	1175	1217	390	0
V/C Ratio(X)	0.16	0.55	0.36	0.36	0.20	0.00
Avail Cap(c_a), veh/h	432	2349	1175	1217	390	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.0	8.1	6.8	6.8	27.7	0.0
Incr Delay (d2), s/veh	0.8	0.9	0.9	0.8	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	9.9	6.2	6.4	2.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.8	9.0	7.7	7.7	28.9	0.0
LnGrp LOS	B	A	A	A	C	A
Approach Vol, veh/h		1356	872		77	
Approach Delay, s/veh		9.1	7.7		28.9	
Approach LOS		A	A		C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	64.0	26.0	64.0
Change Period (Y+Rc), s	* 4.5	* 5	* 4.5
Max Green Setting (Gmax), s	* 60	* 21	* 60
Max Q Clear Time (g_c+I1), s	11.7	5.3	19.4
Green Ext Time (p_c), s	8.4	0.1	24.7

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	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	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
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	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

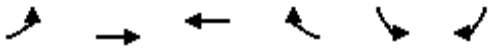
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	Free	-	Stop
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	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	1622	-	1021	1084
Stage 1	-	0	-	-	1022	-
Stage 2	-	0	-	-	1022	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	0	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	0	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	160	1421	1421	0	9999	9999
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.40
Sat Flow, veh/h	1781	3647	3741	189621	14425	9646 5981184
Grp Volume(v), veh/h	0	0	0	0	0	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	0	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	160	1421	1421	75848	8581	21539 4402304
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	160	1421	1421	75848	8574	21539 4385920
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h		0	0		2	
Approach Delay, s/veh		0.0	0.0		0.0	
Approach LOS					A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	0.0	2.0	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	0.0
HCM 6th LOS	A

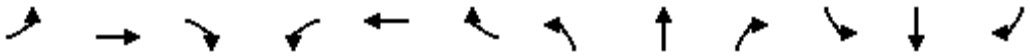
Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	653	18	71	645	10	47
Future Vol, veh/h	653	18	71	645	10	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	710	20	77	701	11	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	730	0	1575	720
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	855	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	874	-	121	428
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	417	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	874	-	104	428
Mov Cap-2 Maneuver	-	-	-	-	104	-
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	357	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	21.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	277	-	-	874	-
HCM Lane V/C Ratio	0.224	-	-	0.088	-
HCM Control Delay (s)	21.7	-	-	9.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.3	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	452	98	76	432	7	44	416	68	199	560	22
Future Volume (veh/h)	150	452	98	76	432	7	44	416	68	199	560	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	491	107	83	470	8	48	452	74	216	609	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	632	138	196	778	13	365	1441	235	412	1642	65
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	916	1488	324	820	1834	31	794	3060	498	877	3485	137
Grp Volume(v), veh/h	163	0	598	83	0	478	48	261	265	216	310	323
Grp Sat Flow(s),veh/h/ln	916	0	1812	820	0	1865	794	1777	1781	877	1777	1846
Q Serve(g_s), s	15.1	0.0	25.5	8.7	0.0	17.9	3.7	8.2	8.3	18.3	10.1	10.1
Cycle Q Clear(g_c), s	32.9	0.0	25.5	34.2	0.0	17.9	13.8	8.2	8.3	26.6	10.1	10.1
Prop In Lane	1.00		0.18	1.00		0.02	1.00		0.28	1.00		0.07
Lane Grp Cap(c), veh/h	287	0	769	196	0	792	365	837	839	412	837	869
V/C Ratio(X)	0.57	0.00	0.78	0.42	0.00	0.60	0.13	0.31	0.32	0.52	0.37	0.37
Avail Cap(c_a), veh/h	336	0	866	239	0	891	365	837	839	412	837	869
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	0.0	22.2	36.9	0.0	20.0	19.7	14.8	14.8	23.0	15.3	15.3
Incr Delay (d2), s/veh	1.8	0.0	4.0	1.5	0.0	0.9	0.7	1.0	1.0	4.7	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.1	0.0	16.6	3.2	0.0	12.1	1.3	6.1	6.2	7.5	7.5	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	0.0	26.3	38.4	0.0	21.0	20.4	15.7	15.8	27.8	16.5	16.5
LnGrp LOS	C	A	C	D	A	C	C	B	B	C	B	B
Approach Vol, veh/h		761			561			574			849	
Approach Delay, s/veh		28.1			23.6			16.1			19.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		47.1		42.9		47.1		42.9				
Change Period (Y+Rc), s		* 4.7		* 4.7		* 4.7		* 4.7				
Max Green Setting (Gmax), s		* 38		* 43		* 38		* 43				
Max Q Clear Time (g_c+I1), s		28.6		36.2		15.8		34.9				
Green Ext Time (p_c), s		3.5		2.0		3.6		3.1				

Intersection Summary		
HCM 6th Ctrl Delay		22.0
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

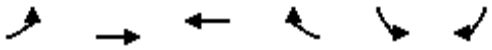
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	1005	0	0	890	14	0	0	0	25	0	85
Future Vol, veh/h	37	1005	0	0	890	14	0	0	0	25	0	85
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Stop	-	-	Stop
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	1092	0	0	967	15	0	0	0	27	0	92

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	967	0	-	-	-	0	-	2139	-	1593	2139	484
Stage 1	-	-	-	-	-	-	-	1172	-	967	967	-
Stage 2	-	-	-	-	-	-	-	967	-	626	1172	-
Critical Hdwy	4.14	-	-	-	-	-	-	6.54	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	-	4.02	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	708	-	0	0	-	0	0	48	0	72	48	529
Stage 1	-	-	0	0	-	0	0	264	0	273	331	-
Stage 2	-	-	0	0	-	0	0	331	0	439	264	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	708	-	-	-	-	-	-	41	-	64	41	529
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	41	-	64	41	-
Stage 1	-	-	-	-	-	-	-	226	-	234	331	-
Stage 2	-	-	-	-	-	-	-	331	-	376	226	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0	0	26.8
HCM LOS			A	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	-	708	-	-	282
HCM Lane V/C Ratio	-	0.057	-	-	0.424
HCM Control Delay (s)	0	10.4	0.7	-	26.8
HCM Lane LOS	A	B	A	-	D
HCM 95th %tile Q(veh)	-	0.2	-	-	2



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	108	927	782	101	75	84
Future Volume (veh/h)	108	927	782	101	75	84
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	1008	850	110	82	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	376	2270	2021	262	202	224
Arrive On Green	0.64	0.64	0.64	0.64	0.26	0.26
Sat Flow, veh/h	585	3647	3258	409	789	875
Grp Volume(v), veh/h	117	1008	477	483	174	0
Grp Sat Flow(s),veh/h/ln	585	1777	1777	1797	1673	0
Q Serve(g_s), s	11.1	12.9	11.9	11.9	7.8	0.0
Cycle Q Clear(g_c), s	23.0	12.9	11.9	11.9	7.8	0.0
Prop In Lane	1.00			0.23	0.47	0.52
Lane Grp Cap(c), veh/h	376	2270	1135	1148	428	0
V/C Ratio(X)	0.31	0.44	0.42	0.42	0.41	0.00
Avail Cap(c_a), veh/h	376	2270	1135	1148	428	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.7	8.2	8.0	8.0	27.8	0.0
Incr Delay (d2), s/veh	2.1	0.6	1.1	1.1	2.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	8.0	7.8	7.9	6.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.9	8.8	9.2	9.2	30.7	0.0
LnGrp LOS	B	A	A	A	C	A
Approach Vol, veh/h		1125	960		174	
Approach Delay, s/veh		9.6	9.2		30.7	
Approach LOS		A	A		C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	62.0	28.0	62.0
Change Period (Y+Rc), s	* 4.5	* 5	* 4.5
Max Green Setting (Gmax), s	* 58	* 23	* 58
Max Q Clear Time (g_c+I1), s	13.9	9.8	25.0
Green Ext Time (p_c), s	9.7	0.4	17.8

Intersection Summary	
HCM 6th Ctrl Delay	11.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	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	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
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	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

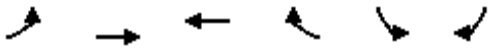
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	Free	-	Stop
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	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	1622	-	1021	1084
Stage 1	-	0	-	-	1022	-
Stage 2	-	0	-	-	1022	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	0	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	0	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	160	1421	1421	0	9999	9999
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.40
Sat Flow, veh/h	1781	3647	3741	1896	2144	5964	7968	9728
Grp Volume(v), veh/h	0	0	0	0	0	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	0	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	160	1421	1421	7584	8581	12539	1879	168
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	160	1421	1421	7584	8574	15634	1879	168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h		0	0		2	
Approach Delay, s/veh		0.0	0.0		0.0	
Approach LOS					A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	0.0	2.0	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	0.0
HCM 6th LOS	A

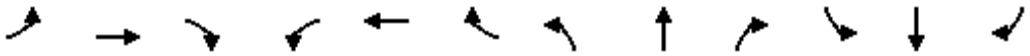
Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	622	26	33	589	8	63
Future Vol, veh/h	622	26	33	589	8	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	676	28	36	640	9	68

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	704	0	1402	690
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	712	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	894	-	154	445
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	486	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	894	-	144	445
Mov Cap-2 Maneuver	-	-	-	-	144	-
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	456	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	17.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	360	-	-	894	-
HCM Lane V/C Ratio	0.214	-	-	0.04	-
HCM Control Delay (s)	17.7	-	-	9.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	477	88	92	389	19	102	549	103	114	421	26
Future Volume (veh/h)	109	477	88	92	389	19	102	549	103	114	421	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	518	96	100	423	21	111	597	112	124	458	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	332	678	126	207	781	39	415	1356	254	315	1544	94
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	946	1535	284	808	1767	88	910	2987	559	740	3402	207
Grp Volume(v), veh/h	118	0	614	100	0	444	111	355	354	124	239	247
Grp Sat Flow(s),veh/h/ln	946	0	1819	808	0	1855	910	1777	1770	740	1777	1833
Q Serve(g_s), s	9.4	0.0	25.6	10.7	0.0	15.8	7.9	12.3	12.3	12.4	7.6	7.7
Cycle Q Clear(g_c), s	25.2	0.0	25.6	36.3	0.0	15.8	15.6	12.3	12.3	24.7	7.6	7.7
Prop In Lane	1.00		0.16	1.00		0.05	1.00		0.32	1.00		0.11
Lane Grp Cap(c), veh/h	332	0	804	207	0	819	415	806	803	315	806	832
V/C Ratio(X)	0.36	0.00	0.76	0.48	0.00	0.54	0.27	0.44	0.44	0.39	0.30	0.30
Avail Cap(c_a), veh/h	366	0	869	236	0	886	415	806	803	315	806	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	0.0	21.2	36.5	0.0	18.4	20.4	16.8	16.8	25.2	15.5	15.5
Incr Delay (d2), s/veh	0.6	0.0	3.8	1.7	0.0	0.6	1.6	1.7	1.8	3.7	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	0.0	16.6	3.9	0.0	10.8	3.3	8.9	8.9	4.4	5.7	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	0.0	24.9	38.2	0.0	19.0	22.0	18.5	18.5	28.9	16.4	16.4
LnGrp LOS	C	A	C	D	A	B	C	B	B	C	B	B
Approach Vol, veh/h		732			544			820			610	
Approach Delay, s/veh		25.5			22.5			19.0			19.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.5		44.5		45.5		44.5				
Change Period (Y+Rc), s		* 4.7		* 4.7		* 4.7		* 4.7				
Max Green Setting (Gmax), s		* 38		* 43		* 38		* 43				
Max Q Clear Time (g_c+I1), s		26.7		38.3		17.6		27.6				
Green Ext Time (p_c), s		2.9		1.5		5.1		4.4				

Intersection Summary												
HCM 6th Ctrl Delay			21.5									
HCM 6th LOS			C									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

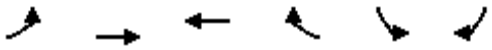
Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	64	1235	0	0	790	30	0	0	0	25	0	40
Future Vol, veh/h	64	1235	0	0	790	30	0	0	0	25	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Stop	-	-	Stop
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	70	1342	0	0	859	33	0	0	0	27	0	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	859	0	-	-	-	0	-	2341	-	1670	2341	430
Stage 1	-	-	-	-	-	-	-	1482	-	859	859	-
Stage 2	-	-	-	-	-	-	-	859	-	811	1482	-
Critical Hdwy	4.14	-	-	-	-	-	-	6.54	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	-	4.02	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	778	-	0	0	-	0	0	36	0	63	36	573
Stage 1	-	-	0	0	-	0	0	187	0	317	371	-
Stage 2	-	-	0	0	-	0	0	371	0	339	187	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	778	-	-	-	-	-	-	23	-	46	23	573
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	23	-	46	23	-
Stage 1	-	-	-	-	-	-	-	121	-	205	371	-
Stage 2	-	-	-	-	-	-	-	371	-	219	121	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	0	0	71
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	-	778	-	-	120
HCM Lane V/C Ratio	-	0.089	-	-	0.589
HCM Control Delay (s)	0	10.1	1.6	-	71
HCM Lane LOS	A	B	A	-	F
HCM 95th %tile Q(veh)	-	0.3	-	-	2.9



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	62	1189	770	36	32	38
Future Volume (veh/h)	62	1189	770	36	32	38
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	1292	837	39	35	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	430	2349	2286	106	177	208
Arrive On Green	0.66	0.66	0.66	0.66	0.23	0.23
Sat Flow, veh/h	633	3647	3551	161	760	890
Grp Volume(v), veh/h	67	1292	430	446	77	0
Grp Sat Flow(s),veh/h/ln	633	1777	1777	1841	1672	0
Q Serve(g_s), s	4.8	17.4	9.7	9.7	3.3	0.0
Cycle Q Clear(g_c), s	14.5	17.4	9.7	9.7	3.3	0.0
Prop In Lane	1.00			0.09	0.45	0.53
Lane Grp Cap(c), veh/h	430	2349	1175	1217	390	0
V/C Ratio(X)	0.16	0.55	0.37	0.37	0.20	0.00
Avail Cap(c_a), veh/h	430	2349	1175	1217	390	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.1	8.1	6.8	6.8	27.7	0.0
Incr Delay (d2), s/veh	0.8	0.9	0.9	0.9	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	10.0	6.2	6.4	2.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.8	9.1	7.7	7.7	28.9	0.0
LnGrp LOS	B	A	A	A	C	A
Approach Vol, veh/h		1359	876		77	
Approach Delay, s/veh		9.1	7.7		28.9	
Approach LOS		A	A		C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	64.0	26.0	64.0
Change Period (Y+Rc), s	* 4.5	* 5	* 4.5
Max Green Setting (Gmax), s	* 60	* 21	* 60
Max Q Clear Time (g_c+I1), s	11.7	5.3	19.4
Green Ext Time (p_c), s	8.5	0.1	24.7

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	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	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
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	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

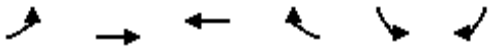
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	Free	-	Stop
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	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	1622	-	1021	1084
Stage 1	-	0	-	-	1022	-
Stage 2	-	0	-	-	1022	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	0	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	0	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	160	1421	1421	0	9999	9999
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.40
Sat Flow, veh/h	1781	3647	3741	189621	14425	9646 5981184
Grp Volume(v), veh/h	0	0	0	0	0	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	0	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	160	1421	1421	75848	3581	21539 4402304
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	160	1421	1421	75848	3574	21539 4385920
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h		0	0		2	
Approach Delay, s/veh		0.0	0.0		0.0	
Approach LOS					A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	0.0	2.0	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	0.0
HCM 6th LOS	A

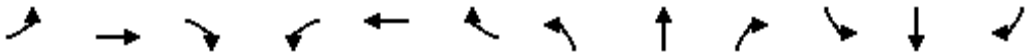
Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	673	19	73	665	10	48
Future Vol, veh/h	673	19	73	665	10	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	732	21	79	723	11	52

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	753	0	1624	743
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	881	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	857	-	113	415
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	405	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	857	-	96	415
Mov Cap-2 Maneuver	-	-	-	-	96	-
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	343	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	22.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	264	-	-	857	-
HCM Lane V/C Ratio	0.239	-	-	0.093	-
HCM Control Delay (s)	22.9	-	-	9.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.3	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	466	101	78	445	7	45	429	70	205	577	23
Future Volume (veh/h)	154	466	101	78	445	7	45	429	70	205	577	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	507	110	85	484	8	49	466	76	223	627	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	648	141	195	798	13	347	1410	229	394	1605	64
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	905	1489	323	806	1835	30	780	3061	497	864	3483	139
Grp Volume(v), veh/h	167	0	617	85	0	492	49	269	273	223	320	332
Grp Sat Flow(s),veh/h/ln	905	0	1812	806	0	1865	780	1777	1781	864	1777	1845
Q Serve(g_s), s	15.6	0.0	26.3	9.1	0.0	18.2	4.0	8.7	8.8	19.9	10.6	10.7
Cycle Q Clear(g_c), s	33.9	0.0	26.3	35.3	0.0	18.2	14.6	8.7	8.8	28.7	10.6	10.7
Prop In Lane	1.00		0.18	1.00		0.02	1.00		0.28	1.00		0.08
Lane Grp Cap(c), veh/h	290	0	788	195	0	811	347	818	820	394	818	850
V/C Ratio(X)	0.58	0.00	0.78	0.43	0.00	0.61	0.14	0.33	0.33	0.57	0.39	0.39
Avail Cap(c_a), veh/h	329	0	866	230	0	891	347	818	820	394	818	850
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	21.8	36.9	0.0	19.5	20.8	15.4	15.5	24.6	16.0	16.0
Incr Delay (d2), s/veh	1.9	0.0	4.3	1.5	0.0	1.0	0.9	1.1	1.1	5.8	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.3	0.0	17.0	3.3	0.0	12.3	1.4	6.5	6.6	8.1	7.9	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4	0.0	26.1	38.5	0.0	20.5	21.6	16.5	16.5	30.4	17.4	17.3
LnGrp LOS	C	A	C	D	A	C	C	B	B	C	B	B
Approach Vol, veh/h		784			577			591			875	
Approach Delay, s/veh		27.9			23.2			16.9			20.7	
Approach LOS		C			C			B			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.2		43.8		46.2		43.8				
Change Period (Y+Rc), s		* 4.7		* 4.7		* 4.7		* 4.7				
Max Green Setting (Gmax), s		* 38		* 43		* 38		* 43				
Max Q Clear Time (g_c+I1), s		30.7		37.3		16.6		35.9				
Green Ext Time (p_c), s		3.0		1.8		3.6		2.9				

Intersection Summary		
HCM 6th Ctrl Delay		22.4
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

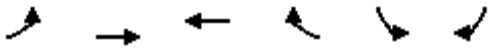
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	1035	0	0	917	14	0	0	0	26	0	87
Future Vol, veh/h	38	1035	0	0	917	14	0	0	0	26	0	87
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Stop	-	-	Stop
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	1125	0	0	997	15	0	0	0	28	0	95

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	997	0	-	-	-	0	-	2204	-	1642	2204	499
Stage 1	-	-	-	-	-	-	-	1207	-	997	997	-
Stage 2	-	-	-	-	-	-	-	997	-	645	1207	-
Critical Hdwy	4.14	-	-	-	-	-	-	6.54	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	-	4.02	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	690	-	0	0	-	0	0	44	0	66	44	517
Stage 1	-	-	0	0	-	0	0	254	0	262	320	-
Stage 2	-	-	0	0	-	0	0	320	0	427	254	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	690	-	-	-	-	-	-	37	-	58	37	517
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	37	-	58	37	-
Stage 1	-	-	-	-	-	-	-	214	-	221	320	-
Stage 2	-	-	-	-	-	-	-	320	-	360	214	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0	0	32.2
HCM LOS			A	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	-	690	-	-	252
HCM Lane V/C Ratio	-	0.06	-	-	0.487
HCM Control Delay (s)	0	10.5	0.8	-	32.2
HCM Lane LOS	A	B	A	-	D
HCM 95th %tile Q(veh)	-	0.2	-	-	2.5



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	111	955	806	104	77	87
Future Volume (veh/h)	111	955	806	104	77	87
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	1038	876	113	84	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	365	2270	2022	261	199	226
Arrive On Green	0.64	0.64	0.64	0.64	0.26	0.26
Sat Flow, veh/h	569	3647	3259	408	780	883
Grp Volume(v), veh/h	121	1038	492	497	180	0
Grp Sat Flow(s),veh/h/ln	569	1777	1777	1797	1672	0
Q Serve(g_s), s	12.1	13.4	12.4	12.4	8.1	0.0
Cycle Q Clear(g_c), s	24.6	13.4	12.4	12.4	8.1	0.0
Prop In Lane	1.00			0.23	0.47	0.53
Lane Grp Cap(c), veh/h	365	2270	1135	1148	427	0
V/C Ratio(X)	0.33	0.46	0.43	0.43	0.42	0.00
Avail Cap(c_a), veh/h	365	2270	1135	1148	427	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.2	8.3	8.1	8.1	27.9	0.0
Incr Delay (d2), s/veh	2.4	0.7	1.2	1.2	3.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	8.3	8.0	8.1	6.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.7	9.0	9.3	9.3	31.0	0.0
LnGrp LOS	B	A	A	A	C	A
Approach Vol, veh/h		1159	989		180	
Approach Delay, s/veh		9.8	9.3		31.0	
Approach LOS		A	A		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		62.0		28.0		62.0
Change Period (Y+Rc), s		* 4.5		* 5		* 4.5
Max Green Setting (Gmax), s		* 58		* 23		* 58
Max Q Clear Time (g_c+I1), s		14.4		10.1		26.6
Green Ext Time (p_c), s		10.1		0.4		17.9

Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	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	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
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	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

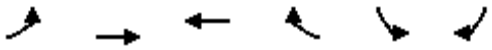
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	Free	-	Stop
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	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	1622	-	1021	1084
Stage 1	-	0	-	-	1022	-
Stage 2	-	0	-	-	1022	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	0	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	0	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	160	1421	1421	0	9999	9999
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.40
Sat Flow, veh/h	1781	3647	3741	189621	14425	9689728
Grp Volume(v), veh/h	0	0	0	0	0	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	0	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	160	1421	1421	75848	21539	1879168
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	160	1421	1421	75848	21539	1879168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h		0	0		2	
Approach Delay, s/veh		0.0	0.0		0.0	
Approach LOS					A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	0.0	2.0	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	0.0
HCM 6th LOS	A

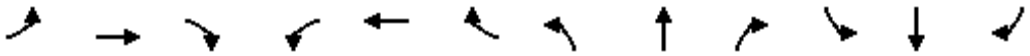
Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	641	27	35	607	7	64
Future Vol, veh/h	641	27	35	607	7	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	697	29	38	660	8	70

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	726	0	1448	712
Stage 1	-	-	-	-	712	-
Stage 2	-	-	-	-	736	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	877	-	145	432
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	474	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	877	-	135	432
Mov Cap-2 Maneuver	-	-	-	-	135	-
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	442	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	17.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	355	-	-	877	-
HCM Lane V/C Ratio	0.217	-	-	0.043	-
HCM Control Delay (s)	17.9	-	-	9.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	490	91	95	401	20	105	566	106	117	434	27
Future Volume (veh/h)	112	490	91	95	401	20	105	566	106	117	434	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	533	99	103	436	22	114	615	115	127	472	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	334	694	129	207	798	40	397	1325	247	297	1508	92
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	934	1534	285	795	1765	89	897	2989	558	726	3401	208
Grp Volume(v), veh/h	122	0	632	103	0	458	114	365	365	127	246	255
Grp Sat Flow(s),veh/h/ln	934	0	1819	795	0	1854	897	1777	1770	726	1777	1833
Q Serve(g_s), s	9.8	0.0	26.3	11.3	0.0	16.2	8.5	13.0	13.0	13.4	8.0	8.1
Cycle Q Clear(g_c), s	26.0	0.0	26.3	37.5	0.0	16.2	16.6	13.0	13.0	26.4	8.0	8.1
Prop In Lane	1.00		0.16	1.00		0.05	1.00		0.32	1.00		0.11
Lane Grp Cap(c), veh/h	334	0	822	207	0	838	397	788	785	297	788	813
V/C Ratio(X)	0.36	0.00	0.77	0.50	0.00	0.55	0.29	0.46	0.46	0.43	0.31	0.31
Avail Cap(c_a), veh/h	358	0	869	228	0	886	397	788	785	297	788	813
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	0.0	20.7	36.4	0.0	17.9	21.5	17.5	17.6	26.8	16.2	16.2
Incr Delay (d2), s/veh	0.7	0.0	4.0	1.8	0.0	0.6	1.8	2.0	2.0	4.5	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	0.0	16.9	4.0	0.0	11.0	3.5	9.3	9.3	4.7	6.1	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.1	0.0	24.7	38.3	0.0	18.6	23.4	19.5	19.5	31.3	17.2	17.2
LnGrp LOS	C	A	C	D	A	B	C	B	B	C	B	B
Approach Vol, veh/h		754			561			844			628	
Approach Delay, s/veh		25.2			22.2			20.0			20.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.6		45.4		44.6		45.4				
Change Period (Y+Rc), s		* 4.7		* 4.7		* 4.7		* 4.7				
Max Green Setting (Gmax), s		* 38		* 43		* 38		* 43				
Max Q Clear Time (g_c+I1), s		28.4		39.5		18.6		28.3				
Green Ext Time (p_c), s		2.7		1.2		5.2		4.5				

Intersection Summary		
HCM 6th Ctrl Delay		21.9
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

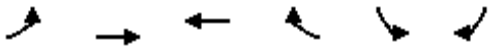
Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	1272	0	0	814	31	0	0	0	26	0	41
Future Vol, veh/h	67	1272	0	0	814	31	0	0	0	26	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Stop	-	-	Stop
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	1383	0	0	885	34	0	0	0	28	0	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	885	0	-	-	-	0	-	2414	-	1723	2414	443
Stage 1	-	-	-	-	-	-	-	1529	-	885	885	-
Stage 2	-	-	-	-	-	-	-	885	-	838	1529	-
Critical Hdwy	4.14	-	-	-	-	-	-	6.54	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	-	4.02	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	760	-	0	0	-	0	0	32	0	57	32	562
Stage 1	-	-	0	0	-	0	0	178	0	306	361	-
Stage 2	-	-	0	0	-	0	0	361	0	327	178	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	760	-	-	-	-	-	-	19	-	39	19	562
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	19	-	39	19	-
Stage 1	-	-	-	-	-	-	-	104	-	179	361	-
Stage 2	-	-	-	-	-	-	-	361	-	192	104	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	0	0	111.3
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	-	760	-	-	97
HCM Lane V/C Ratio	-	0.096	-	-	0.751
HCM Control Delay (s)	0	10.2	1.9	-	111.3
HCM Lane LOS	A	B	A	-	F
HCM 95th %tile Q(veh)	-	0.3	-	-	3.9



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	64	1225	793	37	33	39
Future Volume (veh/h)	64	1225	793	37	33	39
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	1332	862	40	36	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	419	2349	2286	106	178	207
Arrive On Green	0.66	0.66	0.66	0.66	0.23	0.23
Sat Flow, veh/h	618	3647	3551	160	762	889
Grp Volume(v), veh/h	70	1332	443	459	79	0
Grp Sat Flow(s),veh/h/ln	618	1777	1777	1841	1672	0
Q Serve(g_s), s	5.2	18.3	10.1	10.1	3.4	0.0
Cycle Q Clear(g_c), s	15.3	18.3	10.1	10.1	3.4	0.0
Prop In Lane	1.00			0.09	0.46	0.53
Lane Grp Cap(c), veh/h	419	2349	1175	1217	390	0
V/C Ratio(X)	0.17	0.57	0.38	0.38	0.20	0.00
Avail Cap(c_a), veh/h	419	2349	1175	1217	390	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.3	8.3	6.9	6.9	27.8	0.0
Incr Delay (d2), s/veh	0.9	1.0	0.9	0.9	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	10.4	6.5	6.7	2.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.2	9.3	7.8	7.8	28.9	0.0
LnGrp LOS	B	A	A	A	C	A
Approach Vol, veh/h		1402	902		79	
Approach Delay, s/veh		9.4	7.8		28.9	
Approach LOS		A	A		C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	64.0	26.0	64.0
Change Period (Y+Rc), s	* 4.5	* 5	* 4.5
Max Green Setting (Gmax), s	* 60	* 21	* 60
Max Q Clear Time (g_c+I1), s	12.1	5.4	20.3
Green Ext Time (p_c), s	8.8	0.1	25.3

Intersection Summary	
HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	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	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
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	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

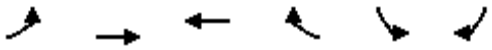
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	Free	-	Stop
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	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	1622	-	1021	1084
Stage 1	-	0	-	-	1022	-
Stage 2	-	0	-	-	1022	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	0	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	0	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	160	1421	1421	0	9999	9999
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.40
Sat Flow, veh/h	1781	3647	3741	189621	14425	9646 5981184
Grp Volume(v), veh/h	0	0	0	0	0	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	0	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	160	1421	1421	7584	8581	21539 4402304
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	160	1421	1421	7584	8574	21539 4385920
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h		0	0		2	
Approach Delay, s/veh		0.0	0.0		0.0	
Approach LOS					A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	0.0	2.0	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	0.0
HCM 6th LOS	A

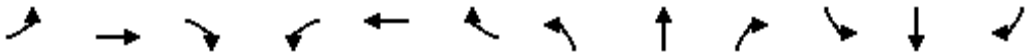
Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	673	23	76	665	19	53
Future Vol, veh/h	673	23	76	665	19	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	732	25	83	723	21	58

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	757	0	1634	745
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	889	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	854	-	111	414
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	402	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	854	-	93	414
Mov Cap-2 Maneuver	-	-	-	-	93	-
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	337	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	30.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	217	-	-	854	-
HCM Lane V/C Ratio	0.361	-	-	0.097	-
HCM Control Delay (s)	30.7	-	-	9.7	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	1.6	-	-	0.3	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	468	101	78	446	7	45	429	70	205	577	25
Future Volume (veh/h)	157	468	101	78	446	7	45	429	70	205	577	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	171	509	110	85	485	8	49	466	76	223	627	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	650	140	195	800	13	345	1407	228	393	1596	69
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	904	1490	322	804	1835	30	779	3061	497	864	3471	149
Grp Volume(v), veh/h	171	0	619	85	0	493	49	269	273	223	321	333
Grp Sat Flow(s),veh/h/ln	904	0	1812	804	0	1865	779	1777	1781	864	1777	1843
Q Serve(g_s), s	16.1	0.0	26.3	9.1	0.0	18.2	4.0	8.7	8.8	20.0	10.7	10.7
Cycle Q Clear(g_c), s	34.4	0.0	26.3	35.4	0.0	18.2	14.7	8.7	8.8	28.8	10.7	10.7
Prop In Lane	1.00		0.18	1.00		0.02	1.00		0.28	1.00		0.08
Lane Grp Cap(c), veh/h	291	0	790	195	0	813	345	817	819	393	817	848
V/C Ratio(X)	0.59	0.00	0.78	0.44	0.00	0.61	0.14	0.33	0.33	0.57	0.39	0.39
Avail Cap(c_a), veh/h	329	0	866	229	0	891	345	817	819	393	817	848
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.6	0.0	21.8	36.9	0.0	19.5	20.9	15.5	15.5	24.7	16.0	16.0
Incr Delay (d2), s/veh	2.2	0.0	4.4	1.5	0.0	1.0	0.9	1.1	1.1	5.8	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.5	0.0	17.1	3.3	0.0	12.3	1.4	6.5	6.6	8.1	8.0	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.8	0.0	26.1	38.5	0.0	20.5	21.7	16.6	16.6	30.5	17.4	17.4
LnGrp LOS	C	A	C	D	A	C	C	B	B	C	B	B
Approach Vol, veh/h		790			578			591			877	
Approach Delay, s/veh		28.0			23.1			17.0			20.8	
Approach LOS		C			C			B			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.1		43.9		46.1		43.9				
Change Period (Y+Rc), s		* 4.7		* 4.7		* 4.7		* 4.7				
Max Green Setting (Gmax), s		* 38		* 43		* 38		* 43				
Max Q Clear Time (g_c+I1), s		30.8		37.4		16.7		36.4				
Green Ext Time (p_c), s		3.0		1.8		3.6		2.8				

Intersection Summary		
HCM 6th Ctrl Delay		22.5
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

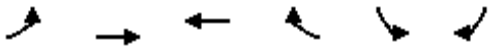
Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	1035	0	0	917	17	0	0	0	30	0	97
Future Vol, veh/h	43	1035	0	0	917	17	0	0	0	30	0	97
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Stop	-	-	Stop
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	1125	0	0	997	18	0	0	0	33	0	105

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	997	0	-	-	-	0	-	2216	-	1654	2216	499
Stage 1	-	-	-	-	-	-	-	1219	-	997	997	-
Stage 2	-	-	-	-	-	-	-	997	-	657	1219	-
Critical Hdwy	4.14	-	-	-	-	-	-	6.54	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	-	4.02	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	690	-	0	0	-	0	0	43	0	65	43	517
Stage 1	-	-	0	0	-	0	0	251	0	262	320	-
Stage 2	-	-	0	0	-	0	0	320	0	420	251	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	690	-	-	-	-	-	-	35	-	56	35	517
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	35	-	56	35	-
Stage 1	-	-	-	-	-	-	-	205	-	214	320	-
Stage 2	-	-	-	-	-	-	-	320	-	344	205	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0	0	39.4
HCM LOS			A	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	-	690	-	-	237
HCM Lane V/C Ratio	-	0.068	-	-	0.582
HCM Control Delay (s)	0	10.6	0.9	-	39.4
HCM Lane LOS	A	B	A	-	E
HCM 95th %tile Q(veh)	-	0.2	-	-	3.3



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	111	959	809	104	77	87
Future Volume (veh/h)	111	959	809	104	77	87
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	1042	879	113	84	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	364	2270	2023	260	199	226
Arrive On Green	0.64	0.64	0.64	0.64	0.26	0.26
Sat Flow, veh/h	568	3647	3260	407	780	883
Grp Volume(v), veh/h	121	1042	493	499	180	0
Grp Sat Flow(s),veh/h/ln	568	1777	1777	1797	1672	0
Q Serve(g_s), s	12.2	13.5	12.5	12.5	8.1	0.0
Cycle Q Clear(g_c), s	24.7	13.5	12.5	12.5	8.1	0.0
Prop In Lane	1.00			0.23	0.47	0.53
Lane Grp Cap(c), veh/h	364	2270	1135	1148	427	0
V/C Ratio(X)	0.33	0.46	0.43	0.43	0.42	0.00
Avail Cap(c_a), veh/h	364	2270	1135	1148	427	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.3	8.3	8.1	8.1	27.9	0.0
Incr Delay (d2), s/veh	2.4	0.7	1.2	1.2	3.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	8.3	8.1	8.1	6.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.7	9.0	9.3	9.3	31.0	0.0
LnGrp LOS	B	A	A	A	C	A
Approach Vol, veh/h		1163	992		180	
Approach Delay, s/veh		9.8	9.3		31.0	
Approach LOS		A	A		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		62.0		28.0		62.0
Change Period (Y+Rc), s		* 4.5		* 5		* 4.5
Max Green Setting (Gmax), s		* 58		* 23		* 58
Max Q Clear Time (g_c+I1), s		14.5		10.1		26.7
Green Ext Time (p_c), s		10.1		0.4		17.9

Intersection Summary		
HCM 6th Ctrl Delay	11.2	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	6.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	30	0	18	18	0
Future Vol, veh/h	30	30	0	18	18	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	33	33	0	20	20	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	50	10	0	0	20	0
Stage 1	10	-	-	-	-	-
Stage 2	40	-	-	-	-	-
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	959	1071	-	-	1596	-
Stage 1	1013	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	947	1071	-	-	1596	-
Mov Cap-2 Maneuver	947	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	969	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	7.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1005	1596	-
HCM Lane V/C Ratio	-	-	0.065	0.012	-
HCM Control Delay (s)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	Free	-	Stop
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	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	1622	-	1021	1084
Stage 1	-	0	-	-	1022	-
Stage 2	-	0	-	-	1022	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	0	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

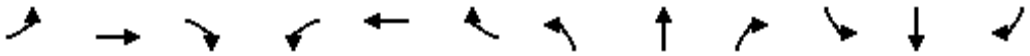
Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	641	35	39	607	13	68
Future Vol, veh/h	641	35	39	607	13	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	697	38	42	660	14	74

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	735	0	1460	716
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	744	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	870	-	142	430
Stage 1	-	-	-	-	484	-
Stage 2	-	-	-	-	470	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	870	-	131	430
Mov Cap-2 Maneuver	-	-	-	-	131	-
Stage 1	-	-	-	-	484	-
Stage 2	-	-	-	-	434	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	20.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	315	-	-	870	-
HCM Lane V/C Ratio	0.28	-	-	0.049	-
HCM Control Delay (s)	20.8	-	-	9.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.1	-	-	0.2	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	492	91	95	403	20	105	566	106	117	434	30
Future Volume (veh/h)	114	492	91	95	403	20	105	566	106	117	434	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	535	99	103	438	22	114	615	115	127	472	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	334	695	129	207	800	40	394	1323	247	296	1491	104
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	932	1535	284	793	1766	89	894	2989	558	726	3370	235
Grp Volume(v), veh/h	124	0	634	103	0	460	114	365	365	127	248	257
Grp Sat Flow(s),veh/h/ln	932	0	1819	793	0	1854	894	1777	1770	726	1777	1828
Q Serve(g_s), s	10.0	0.0	26.3	11.3	0.0	16.2	8.5	13.0	13.0	13.4	8.1	8.2
Cycle Q Clear(g_c), s	26.3	0.0	26.3	37.6	0.0	16.2	16.7	13.0	13.0	26.4	8.1	8.2
Prop In Lane	1.00		0.16	1.00		0.05	1.00		0.32	1.00		0.13
Lane Grp Cap(c), veh/h	334	0	824	207	0	840	394	786	783	296	786	809
V/C Ratio(X)	0.37	0.00	0.77	0.50	0.00	0.55	0.29	0.46	0.47	0.43	0.32	0.32
Avail Cap(c_a), veh/h	357	0	869	227	0	886	394	786	783	296	786	809
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	0.0	20.7	36.5	0.0	17.9	21.7	17.6	17.6	26.9	16.3	16.3
Incr Delay (d2), s/veh	0.7	0.0	4.0	1.8	0.0	0.6	1.8	2.0	2.0	4.5	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.0	17.0	4.0	0.0	11.0	3.5	9.3	9.4	4.7	6.1	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	0.0	24.7	38.3	0.0	18.5	23.5	19.6	19.6	31.4	17.3	17.3
LnGrp LOS	C	A	C	D	A	B	C	B	B	C	B	B
Approach Vol, veh/h		758			563			844			632	
Approach Delay, s/veh		25.3			22.2			20.1			20.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.5		45.5		44.5		45.5				
Change Period (Y+Rc), s		* 4.7		* 4.7		* 4.7		* 4.7				
Max Green Setting (Gmax), s		* 38		* 43		* 38		* 43				
Max Q Clear Time (g_c+I1), s		28.4		39.6		18.7		28.3				
Green Ext Time (p_c), s		2.7		1.2		5.2		4.5				

Intersection Summary												
HCM 6th Ctrl Delay			21.9									
HCM 6th LOS			C									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

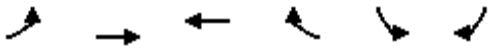
Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	1272	0	0	814	35	0	0	0	29	0	47
Future Vol, veh/h	75	1272	0	0	814	35	0	0	0	29	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Stop	-	-	Stop
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	1383	0	0	885	38	0	0	0	32	0	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	885	0	-	-	-	0	-	2432	-	1741	2432	443
Stage 1	-	-	-	-	-	-	-	1547	-	885	885	-
Stage 2	-	-	-	-	-	-	-	885	-	856	1547	-
Critical Hdwy	4.14	-	-	-	-	-	-	6.54	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	-	4.02	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	760	-	0	0	-	0	0	31	0	56	31	562
Stage 1	-	-	0	0	-	0	0	174	0	306	361	-
Stage 2	-	-	0	0	-	0	0	361	0	319	174	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	760	-	-	-	-	-	-	17	-	36	17	562
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	17	-	36	17	-
Stage 1	-	-	-	-	-	-	-	93	-	164	361	-
Stage 2	-	-	-	-	-	-	-	361	-	171	93	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.6	0	0	152.6
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	-	760	-	-	91
HCM Lane V/C Ratio	-	0.107	-	-	0.908
HCM Control Delay (s)	0	10.3	2.1	-	152.6
HCM Lane LOS	A	B	A	-	F
HCM 95th %tile Q(veh)	-	0.4	-	-	5.1



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	64	1228	797	37	33	39
Future Volume (veh/h)	64	1228	797	37	33	39
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	1335	866	40	36	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	417	2349	2287	106	178	207
Arrive On Green	0.66	0.66	0.66	0.66	0.23	0.23
Sat Flow, veh/h	615	3647	3552	160	762	889
Grp Volume(v), veh/h	70	1335	445	461	79	0
Grp Sat Flow(s),veh/h/ln	615	1777	1777	1842	1672	0
Q Serve(g_s), s	5.2	18.4	10.2	10.2	3.4	0.0
Cycle Q Clear(g_c), s	15.4	18.4	10.2	10.2	3.4	0.0
Prop In Lane	1.00			0.09	0.46	0.53
Lane Grp Cap(c), veh/h	417	2349	1175	1218	390	0
V/C Ratio(X)	0.17	0.57	0.38	0.38	0.20	0.00
Avail Cap(c_a), veh/h	417	2349	1175	1218	390	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.4	8.3	6.9	6.9	27.8	0.0
Incr Delay (d2), s/veh	0.9	1.0	0.9	0.9	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	10.4	6.5	6.7	2.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.2	9.3	7.8	7.8	28.9	0.0
LnGrp LOS	B	A	A	A	C	A
Approach Vol, veh/h		1405	906		79	
Approach Delay, s/veh		9.4	7.8		28.9	
Approach LOS		A	A		C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	64.0	26.0	64.0
Change Period (Y+Rc), s	* 4.5	* 5	* 4.5
Max Green Setting (Gmax), s	* 60	* 21	* 60
Max Q Clear Time (g_c+I1), s	12.2	5.4	20.4
Green Ext Time (p_c), s	8.9	0.1	25.3

Intersection Summary	
HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	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	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
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	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	Free	-	Stop
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	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	1622	-	1021	1084
Stage 1	-	0	-	-	1022	-
Stage 2	-	0	-	-	1022	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	0	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

HCM 6th Edition methodology does not support Non-NEMA phasing.

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

4733 W Hollywood Bl
DOT Case No. CEN23-56439

Date: July 12, 2024

To: Brenda Kahinju, Administrative Clerk
Department of City Planning

Digitally signed by Eileen Hunt
Date: 2024.07.12 14:26:59 -07'00'

From: Eileen Hunt, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 4733 W HOLLYWOOD BOULEVARD (ENV-2024-4115-EAF/CPC-2024-4114-DB-CU3-CUB-SPPCPR-VHCA)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Gibson Transportation Consulting, Inc., dated May 2024, for the proposed mixed-use project located at 4773 West Hollywood Boulevard and within the Central Area Planning Commission (APC) and a Transit Oriented Community (TOC) Tier 3. 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 construct a mixed-use development on a vacant lot on the northeast corner of Hollywood Boulevard and Berendo Street. The development will provide 86 apartment units (77 market rate and nine affordable units), 2,596 square feet of ground floor commercial space, a total of 57 (49 long-term and eight-short term) bicycle parking spaces, and 93 vehicle parking spaces within one subterranean and one ground-floor parking level. Vehicular access to the development will be via one full-access driveway along Berendo Street as illustrated in **Attachment A**. Pedestrian and bicycle access would be provided separate from the vehicular access via individual residential lobby and commercial entrances along the project frontage. All passenger loading is expected to occur on site within the parking garage. The project is expected to be completed by 2026.

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, 9th 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 defines 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 Gibson Transportation Consulting, Inc., no TDM strategies were included as project design features in order to provide the worst-case analysis utilizing the VMT Calculator. The proposed project is projected to have a Household VMT per capita of 5.6 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

Pedestrian and bicycle access would be provided separate from the vehicular access via individual residential lobby and commercial entrances along the project frontage. Vehicular access to the development will be provided via one full-access driveway along Berendo Street. 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. 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 93 vehicles and 57 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 3.

2. Highway Dedication and Street Widening Requirements
Per the Mobility Element of the General Plan, **Hollywood Boulevard**, an Avenue I, would require a 35-foot half-width roadway within a 50-foot half-width right-of-way and **Berendo Street**, 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 (see **Attachment A**) is acceptable to LADOT. Pedestrian and bicycle access would be provided separate from the vehicular access via individual residential lobby and commercial entrances along the project frontage. Vehicular access to the development will be provided via one full-access driveway along Berendo Street. All passenger loading is expected to occur on site within the parking garage area. 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.

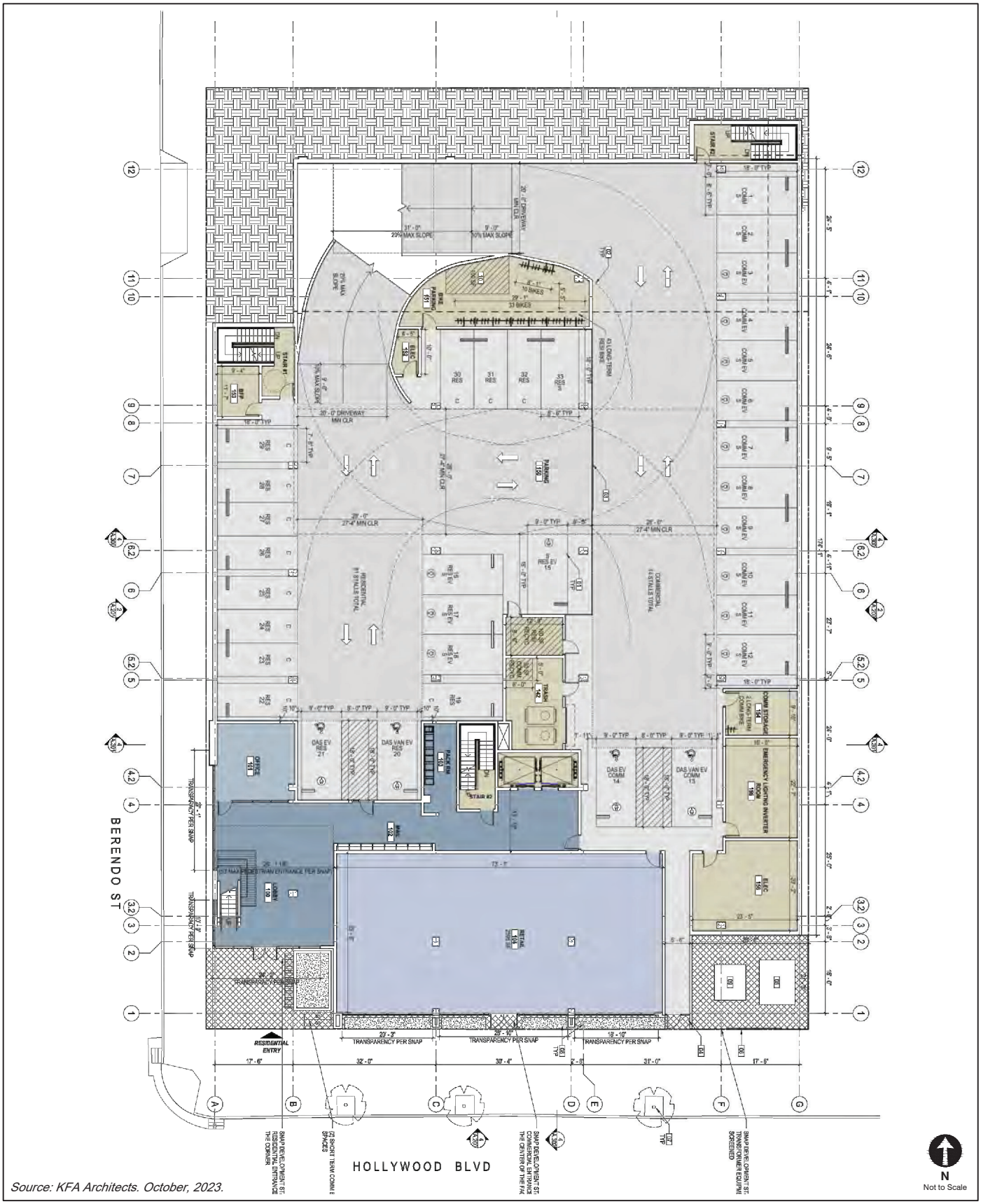
6. Development Review Fees
Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Segal Ismael of my staff at (213) 972-4986 or LADOT Central Development Review <ladot.devreview.cen@lacity.org>.

Attachments

H:\Letters\2024\CEN23-56439_4773 Hollywood Blvd_MU_TS ltr.docx

c: Mashael Majid, Council District 4
Hokchi Chiu, Central District, BOE
Oliver Hou, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management Office, DOT
Richard Gibson, Gibson Transportation Consulting, Inc.



Source: KFA Architects. October, 2023.

PROJECT SITE PLAN
GROUND FLOOR

FIGURE
1A



Source: KFA Architects. October, 2023.

PROJECT SITE PLAN
SECOND FLOOR

FIGURE
1B

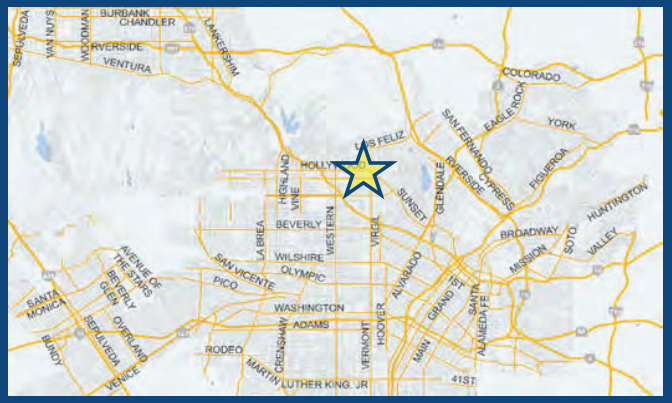
ATTACHMENT B
CEN23-56439_4773 W Hollywood Bl

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: 4473 Hollywood
Scenario: Preliminary Test
Address: 4773 W HOLLYWOOD BLVD, 90027



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	2.856	ksf
Housing | Multi-Family	77	DU
Housing | Affordable Housing - Family	9	DU
Retail | High-Turnover Sit-Down Restaurant	2.785	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	507 Daily Vehicle Trips
0 Daily VMT	3,464 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	507 Net Daily Trips
The net increase in daily VMT ≤ 0	3,464 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	2.785 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

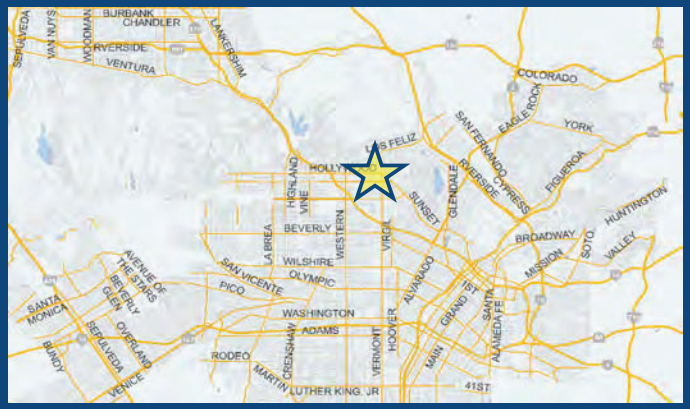
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: 4473 Hollywood

Scenario: Preliminary Test

Address: 4773 W HOLLYWOOD BLVD, 90027



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	77	DU
Housing | Affordable Housing - Family	9	DU
Retail | High-Turnover Sit-Down Restaurant	2.785	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure

Implement/Improve On-street Bicycle Facility

☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Bike Parking Per LAMC

☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Secure Bike Parking and Showers

☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
507 Daily Vehicle Trips	**507** Daily Vehicle Trips
3,464 Daily VMT	**3,464** Daily VMT
5.6 Household VMT per Capita	**5.6** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

11/10/2023

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 10, 2023
Project Name: 4473 Hollywood
Project Scenario: Preliminary Test
Project Address: 4773 W HOLLYWOOD BLVD, 90027

Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	77	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	9	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	2.785	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 10, 2023
Project Name: 4473 Hollywood
Project Scenario: Preliminary Test
Project Address: 4773 W HOLLYWOOD BLVD, 90027

Version 1.4

Analysis Results			
Total Employees: 11 Total Population: 202			
Proposed Project		***With Mitigation***	
507	**Daily Vehicle Trips**	**507**	**Daily Vehicle Trips**
3,464	**Daily VMT**	**3,464**	**Daily VMT**
5.6	**Household VMT per Capita**	**5.6**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 10, 2023
Project Name: 4473 Hollywood
Project Scenario: Preliminary Test
Project Address: 4773 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	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: November 10, 2023
Project Name: 4473 Hollywood
Project Scenario: Preliminary Test
Project Address: 4773 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	77	-22.1%	60	8.5	655	510
Home Based Other Production	212	-44.3%	118	5.3	1,124	625
Non-Home Based Other Production	151	-4.6%	144	7.6	1,148	1,094
Home-Based Work Attraction	16	-43.8%	9	8.7	139	78
Home-Based Other Attraction	220	-52.7%	104	6.0	1,320	624
Non-Home Based Other Attraction	76	-5.3%	72	7.4	562	533

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	60	510	0.0%	60	510
Home Based Other Production	0.0%	118	625	0.0%	118	625
Non-Home Based Other Production	0.0%	144	1,094	0.0%	144	1,094
Home-Based Work Attraction	0.0%	9	78	0.0%	9	78
Home-Based Other Attraction	0.0%	104	624	0.0%	104	624
Non-Home Based Other Attraction	0.0%	72	533	0.0%	72	533

MXD VMT Methodology Per Capita & Per Employee

Total Population: 202
Total Employees: 11
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,135**	**1,135**
Total Home Based Work Attraction VMT	**78**	**78**
Total Home Based VMT Per Capita	**5.6**	**5.6**
Total Work Based VMT Per Employee	**N/A**	**N/A**

TABLE 11
EXISTING CONDITIONS (YEAR 2023)
INTERSECTION LEVELS OF SERVICE

No	Intersection [a]	Peak Hour	Existing Conditions		Existing with Project Conditions	
			Delay (sec)	LOS	Delay (sec)	LOS
1.	Berendo Street &	AM	15.2	B	21.7	C
[a]	Franklin Avenue	PM	15.2	B	17.7	B
2.	Vermont Avenue &	AM	21.9	C	22.0	C
[b]	Franklin Avenue	PM	21.4	C	21.5	C
3.	Berendo Street &	AM	23.1	C	19.3	C
[a]	Hollywood Boulevard	PM	58.5	F	50.8	F
4.	New Hampshire Avenue &	AM	11.0	B	11.0	B
[b]	Hollywood Boulevard	PM	9.2	A	9.2	A

Notes:

Delay is measured in seconds per vehicle. LOS = Level of Service.

[a] Intersection analysis based on the HCM 6th Edition Two-Way Stop Control Unsignalized methodology, which calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals.

[b] Intersection analysis based on HCM Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

TABLE 12
FUTURE CONDITIONS (YEAR 2026)
INTERSECTION LEVELS OF SERVICE

No	Intersection [a]	Peak Hour	Future without Project Conditions		Future with Project Conditions	
			Delay (sec)	LOS	Delay (sec)	LOS
1.	Berendo Street &	AM	22.9	C	30.7	C
[a]	Franklin Avenue	PM	17.9	B	20.8	C
2.	Vermont Avenue &	AM	22.4	C	22.5	C
[b]	Franklin Avenue	PM	21.9	C	21.9	C
3.	Berendo Street &	AM	32.2	D	39.4	E
[a]	Hollywood Boulevard	PM	111.3	F	152.6	F
4.	New Hampshire Avenue &	AM	11.2	B	7.5	A
[b]	Hollywood Boulevard	PM	9.4	A	9.4	A

Notes:

Delay is measured in seconds per vehicle. LOS = Level of Service.

[a] Intersection analysis based on the HCM 6th Edition Two-Way Stop Control Unsignalized methodology, which calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals.

[b] Intersection analysis based on HCM Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

NOISE IMPACT ANALYSIS

4773 Hollywood Mixed-Use Project
City of Los Angeles

Envicom Project # 2023-065-01

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1.0 INTRODUCTION

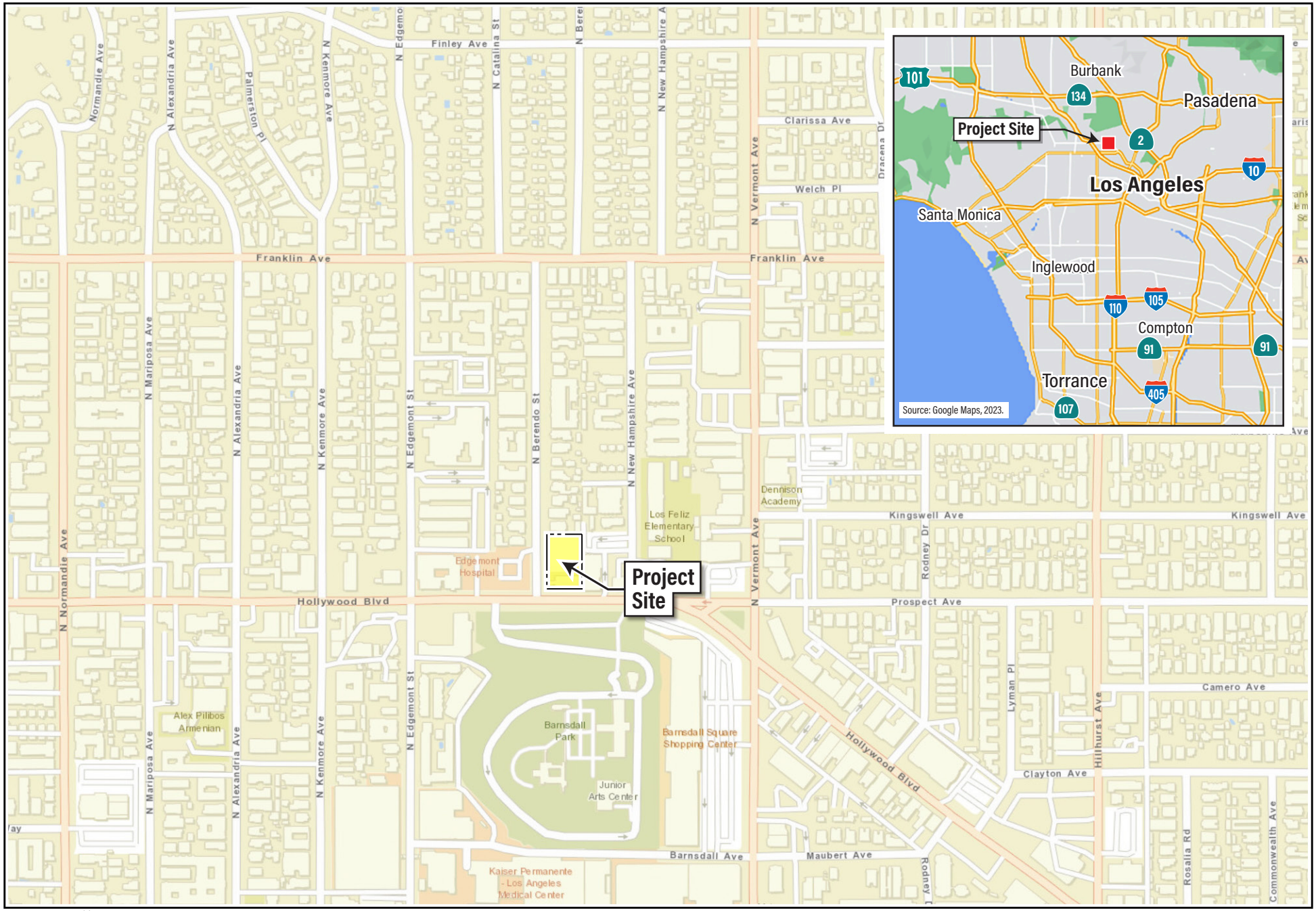
1.1 Purpose of Study

The purpose of this Noise Impact Analysis is to identify, describe, and evaluate the significance of potential noise impacts resulting from the construction and operation of a proposed infill mixed-use residential and commercial development located at 4773 Hollywood Boulevard (Project).

1.2 Project Summary

The proposed Project would develop a 0.654-acre infill site (Project site) within a 0.716-acre property located at 4773 Hollywood Boulevard as shown in **Figure 1, Regional Location Map**. The Project site is located in the Hollywood Community Plan Area of the City of Los Angeles. The proposed Project consists of the construction, operation, and maintenance of an approximately 93,286-square foot Mixed-Use Multi-Family Residential development, consisting of approximately 2,596 square feet of ground floor commercial uses and 86 apartment dwelling units (90,690 square feet). As shown on the Project plan set, the proposed Project consists of a six-story building with an additional subterranean parking floor, constructed to a maximum height of approximately 69 feet to the top of the parapet (exclusive of the elevator and stair shafts). The Project commercial use will be located on the ground floor, along the Hollywood Boulevard frontage. The Project will also provide a residential lobby on the ground floor and amenity space on the second floor and sixth floor. Courtyard areas would be located on the second and sixth floor, including a spa pool on the sixth floor. Vehicular access would be from an existing driveway on N. Berendo Street. The trash and recycling enclosure would be located on the ground floor within the building. The project grading would require approximately 20,000 cubic yards of soil export hauling, including a 15 percent buffer to account for potential unanticipated grading.

Surrounding land uses consist of a church to the east and a library/bookstore, N. New Hampshire Avenue, and an elementary school further to the east; Hollywood Boulevard and Barnsdall Art Park to the south; N. Berendo Street, multifamily residential uses, and a parking lot associated with an office building to the west; and multifamily and single-family residential uses to the north.



Source: ESRI World Street Map, 2023.

envicom

Regional Location Map

FEET 0 250 500

FIGURE 1

2.0 NOISE AND VIBRATION FUNDAMENTALS

2.1 Noise Characteristics

The following introduces the fundamental definitions and concepts used to qualify and quantify noise and vibration impacts used throughout this study.

In a basic sense, noise is unwanted sound as perceived by a receptor. Sound is energy transmitted in waves through a compressible medium such as air. There are a variety of parameters that describe the rates of oscillation of sound waves, the distance between successive troughs or crests, the speed of propagation, and the pressure level (or energy content), of a given sound wave. Sound pressure level is the most common descriptor used to describe the perceived “loudness” of an ambient sound level. The standard measurement unit of sound pressure is called a decibel (dB).

Given that sound pressure levels can vary in intensity by over one million times within the range of human hearing, a logarithmic scale similar to the Richter Scale used to measure seismicity is used to keep sound intensity numbers convenient and manageable. The ear is not equally sensitive to all sound frequencies within the entire spectrum, so sound pressure levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called "A-weighting", written as dBA. Subsequent references to decibels in this discussion written as "dB" should be understood as A-weighted. Doubling the number of noise sources would produce a 3 dB increase in the noise level. A 3 dB increase in noise is considered barely perceptible in an outdoor environment while a 1 dB increase is considered barely perceptible in a controlled laboratory environment. A 5 dB increase in noise is considered readily perceptible, a 10 dB increase is perceived as twice as loud, a 20 dB increase is perceived as four times as loud, and a 30 dB increase is perceived as eight times as loud.

Variations in noise exposure over time are expressed in terms of a steady-state energy level equivalent to the energy content of the time period, called Leq. Because human receptors are more sensitive to unwanted noise intrusion during the evening and at night hours, additional dB increments are added to noise levels in a 24-hour noise descriptor: either the Day-Night Average Level (Ldn) or the Community Noise Equivalent Level (CNEL). The Ldn metric adds a penalty of 10 dB for the nighttime hours of 10:00 p.m. to 7:00 a.m., while CNEL adds both the 10 dB nighttime penalty and a penalty of 5 dB for the evening hours of 7:00 p.m. to 10:00 p.m.

There are varying effects of noise and associated standards and metrics set forth by agencies to address such effects. For example, the U.S. Occupational Safety and Health Administration (OSHA) and the State’s Division of Occupational Safety and Health (also known as Cal/OSHA) have adopted regulations designed to protect workers against the effects of occupational noise exposure. Per Cal/OSHA, the permissible noise exposure for 8 hours is 90 dBA Leq, which is the limit for potential hearing loss.[1] In addition, based on an urban noise survey conducted by the Environmental Protection Agency (EPA), the relationship between noise level and annoyance ranges from seven percent of the population annoyed at a noise level of 55 dBA (Ldn) to 23 percent annoyed at 70 dBA (Ldn).[2] Furthermore, per the EPA, sleep disturbance is one of the main major causes of annoyance due to noise. Two components of sleep disturbance include falling asleep and awakening. The EPA states that noise levels of 40 to 50 dBA could result in difficulty in falling asleep

[1] Cal/OSHA, Title 8 Regulations, Subchapter 7; General Industry Safety Orders, Group 15. Occupational Noise, Article 105. Control of Noise Exposure, §5096. Exposure Limits for Noise, Table N-1 Permissible Noise Exposure.

[2] EPA, Noise Effects Handbook: A Desk Reference to Health and Welfare Effects of Noise, Page 6-2, October 1979, Revised July 1981.

for some people, and noise levels of 70 dBA or higher would likely result in awakening.[3] As another example, the Federal Transit Authority (FTA) also states that there may be adverse community reaction to construction noise and sets forth its own criteria of 80 dBA Leq (8-hour) for FTA construction activity noise near residential uses during daytime hours.[4]

2.2 Vibration Characteristics

As described in the California Department of Transportation (Caltrans) Transportation and Construction Vibration Guidance Manual, the operation of construction equipment generates groundborne vibration.[5] Maintenance operations and traffic traveling on roadways can also be a source of such vibration. If amplitudes are high enough, ground vibration has the potential to damage structures, cause cosmetic damage (e.g., crack plaster), or disrupt the operation of vibration-sensitive equipment, such as electron microscopes. Ground vibration and groundborne noise can also be a source of annoyance to individuals who live or work close to vibration-generating activities. Construction activities typically associated with high levels of vibration include pile driving, demolition activity, blasting, and crack-and-seat operations.

Traffic, including heavy trucks traveling on a highway, rarely generates vibration amplitudes high enough to cause structural or cosmetic damage. However, there have been cases in which heavy trucks traveling over potholes or other discontinuities in the pavement have caused vibration high enough to result in complaints from nearby residents. These types of issues typically can be resolved by smoothing the roadway surface. Vibration in the ground and in structures is described in terms of the motion of a particle (i.e., a particle in or on the ground or structure). The concepts of particle displacement, velocity, and acceleration are used to describe how the ground or structure respond to excitation. Vibratory motion is commonly described by identifying the peak particle velocity (PPV) in inches per second (in/sec) or by root mean square (RMS) vibration velocity in the decibel scale (VdB). PPV is generally accepted as the most appropriate descriptor for evaluating the potential for building damage.[6] PPV in/sec expresses the peak velocity of a vibration signal, while RMS expresses an average.

There are also varying effects of construction vibration and associated standards and metrics that have been established by various agencies to address such effects. These include effects associated with building damage with criteria for specific building types set forth by Caltrans and the FTA. These agencies have also established guidelines regarding construction vibration related to human annoyance.

[3] EPA, Noise Effects Handbook: A Desk Reference to Health and Welfare Effects of Noise, Page 6-2, October 1979, Revised July 1981.
[4] FTA, Transit Noise and Vibration Impact Assessment Manual, Chapter 7.1, p. 179, September 2018.
[5] California Department of Transportation, Transportation and Construction Vibration Guidance Manual, Report No. CT-HWANP-RT-20-365.01.01, April 2020.
[6] U.S. Department of Transportation, Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, September 2018

3.0 REGULATORY SETTING

City Policies and Regulations Related to Noise

Los Angeles General Plan

The Noise Element of the City General Plan sets forth general objectives and policies related to reduction or elimination of noise or noise impacts from land development or land use changes.[7] The Noise Element of the City General Plan applies to the City as a whole. This element addresses noise mitigation regulations, strategies, and programs, and delineates federal, state, and City jurisdiction relative to rail, automotive, aircraft, and nuisance noise. The Noise Element defines noise sensitive land uses as single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodging, and other residential uses; places of assembly including churches or houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves; and parks. The Noise Element has CNEL guidelines for noise-related land use compatibility, but does not include specific or mandatory standards, policies, or guidance related to thresholds or analysis of construction noise and vibration. The noise and land use compatibility guidelines from Exhibit I of the Noise Element are provided in **Table 3-1, Land Use Compatibility Guidelines**.

Table 3-1
Land Use Compatibility Guidelines

Land Use Category	Day-Night Average Exterior Sound Level (CNEL dB)						
	50	55	60	65	70	75	80
Residential Single Family, Duplex, Mobile Home	A	C	C	C	N	U	U
Residential Multi-Family	A	A	C	C	N	U	U
Transient Lodging, Motel, Hotel	A	A	C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	C	C	N	N	U
Auditorium, Concert Hall, Ampitheater	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	C/U	U	U
Playground, Neighborhood Park	A	A	A	A/N	N	N/U	U
Golf Course, Riding Stable, Water Recreation, Cemetery	A	A	A	A	N	A/N	U
Office Building, Business, Commercial, Professional	A	A	A	A/C	C	C/N	N
Agriculture, Industrial, Manufacturing, Utilities	A	A	A	A	A/C	C/N	N

A = Normally acceptable. Specified land use is satisfactory, based upon assumption buildings involved are conventional construction, without any special noise insulation.

C = Conditionally acceptable. New construction or development only after a detailed analysis of noise mitigation is made and needed noise insulation features are included in project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice.

N = Normally unacceptable. New construction or development generally should be discouraged. A detailed analysis of noise reduction requirements must be made and noise insulation features included in the design of a project.

U = Clearly unacceptable. New construction or development generally should not be undertaken.

As shown in Table 3-1, for residential multifamily uses an exterior sound level of up to 60 dB CNEL is normally acceptable for land use compatibility, and up to 70 dB CNEL is conditionally acceptable for new construction after a detailed analysis of noise mitigation is made and needed noise insulation features are included in the Project design. For single family residential up to 55 dB CNEL is normally acceptable. Conventional construction with closed windows and fresh air supply systems or air conditioning normally will suffice as adequate insulation features for land use compatibility of residences within a noise environment of 65 dB CNEL. Noise levels above 70 dB CNEL are considered normally unacceptable for residential uses and require a detailed analysis of noise reduction requirements and noise insulation features in Project design.

City Noise Ordinance

The LAMC is the regulatory means to implement the goals and policies of the General Plan, including the Noise Element. The City's noise standards for non-transportation sources are articulated in Chapter XI, Noise Regulation, of the LAMC, which contains the City's Noise Ordinances. This Chapter of the LAMC restricts the level of noise that one type of land use or activity may broadcast across the property line of an adjacent land use. **Construction Noise**

- LAMC Section 112.05 limits the maximum noise level of powered equipment or powered hand tools (e.g., construction equipment, including off-highway trucks). According to LAMC Section 112.05, any powered equipment or hand tool that produces a maximum noise level exceeding 75 dBA within 500 feet of a residential zone, when measured at a distance of 50 feet from the source, is prohibited unless compliance is technically infeasible.[8]
- LAMC Section 41.40(a) and (c) restricts construction activity to the hours below:
    - Monday through Friday between 7:00 a.m. to 9:00 p.m.
    - Saturdays and National Holidays between 8:00 a.m. to 6:00 p.m.
    - Sundays, no construction except for individual residents.

Operational Noise

Section 111.03 of the LAMC establishes presumed ambient noise levels as a function of zoning and times of day provided in **Table 3-2, Presumed Ambient Noise Levels in the City Noise Ordinance**. As noted in LAMC Section 111.03, in the absence of site-specific ambient noise measurements, these presumed ambient noise levels may be used as a baseline for the evaluation of noise increases. At the boundary between two zones, the presumed ambient noise level of the quieter zone shall be used.

Table 3-2
Presumed Ambient Noise Levels in the City Noise Ordinance

Zone	Presumed Ambient Noise Level dB(A)	
	DAY [1]	NIGHT [2]
A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, & R5	50	40
P, PB, CR, C1, C1.5, C2, C4, C5, and CM	60	55
M1, MR1, and MR2	60	55
M2 and M3	65	65

Source: Los Angeles Municipal Code, Section 111.03.
[1] Daytime levels apply from 7:00 a.m. to 10:00 p.m.
[2] Nighttime levels apply from 10:00 p.m. to 7:00 a.m.

[8] The City defines "technically feasible" to mean that "noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment."

.The LAMC provides the following regulatory requirements related to noise generation in the City:

- The site includes two parcels zoned C2-1D (Commercial Zone) and one parcel zoned RD 1.5-1XL (Residential Zone)[9] which the LAMC indicates would have a presumed ambient noise level of 50 dBA in daytime hours (7:00 a.m. to 10:00 p.m.) and 40 dBA in nighttime hours (10:00 p.m. to 7:00 a.m.), using the presumed ambient noise level of the quieter Residential Zone.
- LAMC Section 112.02 prohibits any heating, ventilation, and air conditioning (HVAC) systems within any zone of the City from causing an increase in ambient noise levels on 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. Gas powered blowers are prohibited within 500 feet of a residence at any time.

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

With regard to vibration, LAMC Section 91.3307.1 states, "Adjoining public and private property shall be protected from damage during construction, remodeling, and demolition work. Protection must be provided for footings, foundations, party walls, chimneys, skylights, and roofs. Provisions shall be made to control water runoff and erosion during construction or demolition activities."

Los Angeles CEQA Thresholds Guide

In 2006, the City set forth the *Los Angeles CEQA Thresholds Guide,* which was intended to provide guidance, as a voluntary tool, for CEQA impact analysis. The 2006 *Los Angeles CEQA Thresholds Guide* was the City's "initial effort" at guidelines for evaluating potential CEQA impacts and stated that it was, "intended to be available as a voluntary tool."[10] These thresholds were developed based on more open-ended noise questions within Appendix G of the CEQA Guidelines that have since been revised. In the years following its publication, the City found that the guidelines for construction noise and vibration impact analysis were overly sensitive and resulting in conclusions of significant impacts on the environment, where the impact was temporary in nature and not necessarily impactful to public health.[11]

Los Angeles CEQA Thresholds Updates Related to Construction Noise and Vibration

In 2024, the City adopted updated thresholds for construction noise and vibration, which recognize the urban nature of much of the City and the expectation that daytime construction activities are a common activity within an urban environment. The thresholds also distinguish between daytime and nighttime construction activities where nighttime construction activities are the activities that may have the greater

[9] City of Los Angeles, Department of City Planning, Zoning Information and Map Access System (ZIMAS), accessed on September 18, 2023 at: http://zimas.lacity.org/

[10] City of Los Angeles, Department of City Planning, L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles, 2006.

[11] City of Los Angeles, Department of City Planning, Construction Noise and Vibration: Proposed Updates to Thresholds and Methodology, December 2023.

potential to create intrusive noise and impact sleep. Potential human health impacts are addressed by the absolute thresholds below and increases in ambient noise levels are addressed in the nighttime thresholds below, including consideration of sleep disruption.

The construction noise thresholds are focused on impacts to sensitive uses. The Noise Element defines noise-sensitive land uses as single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodging, and other residential uses; places of assembly including churches or houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves; and parks.

The adopted City thresholds are as follows:[12]

Construction Noise

Daytime - Increase Over Ambient: None for daytime construction activities (between 7:00 A.M. and 7:00 P.M. Monday through Friday, and between 8:00 A.M. and 6:00 P.M. on Saturdays)

Daytime - Absolute Threshold: Maximum 80 dBA Leq (8-hour) absolute threshold at sensitive uses (at the property line with outdoor uses or at the exterior of the building), including outdoor public recreational areas

Nighttime - Increase Over Ambient: Maximum 5 dBA increase above the ambient noise level at sensitive uses (between 7:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturdays, and anytime on Sundays or national holidays). Certain mat pour activities are exempt from this provision.

Nighttime - Absolute Noise:

- Maximum 55 dBA Leq for sensitive uses within older buildings that would have operable windows that may be open
- Maximum 65 dBA Leq for sensitive uses with windows closed that are not operable and are single-glazed
- Maximum 70 dBA Leq for sensitive uses that have newer construction (i.e., the structures have been designed to ensure that an interior 45 dBA is obtained with double- paned windows). Certain mat pour activities are exempt from this provision.

Construction Vibration

Daytime - Human Annoyance: No numerical threshold

Nighttime - Human Annoyance: Maximum 80 VdB at the exterior of a sensitive use building

Building Damage: Construction activities shall not exceed the following building damage thresholds for the identified structures:

- Fragile Buildings: 0.1 PPV
- Historic Buildings: 0.25 PPV
- Older Residential Structures: 0.3 PPV

[12] City of Los Angeles, Department of City Planning, Construction Noise and Vibration: Proposed Updates to Thresholds and Methodology, December 2023.

- New Residential Structures: 0.5 PPV
- Modern Industrial/Commercial Buildings: 0.5 PPV

4.0 EXISTING CONDITIONS

4.1 Ambient Transportation Noise Levels

As noted in the Noise Element of the City General Plan, transportation systems are a primary source of urban noise. Management of noise from the most significant of these sources (aircraft, trains and freeways) is generally preempted by federal and state authority. Primary municipal authority is regulation of land use. Management of noise emanating from freeways is generally within the authority of federal and state jurisdictions, namely, the Federal Highway Administration (FHWA) and Caltrans. Existing sources of transportation noise in the Project vicinity include traffic on Hyperion Avenue and North Hoover Street.

4.2 Ambient Noise Levels

LAMC Chapter XI, Noise Regulation, Section 111.03 provides presumed ambient noise levels based on zoning. The site is zoned Commercial and Residential, so the presumed ambient daytime noise level for the Project site would be 50 dB and the presumed ambient nighttime noise level would be 40 dB.

To establish existing noise conditions in the Project vicinity, Envicom Corporation (Envicom) staff measured ambient noise levels using a Larson Davis LxT sound level meter meeting the American National Standards Institute (ANSI) S1.4 Class 1 standard in intervals of at least 15 minutes (short term, or ST) at three locations. Envicom also obtained a 24-hour (long term, or LT) measurement at one location on June 28, 2023 to measure nighttime levels and 24-hour variations in noise levels. The results of ambient noise measurements at the Project site are provided in **Table 4-1, Ambient Noise Measurements** and **Table 4-2, 24-Hour Noise Levels at LT1**, and their locations are shown in **Figure 2, Noise Measurement Locations**. During these measurements, measured average wind speeds ranged from 0.7 miles per hour (mph) to 1.7 mph and maximum wind speeds ranged from 3.0 mph to 5.5 mph. Temperatures ranged from 71.8° Fahrenheit (F) to 77.9° F and humidity ranged from 46.8% to 57.3%. As shown in Table 4-1, measured ambient 15-minute noise levels on the Project site and Project vicinity range from 54.4 dB to 70.2 dB Leq. As shown on Tables 4-1 and 4-2, measured noise levels at LT1 at the southern portion of Project site, range from ambient hourly averages of 41.5 dB to 59.5 dB Leq with a 24-hour average noise level of 57.3 dB CNEL.

4.3 Ambient Vibration Levels

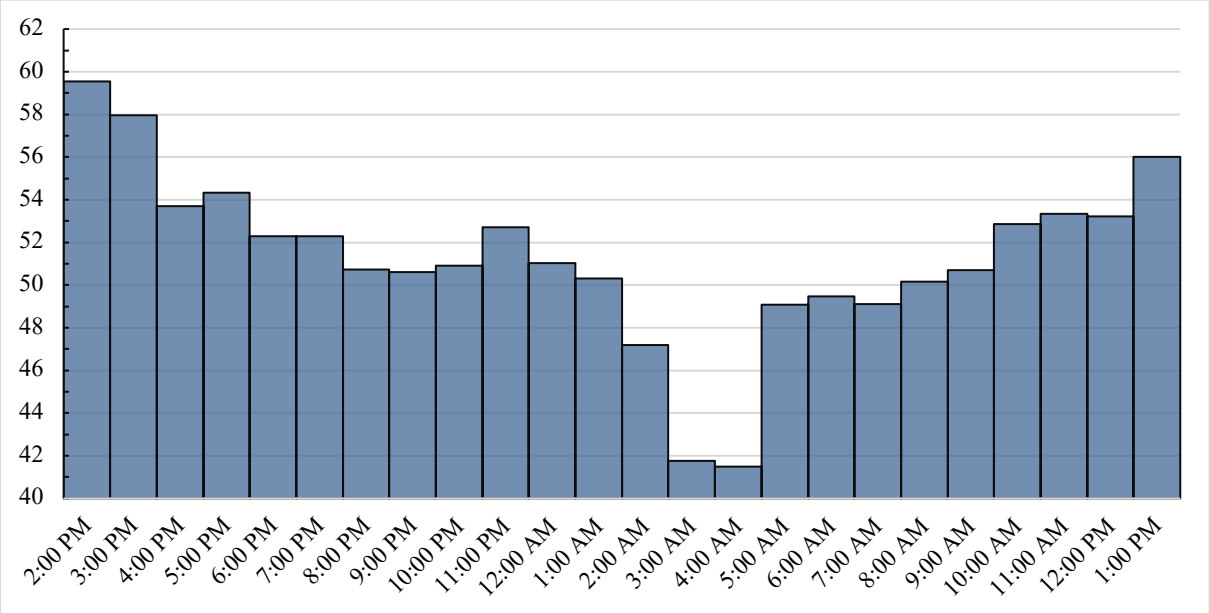
Traffic on roadways in the project vicinity, including heavy trucks traveling on a highway, are unlikely to generate substantial levels of groundbourne vibration. There are no sources of substantial vibration levels in the project area under existing conditions.

Table 4-1
Ambient Noise Measurements

Number	Location	Time and Date	dB Leq[1]	dB CNEL	Primary Noise Sources
ST1	West of the Project site, in front of the residence at 1717 N. Berendo Street	11:30 a.m. – 11:47 a.m., 6/28/2023	54.4	N/A	Traffic on Hollywood Boulevard
ST2	East of the Project site adjacent to the northwest corner of 4739 Hollywood Boulevard, on N. New Avenue Hampshire Road	11:02 a.m. – 11:18 a.m., 6/28/2023	55.8	N/A	Distant traffic on Hollywood Boulevard
ST3	Southeast of Project site, in front of the church at 4747 Hollywood Boulevard	10:36 a.m. – 10:52 p.m., 6/28/2023	70.2	N/A	Distant traffic on Hollywood Boulevard
LT1	Northern portion of Project site, approximately 220 feet from the center of the closest travel lane of Hollywood Boulevard	2:00 p.m., 6/28/2023– 2:00 p.m., 6/29/2023	41.5 – 59.5 [a]	57.3	Distant traffic on Hollywood Boulevard

Source: Envicom Corporation, field visits June 28 and June 29, 2023. Measured using a Larson Davis LxT Sound Level Meter meeting the ANSI S1.4 Class 1 standard.
[1] Leq is the average noise level equivalent to the energy content of the time period.
[a] Range of hourly averages (Leq) from 24-hour measurement.
N/A = Not Applicable

Table 4-2
24-Hour Noise Levels at LT1





Source: Google Earth Pro, Aug. 1, 2021.

envicom

Noise Measurement Locations

FEET 0 35 70

FIGURE 2

5.0 THRESHOLDS OF SIGNIFICANCE

The State CEQA Guidelines Appendix G Environmental Checklist Form includes the following questions regarding noise generation:

- 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?
- Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?
- For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?

Local noise standards presented in the City's General Plan and/or codified in the LAMC (introduced above in Regulatory Setting) and relied on in this analysis to determine whether the Project would exceed the CEQA threshold, include the following:

5.1 Standards for Increase in Ambient Noise Levels

Construction Noise

Los Angeles CEQA Thresholds Update

As Project construction activities would occur during typical work hours and not between 7:00 P.M. and 7:00 A.M. Monday through Friday, between 6:00 P.M. and 8:00 A.M. on Saturdays, or anytime on Sundays or national holidays, construction activities that exceed 80 dBA Leq (8-hour) or more at a noise sensitive use would be significant.

Los Angeles Municipal Code

LAMC Section 112.05 sets a noise standard for construction equipment of 75 dBA at 50 feet. LAMC Section 112.05 also specifies that "Said noise limitations shall not apply where compliance therewith is technically infeasible," and defines "technical infeasibility" as meaning that noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

Operational Noise

Local General Plan

The Noise Element of the City General Plan considers noise levels less than 60 dB CNEL to be normally acceptable for residential multifamily use, and noise levels of up to 70 dB CNEL are considered conditionally acceptable for residential uses if noise insulation features[13] are included in project design. For the adjacent multifamily residences, noise levels below 60 dB CNEL are normally acceptable and noise levels below 70 dB CNEL are conditionally acceptable.

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

[13] The City's General Plan Noise Element notes that "Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice."

between 10:00 p.m. and 7:00 a.m. Gas powered blowers are prohibited within 500 feet of a residence at any time.

5.1.2 Standards for Excessive Groundborne Vibration

For the purpose of analyzing groundborne vibration impacts, the following analysis relies on the threshold of 0.3 PPV in/sec for older residential buildings as the threshold of significance for the residential buildings in the vicinity. The school is analyzed using the threshold of 0.5 PPV in/sec for modern industrial/commercial buildings. The analysis uses the threshold of 0.25 PPV in/sec for historic buildings for the adjacent church to the east, because it is a historic building (see Table 3-3).

5.1.3 Standards for Airport Noise

For projects located within two miles of a public airport, a conditionally acceptable sound exposure up to 65 dB CNEL for multifamily residential uses is the threshold of significance from the Noise Element of the City General Plan.

6.0 IMPACT ANALYSIS

6.1 Noise Level Increases in Excess of Applicable Standards

The following analysis evaluates the potential noise levels resulting from the Project during construction and operations. The analysis then considers whether these effects would exceed applicable standards and/or thresholds of significance.

Construction Noise

Construction Equipment Noise

A conceptual construction fleet list of equipment anticipated to be used onsite during construction is presented in **Table 6-1, Construction Equipment Noise Levels.** Based on the Construction Noise Handbook prepared by the FHWA, which includes a national database of construction equipment noise levels, Table 6-1 identifies the highest (Lmax) noise levels associated with the equipment types anticipated to be used for construction of the project at a distance of 50 feet between the equipment and receptor.

Table 6-1
Construction Equipment Noise Levels

Phase	Quantity and Equipment Type[1]	Lmax at 50 ft (dB) [2, 3]	Usage Factor (U.F.) [3]	Leq at 50 feet (dB)
Site Preparation	2 Tractor/Loader/Backhoe	78	40	74.0
Grading (including soil export)	1 Excavator	81	40	77.0
	1 Dozer	82	40	78.0
	2 Loaders	79	40	75.0
Building Construction	1 Drill Rig	84	20	77.0
	1 Crane	81	16	73.0
	3 Forklifts	75	20	68.0
	2 Loaders	79	40	75.0
	6 Concrete Trucks	79	20	75.0
	1 Concrete Pump	81	50	78.0
Paving	1 Backhoe	78	40	74.0
	1 Paver	77	50	74.0
	2 Cement/Mortar Mixers	80	50	77.0
	1 Roller	80	20	73.0
Architectural Coating (Painting)	2 Air Compressors	78	40	74.0

[1] Source of equipment: Lazer Properties, email communication.
[2] Lmax levels are for individual equipment pieces. Each piece of equipment would operate at a distance from other equipment.
[3] Source: Federal Highway Administration, Construction Noise Handbook, 2006, Ch. 9, Construction Equipment Noise Levels and Ranges.

As shown on Table 6-1, some of the project construction equipment would generate noise levels exceeding 75 dB at a distance of 50 feet. Therefore, as regulatory compliance, the project would be required to use mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment, to the extent technically feasible. Mufflers may reduce construction equipment noise levels by 5-10 dBA,[14] but this reduction has conservatively not been assumed in the calculations in this analysis.

[14] United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, Table V, Noise Control for Construction Equipment, December 31. 1971.

Construction activities would occur in phases such as site preparation, grading, building construction, paving, and architectural coating, with each phase involving the use of different types or numbers of construction equipment. Therefore, the equipment shown in Table 6-1 would only need to be operated during the specific phase indicated in the table, rather than all at once. Because decibels are logarithmic units, sound levels from multiple sources cannot be added by ordinary arithmetic means. For example, when the sound pressure level of two sources is equal, the resulting noise level is 3 dB greater than the noise level of one source. Thus, the calculations in Table 6-1 consider a "usage factor" that accounts for this.

Standard, industry-wide noise attenuation regulatory compliance measures (RCMs) and construction "best practices" in urban or otherwise noise-sensitive areas would be incorporated into the Project's construction activities:

RCM-NO-1 (Demolition, Grading, and Construction Activities):

The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331[15] and 161,574[16] and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

RCM-NO-2 (Hours of Construction):

Pursuant to LAMC Section 41.40(a) and (c), construction activity at the project site would be restricted to 7:00 a.m. to 9:00 p.m. on weekdays, 8:00 a.m. to 6:00 p.m. on Saturdays or national holidays, and prohibited on Sundays.

As part of the project, standard, industry-wide noise attenuation RCMs and construction "best practices" in urban or otherwise noise-sensitive areas would be incorporated into the Project's construction activities. Temporary construction barriers would be placed along the northern edge of the project site facing the multifamily residences, the northern portion of the western edge facing the residences across N. Berendo Street, and the eastern edge facing the multifamily residences on N. New Hampshire Street, the church on Hollywood Boulevard, and the school across N. New Hampshire Street as part of Project Design Feature 1 (PDF-NO-1) (Temporary Construction Noise Barrier), discussed below. Noise barriers can be reasonably be expected to achieve noise reductions of up to 20 dB depending on height and material. A tall barrier would be required to achieve such reductions, especially considering that the multifamily residential buildings to the north and west have second floor dwelling units and the building to the north is also above the existing grade of the project site. Taller noise barriers can be feasibly achieved by using prefabricated barrier products or by mounting acoustical blanketing or other materials on a rigid framework.

PDF-NO-1 (Temporary Construction Noise Barrier)

All barriers shall be of sufficient linear extent to obscure the line of sight from the project construction equipment and the affected sensitive receptors. Barriers shall be free of gaps or holes, and shall be designed as follows:

Northern Barrier. A temporary construction barrier along the entire northern edge of the Project site facing the multifamily residences will be in place during the Project construction (including grading and building construction). The barrier will be least 21 feet in height above the project site existing grade level at the northern edge of the Project Site. The barrier will be made of a material

[15] Los Angeles Municipal Code, Chapter XI, Noise Regulation, Added by Ordinance No. 144,331, Effective March 2, 1973.
[16] Los Angeles Municipal Code, Section 112.03, Construction Noise, Amended by Ordinance No. 161,574, Effective September 8, 1986.

with a Sound Transmission Class (STC) rating of at least STC-33 or a transmission loss of at least 23 decibels (dB) at 500 hertz. Such a barrier would provide a noise reduction of 13 dB.[17]

Eastern Barrier. A temporary construction barrier along the eastern edge of the project site facing the multifamily residences on N. New Hampshire Street, the church on Hollywood Boulevard, and the school across N. New Hampshire Street will be in place during the Project construction (including site preparation, grading, building construction, and paving), excluding architectural coating. The barrier will be least 8 feet in height above the existing grade level of the eastern edge of the Project site. The barrier will be made of a material with a Sound Transmission Class (STC) rating of at least STC-30 or a transmission loss of at least 20 decibels (dB) at 500 hertz. Such a barrier would provide a noise reduction of 10 dB at the church, 9 dB at the multifamily residences, and 6 dB at the school.

PDF-NO-2 (Noise Minimization)

The Project contractor(s) shall employ state-of-the-art noise minimization strategies when using mechanized construction equipment. Construction activities shall be scheduled and coordinated so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. Construction equipment shall not idle when not in use. The contractor shall place noise construction equipment as far from the Project Site edges as practicable.

PDF-NO-3 (Noise Control Devices)

Noise-generating equipment operated at the Project Site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

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

PDF-NO-4 (Evening Construction Prohibition)

Exterior construction activity will not occur between the hours of 7:00 p.m. and 9:00 p.m. on weekdays, in addition to the restrictions of RCM-NO-2.

The increase in ambient noise levels during Project construction, with the barrier plan in place, is shown below in **Table 6-2, Construction Noise Levels at Sensitive Receptors**. The RCNM construction noise model is shown in **Appendix A, Noise Calculation Worksheets.** The nearest sensitive receptors during construction would be the multifamily residences to the north, northeast, and west and the church and school to the east.

[17] A barrier's noise-reducing potential is equal to its transmission loss value minus 10 dBA.

Table 6-2
Construction Noise Levels at Sensitive Receptors

Noise Sensitive Land Use	Direction and Location	Distance (feet) [1]	Phase	Project Construction Noise Levels without Barrier (dB Leq 8-hour) [2]	Barrier Insertion Loss (dB) [3, 4]	Project Construct-ion Noise Levels with Barrier (dB Leq 8-hour) [3]	Noise Threshold (dB Leq 8-hour)	Exceedance?
Multi-family Residences	North, N. Berendo Street	15	Site Prep.	76.4	0	76.4	80	No
			Grading	83.2	13	70.2	80	No
			Building Con.	81.3	13	68.3	80	No
			Paving	79.6	0	79.6	80	No
			Arch. Coating	65.0	0	65.0	80	No
Multi-family Residences	West, N. Berendo Street	80	Site Prep.	67.5	0	67.5	80	No
			Grading	73.8	0	73.8	80	No
			Building Con.	74.4	0	74.4	80	No
			Paving	71.6	0	71.6	80	No
			Arch. Coating	62.0	0	62.0	80	No
Multi-family Residences [4]	Northeast, N. New Hampshire Avenue	90	Site Prep.	63.2	9	54.2	80	No
			Grading	69.7	9	60.7	80	No
			Building Con.	69.4	9	60.4	80	No
			Paving	67.0	9	58.0	80	No
			Arch. Coating	56.0	0	56.0	80	No
School [4]	East, N. New Hampshire Avenue	250	Site Prep.	61.0	6	55.0	80	No
			Grading	67.1	6	61.1	80	No
			Building Con.	68.2	6	62.2	80	No
			Paving	65.2	6	59.2	80	No
			Arch. Coating	56.0	0	56.0	80	No
Church	East, Hollywood Boulevard	<10	Site Prep.	80.3	10	70.3	80	No
			Grading	87.1	10	77.1	80	No
			Building Con.	85.5	10	75.5	80	No
			Paving	83.7	10	73.7	80	No
			Arch. Coating	70.0	0	70.0	80	No

Source of equipment: Lazer Properties, email communication; Source of calculations: Envicom Corporation, June 2024.

[1] Distance from center of construction activity to the affected structure.

[2] Average noise levels are generated using FHWA RCNM. Consistent with City guidance, the loudest piece of equipment for each construction phase is modeled for one (1) hour at the edge of the Site and for its remaining hours at the center of the Site, while the other equipment is modeled at the center of the site..

[3] Construction noise levels include reductions from temporary construction noise barriers along the northern and eastern edges of the Project site, implemented as a project design feature.

[4] The noise barrier reductions at the multifamily residences to the northeast and the school to the east are due to the temporary noise barriers required for other sensitive receptors. Construction noise levels at these sensitive receptors would not exceed the threshold of 80 dB Leq 8-hour, even without a barrier, as shown in the fifth column of this table

As shown on Table 6-2, with the Project's temporary construction noise barrier feature, the Project construction activities would not result in 8-hour average noise levels of 80 dBA Leq or more at the nearest sensitive receptors. In addition, the Project noise barriers would ensure compliance with LAMC Section 112.05. Therefore, Project construction noise impacts would be less than significant.

Construction Traffic Noise

In addition to noise from on-site operation of construction equipment, Project construction would produce noise from off-site vehicular traffic. The primary source of construction traffic noise would be hauling truck trips. Section 112.05 of the LAMC does not regulate noise levels from vehicles on public roadways, including road legal trucks, such as delivery vehicles, concrete mixing trucks, pumping trucks, and haul trucks. However, the operation of these vehicles would still comply with the construction hours restrictions set forth by Section 41.40 of the LAMC. In addition, the Project's hauling trucks would use major roadways and freeways, which already carry large volumes of vehicle traffic, including trucks. Based on the required soil export, the Project would temporarily add an estimated 104 truck trips per day on the roadways during the grading phase.[18] Hollywood Boulevard, east of Berendo Street currently has 20,730 daily vehicle trips, as discussed later in this report. Other roadways that haul trucks would use would be major roadways or freeways with similar or greater numbers of vehicle trips. The project truck trips would not substantially increase the number of vehicles on the roadways and accordingly would not have the potential to substantially increase average traffic noise levels. Therefore, off-site noise impacts from Project construction traffic would be less than significant.

Operation

Traffic Noise

Upon completion, Project-generated vehicle trips would cause an incremental increase in traffic noise levels on local streets throughout the Project area. Doubling the number of noise sources would produce a 3 dB increase in the noise level. Therefore, a doubling of traffic volumes would generally be required to result in a 3 dB increase in noise. The Project transportation study prepared by Gibson Transportation Consulting, Inc. provided traffic volumes on local roadways in the project vicinity for the existing year (2023) and future year (2026) without the Project and with the Project.[19] Future traffic volumes include cumulative trips from related projects.[20] The peak hour intersection turn volumes from the traffic counts were tabulated to obtain roadway segment volumes. The resulting peak hour traffic volumes were multiplied by a typical factor of 10 to estimate Average Daily Traffic (ADT). Traffic noise levels were modeled based on ADT, roadway widths, and vehicle speeds using the FHWA RD-77-108 model[21] with the California-specific vehicle noise (CALVENO) curves,[22] as shown in Appendix A, Noise Calculation Worksheets. **Table 6-3, Project-Related Traffic Noise** shows existing baseline traffic noise levels, traffic noise levels with the Project, and the Project-related traffic noise increase.

[18] 20,000 cubic yards / 16 cubic yards/truck = 1,250 truck loads or 2,500 one-way truck trips; 2,500 truck trips / 24 days = 104 truck trips/day. Envicom Corporation, Air Quality Impact Analysis, Appendix A: CalEEMod Version 2022.1.1.21 Computer Model Output, March 2024.

[19] Gibson Transportation Consulting, Inc., Transportation Assessment for 4773 Hollywood Boulevard, Hollywood, California, February 2024.

[20] Gibson Transportation Consulting, Inc., Transportation Assessment for 4773 Hollywood Boulevard, Hollywood, California, February 2024.

[21] Federal Highway Administration, FHWA Highway Traffic Noise Prediction Model, January 1, 1978.

[22] Hendriks, Rudolf W., California Vehicle Noise Emission Levels, 1985.

Table 6-3
Project-Related Traffic Noise

Roadway Segment	Existing Daily Trips	Existing Traffic Noise (dB CNEL)	Existing With Project Daily Trips	Existing With Project Traffic Noise (dB CNEL)	Project-Related Traffic Noise Increase (dB CNEL)
Berendo Street, south of Franklin Ave	1,080	47.7	1,300	48.5	0.8
Franklin Ave, east of Berendo Street	12,990	62.6	13,070	62.6	0.0
Franklin Ave, west of Berendo Street	12,310	62.4	12,450	62.4	0.0
Vermont Ave, north of Franklin Ave	12,330	64.2	12,380	64.3	0.0
Vermont Ave, south of Franklin Ave	13,550	64.6	13,550	64.6	0.0
Franklin Ave, east of Vermont Ave	11,900	63.9	11,940	63.9	0.0
Franklin Ave, west of Vermont Ave	11,820	63.9	11,910	63.9	0.0
Berendo Street, north of Hollywood Blvd	1,380	48.8	1,590	49.4	0.6
Hollywood Blvd, east of Berendo Street	20,730	66.1	20,800	66.1	0.0
Hollywood Blvd, west of Berendo Street	21,150	66.2	21,290	66.2	0.0
New Hampshire Ave, north of Hollywood Blvd	1,680	49.6	1,680	49.6	0.0
Hollywood Blvd, east of New Hampshire Ave	20,200	66.0	20,270	66.0	0.0
Hollywood Blvd, west of New Hampshire Ave	20,520	66.1	20,590	66.1	0.0

Source: Envicom Corporation, February 2024, based on Federal Highway Administration, FHWA Highway Traffic Noise Prediction Model, January 1, 1978.
Traffic Data Source: Gibson Transportation Consulting, Inc., Transportation Assessment for 4773 Hollywood Boulevard, Hollywood, California, February 2024.
Note: Noise levels shown are modelled at a distance of 50 feet from the center of the outermost travel lane.

As shown in Table 6-3, the Project-related noise increases would be up to 0.8 dB on Berendo Street and 0.0 dB on other roadways. These noise level increases would be less than 1 dB and would not be perceptible to the human ear, even in a controlled laboratory environment. Therefore, the Project's potential traffic-related permanent increases in ambient noise levels would be less than significant.

Cumulative traffic noise increases are shown on **Table 6-4, Cumulative Traffic Noise**. As shown on Table 6-4, cumulative noise increases on Berendo Street would be 1.3 dB and 1.6 dB. These noise level increases would be less than 3 dB and would not be perceptible to the human ear in a typical outdoor environment. Cumulative noise level increases on other roadways would be 0.2 dB or less, which would not be a

perceptible increase to the human ear, even in a controlled laboratory environment. In addition, those increases would be due to the related projects and not the Project. Therefore, the cumulative potential traffic-related permanent increases in ambient noise levels would be less than significant.

Table 6-4
Cumulative Traffic Noise

Roadway Segment	Existing Daily Trips	Existing Traffic Noise (dB CNEL)	Future With Project Daily Trips	Future With Project Traffic Noise (dB CNEL)	Cumulative Traffic Noise Increase (dB CNEL)
Berendo Street, south of Franklin Ave	1,080	47.7	1,550	49.3	1.6
Franklin Ave, east of Berendo Street	12,990	62.6	13,550	62.8	0.2
Franklin Ave, west of Berendo Street	12,310	62.4	12,960	62.6	0.2
Vermont Ave, north of Franklin Ave	12,330	64.2	12,810	64.4	0.2
Vermont Ave, south of Franklin Ave	13,550	64.6	13,970	64.8	0.1
Franklin Ave, east of Vermont Ave	11,900	63.9	12,330	64.1	0.2
Franklin Ave, west of Vermont Ave	11,820	63.9	12,350	64.1	0.2
Berendo Street, north of Hollywood Blvd	1,380	48.8	1,860	50.1	1.3
Hollywood Blvd, east of Berendo Street	20,730	66.1	21,500	66.3	0.2
Hollywood Blvd, west of Berendo Street	21,150	66.2	22,080	66.4	0.2
New Hampshire Ave, north of Hollywood Blvd	1,680	49.6	1,730	49.8	0.1
Hollywood Blvd, east of New Hampshire Ave	20,200	66.0	20,950	66.2	0.2
Hollywood Blvd, west of New Hampshire Ave	20,520	66.1	21,280	66.2	0.2

Source: Envicom Corporation, February 2024, based on Federal Highway Administration, FHWA Highway Traffic Noise Prediction Model, January 1, 1978.
Traffic Data Source: Gibson Transportation Consulting, Inc., Transportation Assessment for 4773 Hollywood Boulevard, Hollywood, California, February 2024.
Note: Noise levels shown are modelled at a distance of 50 feet from the center of the outermost travel lane.

Landscape Maintenance Noise

During operations, the Project could result in the periodic use of landscaping maintenance equipment such as backpack blowers, hedge trimmers, etc., for upkeep of landscaping or planters. Contractors would reasonably be expected to conduct routine maintenance during daytime hours, therefore avoiding the period when such equipment noise is restricted between 10:00 p.m. and 7:00 a.m. within a residential zone or

within 500 feet of a residence at any time, as required by LAMC Section 112.04. Therefore, the Project's potential noise effects due to periodic routine maintenance of outdoor landscaping would be less than significant.

Stationary Equipment Noise

The Project would introduce stationary noise sources in the form of roof-mounted HVAC units. Noise is most audible where there is a direct line-of-sight from the source to the receiver. Any solid barrier that breaks the line-of-sight between the source and the receiver greatly reduces the noise levels from the source because most of the acoustical energy is either reflected back in the direction of the source, scattered, or absorbed by the barrier. The remaining acoustical energy must travel through the barrier or be diffracted over or around the barrier to be heard, both of which reduce acoustical energy transmitted to the receiver. The Project's roof-mounted equipment would be six stories above grade, in which case the building itself acts as a barrier since the equipment would not have a line of sight to a person at ground level or on an inhabited floor of any building in the immediate vicinity. In addition, the equipment would be located behind the building parapet, which would ensure that the units cannot be seen from any vantage point that is not at or above the elevation of the building roof.

The proposed HVAC units would also be required to comply with the City's noise ordinance standards within the LAMC. LAMC Section 112.02, prohibits any HVAC unit from exceeding the ambient noise level on any other occupied property by more than 5 dBA, as discussed in RCM-NO-3.

RCM-NO-3 (**HVAC Noise**):

> Pursuant to LAMC Section 112.02, no project HVAC unit would exceed the ambient noise level on any other occupied property by more than 5 dBA.

HVAC noise levels at sensitive receptors were calculated, as shown in Appendix A, and the results of these calculations are shown in **Table 6-5, Daytime HVAC Noise Levels** and **Table 6-6, Nighttime HVAC Noise Levels**. Noise levels were conservatively calculated at the second floors of the residential buildings, which are the highest floors of these buildings. Existing ambient daytime and nighttime noise levels at the residences to the north and northeast were conservatively based on the lowest hourly average daytime and nighttime ambient noise levels measured at LT1, shown on Table 4-2. Existing ambient daytime noise levels at the residences to the west were conservatively based on measured off-peak daytime noise levels at ST1 (shown on Table 4-1) and existing nighttime noise levels were based on ST1 adjusted to the pattern of LT1 (shown on Table 4-2). Existing ambient daytime noise levels at the school to the east were conservatively based on measured off-peak daytime noise levels at ST2, (shown on Table 4-1), and existing nighttime noise levels were based on ST2 adjusted to the pattern of LT1 (shown on Table 4-2). Existing ambient daytime noise levels at the church to the east were conservatively based on measured off-peak daytime noise levels at ST3 and existing nighttime noise levels were based on ST3 adjusted to the pattern of LT1 (shown on Table 4-2).

As shown on Tables 6-5 and 6-6, HVAC noise-related permanent increases in ambient noise levels would be less than 5 dB at the nearest sensitive receptors and would comply with LAMC Section 112.02 as part of RCM-NO-3. All other sensitive receptors would experience lower noise levels because they are further away. In addition, noise level increases of less than 5 dB would not be readily perceptible increases. Therefore, the potential noise effects from stationary equipment would be less than significant.

Table 6-5
Daytime HVAC Noise Levels

Noise-Sensitive Land Use	Total Project HVAC Noise Levels (dB Leq)	Existing Ambient Noise Levels (dB Leq)	Project HVAC Plus Ambient (dB Leq)	Project Increment (dB Leq)	Exceeds 5 dB?
Multifamily Residences to the North	36.2	49.1	49.3	0.2	No
Multifamily Residences to the West	29.2	54.4	54.4	0.0	No
Multifamily Residences to the Northeast	30.7	49.1	49.1	0.1	No
School to the East	23.2	55.8	55.8	0.0	No
Church to the East	36.3	70.2	70.2	0.0	No
Source: Envicom Corporation, October 2023.					

Table 6-6
Nighttime HVAC Noise Levels

Noise-Sensitive Land Use	Total Project HVAC Noise Levels (dB Leq)	Existing Ambient Noise Levels (dB Leq)	Project HVAC Plus Ambient (dB Leq)	Project Increment (dB Leq)	Exceeds 5 dB?
Multifamily Residences to the North	36.2	41.5	42.6	1.1	No
Multifamily Residences to the West	29.2	42.5	42.7	0.2	No
Multifamily Residences to the Northeast	30.7	41.5	41.8	0.3	No
School to the East	23.2	43.9	43.9	0.0	No
Church to the East	36.3	58.8	58.8	0.0	No
Source: Envicom Corporation, October 2023. Note: The church and school are not expected to typically operate during nighttime, as defined by LAMC, Section 111.03 (10:00 p.m. to 7:00 a.m.).					

Parking Structure Noise

The Project proposes enclosed automobile parking consisting of a partially subterranean floor and part of the ground floor. As the parking is enclosed, sensitive receptors would be shielded from parking. Any short-lived instantaneous noise levels from the parking entrance and ramp would be similar to noise levels already occurring in the vicinity from on-street parking and existing parking lots and would not increase ambient average noise levels due to their short duration. Therefore, the Project's potential noise effects due to parking structure noise would be less than significant.

6.2 Groundborne Vibration

Construction

Construction Equipment Vibration

Construction generates groundborne vibration when heavy equipment travels over unpaved surfaces or engages in soil movement; however, the ground surface dampens groundborne vibration over a short distance. The Project would not use impact pile driving and would use cast in drilled hole (CIDH) piles for the deep foundation of the Project building, which would result in lower vibration levels. As part of the Project, standard, industry-wide noise attenuation RCMs and construction "best practices" in urban or otherwise vibration-sensitive areas would be incorporated into the Project's construction activities.

PDF-NO-5 (Vibration Minimization):

The Project contractor(s) shall not operate certain equipment within specified distances from off-site structures. Project plans shall specify the following restricted areas, noting that:

- No vibratory rollers shall operate within 20 feet of any off-site structure or within 23 feet of the church to the east at 4759 Hollywood Boulevard. Within this distance, a non-vibratory roller shall be used instead.
- No large bulldozers shall operate within 12 feet of any off-site structure or within 13 feet of the church to the east at 4759 Hollywood Boulevard. Within this distance, smaller equipment shall be used instead.
- No loaded trucks travelling on unpaved surfaces shall operate within 11 feet of any off-site structure or within 12 feet of the church to the east at 4759 Hollywood Boulevard.

PDF-NO-6 (Vibration Monitoring):

Vibration monitoring shall be employed at the existing historic church building at 4759 Hollywood Boulevard on the eastern property line. This structure shall be surveyed and monitored for movement. Surveys and monitoring shall be conducted from within the Project site and public right of way.

Prior to site preparation, the Applicant shall retain the services of an acoustical engineer or other qualified professional to develop and implement a structural monitoring program during construction. The performance standards of the structural monitoring program shall include the following:

- Documentation, consisting of video and/or photographic documentation of accessible and visible areas on the exterior of the affected buildings.
- A registered civil engineer, certified engineering geologist, or vibration control engineer shall review the appropriate vibration criteria for the identified building, taking into consideration its age, construction, condition, and other factors related to vibration sensitivity in order to develop additional recommendations for the structural monitoring program.
- Vibration sensors shall be installed near the identified building to monitor for horizontal and vertical movement. These sensors shall remain in place for the duration of site preparation, grading, excavation, deep foundation (cast in drilled hole pile) installation, building construction, and paving.
- The vibration sensors shall be equipped with real-time warning system capabilities that can immediately alert construction supervisors when monitored vibration levels approach or exceed threshold limits. The registered civil engineer, certified engineering geologist, or vibration control engineer shall determine the appropriate limits.
- Should an exceedance of vibration thresholds occur, work in the vicinity of the affected area shall be halted and the building shall be inspected for any damage. Results of the inspection shall be logged. In the event that damage occurs, the damage shall be repaired in consultation with a qualified preservation consultant. In the event of an exceedance, feasible steps to reduce vibratory levels shall be undertaken, such as halting/staggering concurrent activities and utilizing lower-vibratory techniques.

Construction generates groundborne vibration when heavy equipment travels over unpaved surfaces or engages in soil movement; however, the ground surface dampens ground-borne vibration over a relatively short distance. The reference vibration levels at 25 feet between the source and receptor from the FTA

Noise and Vibration Impact Assessment Manual may be used in the following formulas to calculate PPV in/sec for other distances.[23]

$$PPV_{equipment} = PPV_{ref} * (25/D)^{1.5}$$

Where:

- *$PPV_{equipment}$ = peak particle velocity (PPV) in inches/second of the equipment adjusted for distance*
- *PPV_{ref} = reference vibration level (PPV) in inches/second at 25 feet*
- *D = distance from the equipment to the receiver*

The predicted vibration levels generated by construction equipment is provided in terms of PPV in/sec and VdB in **Table 6-7, Groundborne Vibration Levels from Project Construction Equipment**.

Table 6-7
Groundborne Vibration Levels from Project Construction Equipment

Affected Structure	Equipment	Reference Vibration Levels at 25 ft (PPV in/sec) [1]	Attenuated Vibration Levels at Nearest Structure		Thresh-old	Exceedance?
			Distance (ft) [2]	PPV in/sec		
Garage of Multifamily Residences to the North	Vibratory Roller	0.21	20	0.293	0.3	No
	Caisson Drilling	0.089	12	0.268	0.3	No
	Large Bulldozer	0.089	12	0.268	0.3	No
	Loaded Trucks	0.076	11	0.260	0.3	No
Multifamily Residences to the North	Vibratory Roller	0.21	20	0.293	0.3	No
	Caisson Drilling	0.089	12	0.268	0.3	No
	Large Bulldozer	0.089	12	0.268	0.3	No
	Loaded Trucks	0.076	11	0.260	0.3	No
Multifamily Residences to the West	Vibratory Roller	0.21	80	0.037	0.3	No
	Caisson Drilling	0.089	80	0.016	0.3	No
	Large Bulldozer	0.089	80	0.016	0.3	No
	Loaded Trucks	0.076	80	0.013	0.3	No
Multifamily Residences to the Northeast	Vibratory Roller	0.21	35	0.127	0.3	No
	Caisson Drilling	0.089	45	0.037	0.3	No
	Large Bulldozer	0.089	35	0.054	0.3	No
	Loaded Trucks	0.076	35	0.046	0.3	No
School to the East	Vibratory Roller	0.21	250	0.007	0.5	No
	Caisson Drilling	0.089	250	0.003	0.5	No
	Large Bulldozer	0.089	250	0.003	0.5	No
	Loaded Trucks	0.076	250	0.002	0.5	No

[23] U.S. Department of Transportation, Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, September 2018.

Affected Structure	Equipment	Reference Vibration Levels at 25 ft (PPV in/sec) [1]	Attenuated Vibration Levels at Nearest Structure		Thresh-old	Exceedance?
			Distance (ft) [2]	PPV in/sec		
Church to the East	Vibratory Roller	0.21	23	0.238	0.25	No
	Caisson Drilling	0.089	13	0.237[a]	0.25	No
	Large Bulldozer	0.089	13	0.237	0.25	No
	Loaded Trucks	0.076	12	0.229	0.25	No

Source: Envicom Corporation, June 2024.

[1] U.S. Department of Transportation, Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, September 2018.

[2] Distance from the edge of equipment operation. Distances for vibratory rollers, loaded trucks, and large bulldozers reflect PDF-NO-5 (Vibration Minimization), which limits the distance that vibratory rollers, large bulldozers, and loaded trucks (on unpaved surfaces) would operate from the multifamily residences to the north at 1722-1724 ½ N. Berendo Street, their associated garage, and the church to the east at 4759 Hollywood Boulevard.

[a] In the event CIDH pile installation is required closer than 13 feet to the church at 4759 Hollywood Boulevard, PDF-NO-6 would control vibration levels such that they would still not exceed the FTA criteria for buildings extremely susceptible to vibration damage, 0.12 PPV in/sec.

As shown on Table 6-7, Project construction would not exceed the respective criteria for potential building damage at the nearest buildings. All other buildings would experience lower vibration levels because they are further away. As the Project's vibration impacts would not result in structural damage and structural vibration impacts would be considered less than significant.

Regarding potential human annoyance, vibration levels would be the temporary and intermittent. In addition, RCM-NO-2 would ensure compliance with Section 41.40 of the LAMC, limiting construction to 7:00 a.m. to 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays, thereby excluding hours when people typically sleep. Therefore, human annoyance vibration impacts would be considered less than significant.

Construction Traffic Vibration

In addition to noise from on-site operation of construction equipment, Project construction would potentially create vibration from off-site vehicular traffic. The primary source of potential vibration levels would be hauling truck trips. These truck trips would be limited to the hours of construction allowed by Section 41.40 of the LAMC, 7:00 a.m. to 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays, as ensured by RCM-NO-2.

Vehicle traffic, including trucks, on smooth roadways rarely, if ever, results in perceptible vibration levels.[24] Most complaints about vibration from trucks are due to the rattling of windows or items affixed to walls, which is usually the result of airborne noise rather than groundborne vibration.[25] The Project's hauling trucks would use major roadways and freeways, which already carry large volumes of vehicle traffic, including trucks, and thus buildings and residents along the route would not be exposed to higher vibration levels than the low levels that they currently experience. The timing of truck hauling would also avoid the hours when people typically sleep. Vibration from project construction traffic would be far below the levels

[24] California Department of Transportation, Transportation and Construction Vibration Guidance Manual, Report No. CT-HWANP-RT-20-365.01.01, April 2020.

[25] U.S. Department of Transportation, Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, September 2018.

that could potentially damage buildings and would not create substantial human annoyance. Therefore, off-site vibration impacts from Project construction traffic would be less than significant.

Operation

After construction is complete, and the proposed mixed-use building is occupied, Project operations would be similar to surrounding uses and would not include any sources of substantial groundborne vibration. Therefore, groundborne vibration from Project operations would be further below applicable thresholds.

6.3 Airport Noise

A project located within the vicinity of a private airstrip or an airport land use plan, or where such plan has not been adopted, within two miles of a public airport or public use airport, may result in a significant impact if the project would expose people residing or working in the project area to excessive noise levels. The Project site is not located within two miles of a public airport or public use airport. The project is not located in the vicinity of a private airstrip. The nearest airport to the project site is the Hollywood Burbank Airport, 7.0 miles away, to the northwest. Los Angeles International Airport (LAX) is 11.8 miles away, to the southwest. The site does not fall into the land use plan area, influence area, or 65 dBA CNEL contour of any airport.[26] Therefore, the Project would not result in the exposure of residents or those working in the project area to excessive noise levels from a private airstrip or public airport.

[26] Los Angeles County Airport Land Use Commission, Los Angeles County Airport Land Use Plan. December 19, 1991. Revised December 1, 2004.

7.0 CONCLUSIONS

As evaluated above, the Project's potential noise effects during construction and operations would not exceed the City's applicable noise standards, with the incorporation of the following regulatory compliance and Project design features:

RCM-NO-1 (Demolition, Grading, and Construction Activities):

The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331[27] and 161,574[28] and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

RCM-NO-2 (**Hours of Construction**):

Pursuant to LAMC Section 41.40(a) and (c) construction activity at the project site would be restricted to 7:00 a.m. to 9:00 p.m. on weekdays, 8:00 a.m. to 6:00 p.m. on Saturdays or national holidays, and prohibited on Sundays.

RCM-NO-3 (**HVAC Noise**):

Pursuant to LAMC Section 112.02, no project HVAC unit would exceed the ambient noise level on any other occupied property by more than 5 dBA.

PDF-NO-1 (Temporary Construction Noise Barrier):

All barriers shall be of sufficient linear extent to obscure the line of sight from the Project construction equipment and the affected sensitive receptors. Barriers shall be free of gaps or holes, and shall be designed as follows:

Northern Barrier: A temporary construction barrier along the entire northern edge of the Project site facing the multifamily residences will be in place during the Project construction (including grading and building construction). The barrier will be least 21 feet in height above the Project site existing grade level at the northern edge of the Project site. The barrier will be made of a material with a Sound Transmission Class (STC) rating of at least STC-33 or a transmission loss of at least 23 decibels (dB) at 500 hertz. Such a barrier would provide a noise reduction of 13 dB.

Eastern Barrier: A temporary construction barrier along the eastern edge of the Project site facing the multifamily residences on N. New Hampshire Street, the church on Hollywood Boulevard, and the school across N. New Hampshire Street will be in place during the Project construction (including site preparation, grading, building construction, and paving), excluding architectural coating. The barrier will be least 8 feet in height above the existing grade level at the eastern edge of the Project Site. The barrier will be made of a material with a Sound Transmission Class (STC) rating of at least STC-30 or a transmission loss of at least 20 decibels (dB) at 500 hertz. Such a barrier would provide a noise reduction of 10 dB at the church, 9 dB at the multifamily residences, and 6 dB at the school.

[27] Los Angeles Municipal Code, Chapter XI, Noise Regulation, Added by Ordinance No. 144,331, Effective March 2, 1973.
[28] Los Angeles Municipal Code, Section 112.03, Construction Noise, Amended by Ordinance No. 161,574, Effective September 8, 1986.

PDF-NO-2 (Noise Minimization):

The Project contractor(s) shall employ state-of-the-art noise minimization strategies when using mechanized construction equipment. Construction activities shall be scheduled and coordinated so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. Construction equipment shall not idle when not in use. The contractor shall place noise construction equipment as far from the Project Site edges as practicable.

PDF-NO-3 (Noise Control Devices):

Noise-generating equipment operated at the Project Site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

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

PDF-NO-4 (Evening Construction Prohibition):

Construction activity will not occur between the hours of 7:00 p.m. and 9:00 p.m. on weekdays, in addition to the restrictions of RCM-NO-2.

Based upon the analysis above, the Project's potential vibration during construction and operations would not exceed the applicable vibration standards, with the incorporation of the following Project design features:

PDF-NO-5 (Vibration Minimization):

The Project contractor(s) shall not operate certain equipment within specified distances from off-site structures. Project plans shall specify the following restricted areas, noting that:

- No vibratory rollers shall operate within 20 feet of any off-site structure within 23 feet of the church to the east at 4759 Hollywood Boulevard. Within this distance, a non-vibratory roller shall be used instead.
- No large bulldozers shall operate within 12 feet of any off-site structure or within 13 feet of the church to the east at 4759 Hollywood Boulevard. Within this distance, smaller equipment shall be used instead.
- No loaded trucks travelling on unpaved surfaces shall operate within 11 feet of any off-site structure or within 12 feet of the church to the east at 4759 Hollywood Boulevard.

PDF-NO-6 (Vibration Monitoring):

Vibration monitoring shall be employed at the existing historic church building at 4759 Hollywood Boulevard on the eastern property line. This structure shall be surveyed and monitored for movement. Surveys and monitoring shall be conducted from within from within the Project site and public right of way.

Prior to site preparation, the Applicant shall retain the services of an acoustical engineer or other qualified professional to develop and implement a structural monitoring program during

construction. The performance standards of the structural monitoring program shall include the following:

- Documentation, consisting of video and/or photographic documentation of accessible and visible areas on the exterior of the affected buildings.
- A registered civil engineer, certified engineering geologist, or vibration control engineer shall review the appropriate vibration criteria for the identified building, taking into consideration its age, construction, condition, and other factors related to vibration sensitivity in order to develop additional recommendations for the structural monitoring program.
- Vibration sensors shall be installed near the identified building to monitor for horizontal and vertical movement. These sensors shall remain in place for the duration of site preparation, grading, excavation, deep foundation (cast in drilled hole pile) installation, building construction, and paving.
- The vibration sensors shall be equipped with real-time warning system capabilities that can immediately alert construction supervisors when monitored vibration levels approach or exceed threshold limits. The registered civil engineer, certified engineering geologist, or vibration control engineer shall determine the appropriate limits.
- Should an exceedance of vibration thresholds occur, work in the vicinity of the affected area shall be halted and the building shall be inspected for any damage. Results of the inspection shall be logged. In the event that damage occurs, the damage shall be repaired in consultation with a qualified preservation consultant. In the event of an exceedance, feasible steps to reduce vibratory levels shall be undertaken, such as halting/staggering concurrent activities and utilizing lower-vibratory techniques.

Therefore, the proposed infill mixed-use residential and commercial development would not result in significant noise and vibration impacts.

APPENDIX A

Noise Calculation Worksheets

4773 Hollywood Mixed-Use Project
Appendix A: Noise Calculation Worksheets
Construction Noise

Receptor:	Residences to the North														
Phase	Equipment	RCNM Equipment	No.	Measured Noise at 50 feet (dBA Lmax)	Hourly Usage Factor [1]	Hourly Average Noise Level at 50 feet (dBA Leq)	Hours/day	8-hour Average Noise Level at 50 feet (dBA Leq 8-hr)	Distance (ft)	Construction Equipment Leq 8-hour (dBA) Without Barrier	Total Noise Level (dBA Leq 8-hour) Without Barrier	Barrier Insertion Loss (dBA)	Construction Equipment Leq 8-hour (dBA)	Total Noise Level (dBA Leq 8-hour)	Exceedance? (Yes/No)
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	1	65.0	15	75.4		0	75.4		
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	7	73.4	120	65.8		0	65.8		
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	8	74.0	120	66.4	76.4	0	66.4	76.4	No
Grading	Excavator	Excavator	1	81	40	77.0	8	77.0	120	69.4		13	56.4		
Grading	Rubber Tired Dozers	Dozer	1	85	40	81.0	1	72.0	15	82.4		13	69.4		
Grading	Rubber Tired Dozers	Dozer	1	85	40	81.0	5	79.0	120	71.4		13	58.4		
Grading	Loader	Front End Loader	1	80	40	76.0	7	75.4	120	67.8		13	54.8		
Grading	Loader	Front End Loader	1	79	40	75.0	7	74.4	120	66.8	83.2	13	53.8	70.2	No
Building Construction	Concrete Pump	Pumps	1	81	50	78.0	1	69.0	15	79.4		13	66.4		
Building Construction	Bore/Drill Rigs	Auger Drill Rig	1	84	20	77.0	6	75.8	120	68.2		13	55.2		
Building Construction	Cranes	Crane	1	81	16	73.0	4	70.0	120	62.4		13	49.4		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	120	59.2		13	46.2		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	120	59.2		13	46.2		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	120	59.2		13	46.2		
Building Construction	Tractors/Loaders/Backhoes	Front End Loader	1	79	40	75.0	7	74.4	120	66.8		13	53.8		
Building Construction	Tractors/Loaders/Backhoes	Front End Loader	1	79	40	75.0	7	74.4	120	66.8		13	53.8		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	120	64.4		13	51.4		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	120	64.4		13	51.4		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	120	64.4		13	51.4		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	120	64.4		13	51.4		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	120	64.4		13	51.4		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	120	64.4		13	51.4		
Building Construction	Concrete Pump	Pumps	1	81	50	78.0	7	77.4	120	69.8	81.3	13	56.8	68.3	No
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	1	68.0	15	78.4		0	78.4		
Paving	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	7	73.4	120	65.8		0	65.8		
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	5	74.9	120	67.3		0	67.3		
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	6	75.7	120	68.1		0	68.1		
Paving	Pavers	Paver	1	77	50	74.0	7	73.4	120	65.8		0	65.8		
Paving	Rollers	Roller	1	80	20	73.0	7	72.4	120	64.8	79.6	0	64.8	79.6	No
Architectural Coating	Air Compressors	Compressor (Air)	1	78	40	74.0	1	65.0	15	75.4		0	75.4		
Architectural Coating	Air Compressors	Compressor (Air)	1	78	40	74.0	5	72.0	120	64.4	65.0	0	64.4	65.0	No

Note: Hours of equipment operation were obtained from the CalEEMod data in the Project Air Quality Impact Analysis. Consistent with City guidance, the loudest piece of equipment for each construction phase is modeled for one (1) hour at the edge of the Site and for its remaining hours at the center of the Site, while the other equipment is modeled at the center of the site.

4773 Hollywood Mixed-Use Project
Appendix A: Noise Calculation Worksheets
Construction Noise

Receptor:	Residences to the West														
Phase	Equipment	RCNM Equipment	No.	Measured Noise at 50 feet (dBA Lmax)	Hourly Usage Factor [1]	Hourly Average Noise Level at 50 feet (dBA Leq)	Hours/day	8-hour Average Noise Level at 50 feet (dBA Leq 8-hr)	Distance (ft)	Construction Equipment Leq 8-hour (dBA) Without Barrier	Total Noise Level (dBA Leq 8-hour) Without Barrier	Barrier Insertion Loss (dBA)	Construction Equipment Leq 8-hour (dBA)	Total Noise Level (dBA Leq 8-hour)	Exceedance? (Yes/No)
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	1	65.0	80	60.9		0	60.9		
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	7	73.4	165	63.1		0	63.1		
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	8	74.0	165	63.7	67.5	0	63.7	67.5	No
Grading	Excavator	Excavator	1	81	40	77.0	8	77.0	165	66.7		0	66.7		
Grading	Rubber Tired Dozers	Dozer	1	85	40	81.0	1	72.0	80	67.9		0	67.9		
Grading	Rubber Tired Dozers	Dozer	1	85	40	81.0	5	79.0	165	68.6		0	68.6		
Grading	Loader	Front End Loader	1	80	40	76.0	7	75.4	165	65.1		0	65.1		
Grading	Loader	Front End Loader	1	79	40	75.0	7	74.4	165	64.1	73.8	0	64.1	73.8	No
Building Construction	Concrete Pump	Pumps	1	81	50	78.0	1	69.0	80	64.9		0	64.9		
Building Construction	Bore/Drill Rigs	Auger Drill Rig	1	84	20	77.0	6	75.8	165	65.4		0	65.4		
Building Construction	Cranes	Crane	1	81	16	73.0	4	70.0	165	59.7		0	59.7		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	165	56.4		0	56.4		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	165	56.4		0	56.4		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	165	56.4		0	56.4		
Building Construction	Tractors/Loaders/Backhoes	Front End Loader	1	79	40	75.0	7	74.4	165	64.1		0	64.1		
Building Construction	Tractors/Loaders/Backhoes	Front End Loader	1	79	40	75.0	7	74.4	165	64.1		0	64.1		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	165	61.6		0	61.6		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	165	61.6		0	61.6		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	165	61.6		0	61.6		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	165	61.6		0	61.6		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	165	61.6		0	61.6		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	165	61.6		0	61.6		
Building Construction	Concrete Pump	Pumps	1	81	50	78.0	7	77.4	165	67.0	74.4	0	67.0	74.4	No
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	1	68.0	80	63.9		0	63.9		
Paving	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	7	73.4	165	63.1		0	63.1		
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	5	74.9	165	64.6		0	64.6		
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	6	75.7	165	65.4		0	65.4		
Paving	Pavers	Paver	1	77	50	74.0	7	73.4	165	63.0		0	63.0		
Paving	Rollers	Roller	1	80	20	73.0	7	72.4	165	62.1	71.6	0	62.1	71.6	No
Architectural Coating	Air Compressors	Compressor (Air)	1	78	40	74.0	1	65.0	80	60.9		0	60.9		
Architectural Coating	Air Compressors	Compressor (Air)	1	78	40	74.0	5	72.0	165	61.6	62.0	0	61.6	62.0	No

Note: Hours of equipment operation were obtained from the CalEEMod data in the Project Air Quality Impact Analysis. Consistent with City guidance, the loudest piece of equipment for each construction phase is modeled for one (1) hour at the edge of the Site and for its remaining hours at the center of the Site, while the other equipment is modeled at the center of the site.

4773 Hollywood Mixed-Use Project
Appendix A: Noise Calculation Worksheets
Construction Noise

Receptor:	Residences to the Northeast														
Phase	Equipment	RCNM Equipment	No.	Measured Noise at 50 feet (dBA Lmax)	Hourly Usage Factor [1]	Hourly Average Noise Level at 50 feet (dBA Leq)	Hours/day	8-hour Average Noise Level at 50 feet (dBA Leq 8-hr)	Distance (ft)	Construction Equipment Leq 8-hour (dBA) Without Barrier	Total Noise Level (dBA Leq 8-hour) Without Barrier	Barrier Insertion Loss (dBA)	Construction Equipment Leq 8-hour (dBA)	Total Noise Level (dBA Leq 8-hour)	Exceedance? (Yes/No)
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	1	65.0	90	59.9		9	50.9		
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	7	73.4	325	57.2		9	48.2		
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	8	74.0	325	57.8	63.2	9	48.8	54.2	No
Grading	Excavator	Excavator	1	81	40	77.0	8	77.0	325	60.8		9	51.8		
Grading	Rubber Tired Dozers	Dozer	1	85	40	81.0	1	72.0	90	66.9		9	57.9		
Grading	Rubber Tired Dozers	Dozer	1	85	40	81.0	5	79.0	325	62.7		9	53.7		
Grading	Loader	Front End Loader	1	80	40	76.0	7	75.4	325	59.2		9	50.2		
Grading	Loader	Front End Loader	1	79	40	75.0	7	74.4	325	58.2	69.7	9	49.2	60.7	No
Building Construction	Concrete Pump	Pumps	1	81	50	78.0	1	69.0	90	63.9		9	54.9		
Building Construction	Bore/Drill Rigs	Auger Drill Rig	1	84	20	77.0	6	75.8	325	59.5		9	50.5		
Building Construction	Cranes	Crane	1	81	16	73.0	4	70.0	325	53.8		9	44.8		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	325	50.5		9	41.5		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	325	50.5		9	41.5		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	325	50.5		9	41.5		
Building Construction	Tractors/Loaders/Backhoes	Front End Loader	1	79	40	75.0	7	74.4	325	58.2		9	49.2		
Building Construction	Tractors/Loaders/Backhoes	Front End Loader	1	79	40	75.0	7	74.4	325	58.2		9	49.2		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	325	55.8		9	46.8		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	325	55.8		9	46.8		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	325	55.8		9	46.8		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	325	55.8		9	46.8		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	325	55.8		9	46.8		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	325	55.8		9	46.8		
Building Construction	Concrete Pump	Pumps	1	81	50	78.0	7	77.4	325	61.2	69.4	9	52.2	60.4	No
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	1	68.0	90	62.9		9	53.9		
Paving	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	7	73.4	325	57.2		9	48.2		
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	5	74.9	325	58.7		9	49.7		
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	6	75.7	325	59.5		9	50.5		
Paving	Pavers	Paver	1	77	50	74.0	7	73.4	325	57.2		9	48.2		
Paving	Rollers	Roller	1	80	20	73.0	7	72.4	325	56.2	67.0	9	47.2	58.0	No
Architectural Coating	Air Compressors	Compressor (Air)	1	78	40	74.0	1	65.0	90	59.9		9	50.9		
Architectural Coating	Air Compressors	Compressor (Air)	1	78	40	74.0	5	72.0	325	55.7	56.0	0	55.7	56.0	No

Note: Hours of equipment operation were obtained from the CalEEMod data in the Project Air Quality Impact Analysis. Consistent with City guidance, the loudest piece of equipment for each construction phase is modeled for one (1) hour at the edge of the Site and for its remaining hours at the center of the Site, while the other equipment is modeled at the center of the site.

4773 Hollywood Mixed-Use Project
Appendix A: Noise Calculation Worksheets
Construction Noise

Receptor:	School to the East														
Phase	Equipment	RCNM Equipment	No.	Measured Noise at 50 feet (dBA Lmax)	Hourly Usage Factor [1]	Hourly Average Noise Level at 50 feet (dBA Leq)	Hours/day	8-hour Average Noise Level at 50 feet (dBA Leq 8-hr)	Distance (ft)	Construction Equipment Leq 8-hour (dBA) Without Barrier	Total Noise Level (dBA Leq 8-hour) Without Barrier	Barrier Insertion Loss (dBA)	Construction Equipment Leq 8-hour (dBA)	Total Noise Level (dBA Leq 8-hour)	Exceedance? (Yes/No)
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	1	65.0	250	51.0		6	45.0		
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	7	73.4	325	57.2		6	51.2		
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	8	74.0	325	57.8	61.0	6	51.8	55.0	No
Grading	Excavator	Excavator	1	81	40	77.0	8	77.0	325	60.8		6	54.8		
Grading	Rubber Tired Dozers	Dozer	1	85	40	81.0	1	72.0	250	58.0		6	52.0		
Grading	Rubber Tired Dozers	Dozer	1	85	40	81.0	5	79.0	325	62.7		6	56.7		
Grading	Loader	Front End Loader	1	80	40	76.0	7	75.4	325	59.2		6	53.2		
Grading	Loader	Front End Loader	1	79	40	75.0	7	74.4	325	58.2	67.1	6	52.2	61.1	No
Building Construction	Concrete Pump	Pumps	1	81	50	78.0	1	69.0	250	55.0		6	49.0		
Building Construction	Bore/Drill Rigs	Auger Drill Rig	1	84	20	77.0	6	75.8	325	59.5		6	53.5		
Building Construction	Cranes	Crane	1	81	16	73.0	4	70.0	325	53.8		6	47.8		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	325	50.5		6	44.5		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	325	50.5		6	44.5		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	325	50.5		6	44.5		
Building Construction	Tractors/Loaders/Backhoes	Front End Loader	1	79	40	75.0	7	74.4	325	58.2		6	52.2		
Building Construction	Tractors/Loaders/Backhoes	Front End Loader	1	79	40	75.0	7	74.4	325	58.2		6	52.2		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	325	55.8		6	49.8		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	325	55.8		6	49.8		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	325	55.8		6	49.8		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	325	55.8		6	49.8		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	325	55.8		6	49.8		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	325	55.8		6	49.8		
Building Construction	Concrete Pump	Pumps	1	81	50	78.0	7	77.4	325	61.2	68.2	6	55.2	62.2	No
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	1	68.0	250	54.0		6	48.0		
Paving	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	7	73.4	325	57.2		6	51.2		
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	5	74.9	325	58.7		6	52.7		
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	6	75.7	325	59.5		6	53.5		
Paving	Pavers	Paver	1	77	50	74.0	7	73.4	325	57.2		6	51.2		
Paving	Rollers	Roller	1	80	20	73.0	7	72.4	325	56.2	65.2	6	50.2	59.2	No
Architectural Coating	Air Compressors	Compressor (Air)	1	78	40	74.0	1	65.0	250	51.0		0	51.0		
Architectural Coating	Air Compressors	Compressor (Air)	1	78	40	74.0	5	72.0	325	55.7	56.0	0	55.7	56.0	No

Note: Hours of equipment operation were obtained from the CalEEMod data in the Project Air Quality Impact Analysis. Consistent with City guidance, the loudest piece of equipment for each construction phase is modeled for one (1) hour at the edge of the Site and for its remaining hours at the center of the Site, while the other equipment is modeled at the center of the site.

4773 Hollywood Mixed-Use Project
Appendix A: Noise Calculation Worksheets
Construction Noise

Receptor:	Church to the East														
Phase	Equipment	RCNM Equipment	No.	Measured Noise at 50 feet (dBA Lmax)	Hourly Usage Factor [1]	Hourly Average Noise Level at 50 feet (dBA Leq)	Hours/day	8-hour Average Noise Level at 50 feet (dBA Leq 8-hr)	Distance (ft)	Construction Equipment Leq 8-hour (dBA) Without Barrier	Total Noise Level (dBA Leq 8-hour) Without Barrier	Barrier Insertion Loss (dBA)	Construction Equipment Leq 8-hour (dBA)	Total Noise Level (dBA Leq 8-hour)	Exceedance? (Yes/No)
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	1	65.0	10	79.0		10	69.0		
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	7	73.4	65	71.2		10	61.2		
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	8	74.0	65	71.7	80.3	10	61.7	70.3	No
Grading	Excavator	Excavator	1	81	40	77.0	8	77.0	65	74.7		10	64.7		
Grading	Rubber Tired Dozers	Dozer	1	85	40	81.0	1	72.0	10	86.0		10	76.0		
Grading	Rubber Tired Dozers	Dozer	1	85	40	81.0	5	79.0	65	76.7		10	66.7		
Grading	Loader	Front End Loader	1	80	40	76.0	7	75.4	65	73.2		10	63.2		
Grading	Loader	Front End Loader	1	79	40	75.0	7	74.4	65	72.2	87.1	10	62.2	77.1	No
Building Construction	Concrete Pump	Pumps	1	81	50	78.0	1	69.0	10	82.9		10	72.9		
Building Construction	Bore/Drill Rigs	Auger Drill Rig	1	84	20	77.0	6	75.8	65	73.5		10	63.5		
Building Construction	Cranes	Crane	1	81	16	73.0	4	70.0	65	67.8		10	57.8		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	65	64.5		10	54.5		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	65	64.5		10	54.5		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	65	64.5		10	54.5		
Building Construction	Tractors/Loaders/Backhoes	Front End Loader	1	79	40	75.0	7	74.4	65	72.2		10	62.2		
Building Construction	Tractors/Loaders/Backhoes	Front End Loader	1	79	40	75.0	7	74.4	65	72.2		10	62.2		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	65	69.7		10	59.7		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	65	69.7		10	59.7		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	65	69.7		10	59.7		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	65	69.7		10	59.7		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	65	69.7		10	59.7		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	65	69.7		10	59.7		
Building Construction	Concrete Pump	Pumps	1	81	50	78.0	7	77.4	65	75.1	85.5	10	65.1	75.5	No
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	1	68.0	10	81.9		10	71.9		
Paving	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	7	73.4	65	71.2		10	61.2		
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	5	74.9	65	72.7		10	62.7		
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	6	75.7	65	73.5		10	63.5		
Paving	Pavers	Paver	1	77	50	74.0	7	73.4	65	71.1		10	61.1		
Paving	Rollers	Roller	1	80	20	73.0	7	72.4	65	70.2	83.7	10	60.2	73.7	No
Architectural Coating	Air Compressors	Compressor (Air)	1	78	40	74.0	1	65.0	10	79.0		0	79.0		
Architectural Coating	Air Compressors	Compressor (Air)	1	78	40	74.0	5	72.0	65	69.7	70.0	0	69.7	70.0	No

Note: Hours of equipment operation were obtained from the CalEEMod data in the Project Air Quality Impact Analysis. Consistent with City guidance, the loudest piece of equipment for each construction phase is modeled for one (1) hour at the edge of the Site and for its remaining hours at the center of the Site, while the other equipment is modeled at the center of the site.

4773 Hollywood Project
Appendix A: Noise Calculation Worksheets
Noise Barrier Calculations: Construction

Barrier	Northern Property Line		Eastern Property Line		Eastern Property Line		Eastern Property Line
Receptor	Residences (2F), North		Residences (2F), NE		School, East		Church, East
Sources	Construction		Construction		Construction		Construction
Barrier Height (m)	6.40		2.44		2.44		2.44
Barrier Elevation (m)	0.00		0.00		0.00		0.00
Source Height (m)	2.00		2.00		2.00		2.00
Source Elevation (m)	0.00		0.00		0.00		0.00
Receptor Height (m)	1.52		1.52		1.52		1.52
Receptor Elevation (m)	5.49		3.05		0.00		0.00
Source to Barrier Horizontal Distance (m)	34.15		35.06		21.34		19.82
Barrier to Receiver Horizontal Distance (m)	2.44		25.91		77.74		3.05
Source to Receiver Horizontal Distance (m)	36.59		60.98		99.09		22.87
A (Source to Barrier Path) (m)	34.43		35.06		21.35		19.82
B (Barrier to Receiver Path) (m)	2.51		26.00		77.75		3.18
C (Barrier Width) (m)	0.00		0.00		0.00		0.00
Frequency (Hertz)	500		500		500		500
Wavelength (m)	0.686		0.686		0.686		0.686
Fresnel Number	1.04		0.26		0.03		0.41
Barrier Reduction (dBA)	**13**		**9**		**6**		**10**

Source: Envicom Corporation, June 2024.
Calculations based on: Bies, David A. and Hansen, Colin H., Engineering Noise Control, Third Edition, 2006.
Source Elevation is based on building height above ground level at the northern edge of the site.

m = meters, dBA= A-weighted decibels, 2F = Second Floor

4773 Hollywood Project
Appendix A: Noise Calculation Worksheets
FHWA RD-77-108 Traffic Noise Model

Scenario	Roadway	ADT	Speed (mph)	# of Lanes	Median Width (ft)	Near-Far Lane Center Distance (ft)	Distance CL (ft)	Model Distance from Center of Nearest Lane (ft)	Receptor Distance: Far Lane Center (ft)	Receptor: Equiv-alent Distance (ft)	Average Leq(1hour) by Time (dB)			CNEL (dB)	Distance (ft) from Centerline to CNEL Contour		
											Day	Evening	Night		70 dB	65 dB	60 dB
Existing	Berendo Street, south of Franklin Ave	1,080	15	2	0	12	56	50	62	56	46.8	41.5	39.0	**47.7**	<50	<50	<50
Existing	Franklin Ave, east of Berendo Street	12,990	25	2	0	12	56	50	62	56	61.5	57.6	53.7	**62.6**	<50	<50	84
Existing	Franklin Ave, west of Berendo Street	12,310	25	2	0	12	56	50	62	56	61.3	57.4	53.5	**62.4**	<50	<50	81
Existing	Vermont Ave, north of Franklin Ave	12,330	35	4	0	36	68	50	86	66	63.0	60.1	55.2	**64.2**	<50	60	130
Existing	Vermont Ave, south of Franklin Ave	13,550	35	4	0	36	68	50	86	66	63.4	60.5	55.6	**64.6**	<50	64	139
Existing	Franklin Ave, east of Vermont Ave	11,900	30	2	0	12	56	50	62	56	62.8	59.3	55.0	**63.9**	<50	<50	102
Existing	Franklin Ave, west of Vermont Ave	11,820	30	2	0	12	56	50	62	56	62.8	59.3	54.9	**63.9**	<50	<50	102
Existing	Berendo Street, north of Hollywood Blvd	1,380	15	2	0	12	56	50	62	56	47.9	42.6	40.0	**48.8**	<50	<50	<50
Existing	Hollywood Blvd, east of Berendo Street	20,730	35	4	10	46	73	50	96	69	64.9	62.0	57.1	**66.1**	<50	87	187
Existing	Hollywood Blvd, west of Berendo Street	21,150	35	4	10	46	73	50	96	69	65.0	62.1	57.2	**66.2**	<50	88	190
Existing	New Hampshire Ave, north of Hollywood Blvd	1,680	15	2	0	12	56	50	62	56	48.7	43.4	40.9	**49.6**	<50	<50	<50
Existing	Hollywood Blvd, east of New Hampshire Ave	20,200	35	4	10	46	73	50	96	69	64.8	61.9	57.0	**66.0**	<50	85	184
Existing	Hollywood Blvd, west of New Hampshire Ave	20,520	35	4	10	46	73	50	96	69	64.9	62.0	57.1	**66.1**	<50	86	186
Existing WP	Berendo Street, south of Franklin Ave	1,300	15	2	0	12	56	50	62	56	47.6	42.3	39.8	**48.5**	<50	<50	<50
Existing WP	Franklin Ave, east of Berendo Street	13,070	25	2	0	12	56	50	62	56	61.6	57.7	53.7	**62.6**	<50	<50	84
Existing WP	Franklin Ave, west of Berendo Street	12,450	25	2	0	12	56	50	62	56	61.4	57.5	53.5	**62.4**	<50	<50	81
Existing WP	Vermont Ave, north of Franklin Ave	12,380	35	4	0	36	68	50	86	66	63.0	60.1	55.2	**64.3**	<50	61	131
Existing WP	Vermont Ave, south of Franklin Ave	13,550	35	4	0	36	68	50	86	66	63.4	60.5	55.6	**64.6**	<50	64	139
Existing WP	Franklin Ave, east of Vermont Ave	11,940	30	2	0	12	56	50	62	56	62.8	59.3	55.0	**63.9**	<50	<50	102
Existing WP	Franklin Ave, west of Vermont Ave	11,910	30	2	0	12	56	50	62	56	62.8	59.3	55.0	**63.9**	<50	<50	102
Existing WP	Berendo Street, north of Hollywood Blvd	1,590	15	2	0	12	56	50	62	56	48.5	43.2	40.7	**49.4**	<50	<50	<50
Existing WP	Hollywood Blvd, east of Berendo Street	20,800	35	4	10	46	73	50	96	69	64.9	62.0	57.1	**66.1**	<50	87	188
Existing WP	Hollywood Blvd, west of Berendo Street	21,290	35	4	10	46	73	50	96	69	65.0	62.1	57.2	**66.2**	<50	88	191
Existing WP	New Hampshire Ave, north of Hollywood Blvd	1,680	15	2	0	12	56	50	62	56	48.7	43.4	40.9	**49.6**	<50	<50	<50
Existing WP	Hollywood Blvd, east of New Hampshire Ave	20,270	35	4	10	46	73	50	96	69	64.8	61.9	57.0	**66.0**	<50	86	184
Existing WP	Hollywood Blvd, west of New Hampshire Ave	20,590	35	4	10	46	73	50	96	69	64.9	62.0	57.1	**66.1**	<50	86	186
Future	Berendo Street, south of Franklin Ave	1,330	15	2	0	12	56	50	62	56	47.7	42.4	39.9	**48.6**	<50	<50	<50
Future	Franklin Ave, east of Berendo Street	13,470	25	2	0	12	56	50	62	56	61.7	57.8	53.9	**62.8**	<50	<50	86
Future	Franklin Ave, west of Berendo Street	12,820	25	2	0	12	56	50	62	56	61.5	57.6	53.7	**62.6**	<50	<50	83
Future	Vermont Ave, north of Franklin Ave	12,760	35	4	0	36	68	50	86	66	63.2	60.3	55.4	**64.4**	<50	62	133
Future	Vermont Ave, south of Franklin Ave	13,970	35	4	0	36	68	50	86	66	63.6	60.6	55.7	**64.8**	<50	66	142
Future	Franklin Ave, east of Vermont Ave	12,290	30	2	0	12	56	50	62	56	62.9	59.5	55.1	**64.1**	<50	<50	104
Future	Franklin Ave, west of Vermont Ave	12,260	30	2	0	12	56	50	62	56	62.9	59.4	55.1	**64.0**	<50	<50	104
Future	Berendo Street, north of Hollywood Blvd	1,650	15	2	0	12	56	50	62	56	48.6	43.3	40.8	**49.6**	<50	<50	<50
Future	Hollywood Blvd, east of Berendo Street	21,430	35	4	10	46	73	50	96	69	65.1	62.1	57.2	**66.3**	<50	89	191
Future	Hollywood Blvd, west of Berendo Street	21,940	35	4	10	46	73	50	96	69	65.2	62.2	57.3	**66.4**	<50	90	194
Future	New Hampshire Ave, north of Hollywood Blvd	1,730	15	2	0	12	56	50	62	56	48.8	43.5	41.0	**49.8**	<50	<50	<50
Future	Hollywood Blvd, east of New Hampshire Ave	20,880	35	4	10	46	73	50	96	69	65.0	62.0	57.1	**66.2**	<50	87	188
Future	Hollywood Blvd, west of New Hampshire Ave	21,210	35	4	10	46	73	50	96	69	65.0	62.1	57.2	**66.2**	<50	88	190
Future WP	Berendo Street, south of Franklin Ave	1,550	15	2	0	12	56	50	62	56	48.4	43.1	40.5	**49.3**	<50	<50	<50
Future WP	Franklin Ave, east of Berendo Street	13,550	25	2	0	12	56	50	62	56	61.7	57.8	53.9	**62.8**	<50	<50	86
Future WP	Franklin Ave, west of Berendo Street	12,960	25	2	0	12	56	50	62	56	61.5	57.6	53.7	**62.6**	<50	<50	83
Future WP	Vermont Ave, north of Franklin Ave	12,810	35	4	0	36	68	50	86	66	63.2	60.3	55.4	**64.4**	<50	62	134
Future WP	Vermont Ave, south of Franklin Ave	13,970	35	4	0	36	68	50	86	66	63.6	60.6	55.7	**64.8**	<50	66	142
Future WP	Franklin Ave, east of Vermont Ave	12,330	30	2	0	12	56	50	62	56	62.9	59.5	55.1	**64.1**	<50	<50	105
Future WP	Franklin Ave, west of Vermont Ave	12,350	30	2	0	12	56	50	62	56	62.9	59.5	55.1	**64.1**	<50	<50	105
Future WP	Berendo Street, north of Hollywood Blvd	1,860	15	2	0	12	56	50	62	56	49.2	43.8	41.3	**50.1**	<50	<50	<50
Future WP	Hollywood Blvd, east of Berendo Street	21,500	35	4	10	46	73	50	96	69	65.1	62.2	57.3	**66.3**	<50	89	192
Future WP	Hollywood Blvd, west of Berendo Street	22,080	35	4	10	46	73	50	96	69	65.2	62.3	57.4	**66.4**	<50	91	195
Future WP	New Hampshire Ave, north of Hollywood Blvd	1,730	15	2	0	12	56	50	62	56	48.8	43.5	41.0	**49.8**	<50	<50	<50
Future WP	Hollywood Blvd, east of New Hampshire Ave	20,950	35	4	10	46	73	50	96	69	65.0	62.0	57.1	**66.2**	<50	87	188
Future WP	Hollywood Blvd, west of New Hampshire Ave	21,280	35	4	10	46	73	50	96	69	65.0	62.1	57.2	**66.2**	<50	88	190

Source: Envicom Corporation, June 2024 based on Federal Highway Administration, FHWA Highway Traffic Noise Prediction Model, January 1, 1978.
Traffic Data Source: Gibson Transportation Consulting, Inc., Transportation Assessment for 4773 Hollywood Boulevard, Hollywood, California, February 2024.

WP = With Project, ADT = Average Daily Traffic, mph = miles per hour, ft = feet, dB = decibel, CNEL = Community Equivalent Noise Level.

Vehicle Class Fleet Mix and Time Distribution

Vehicle Class	% of Vehicle Class at Time			Vehicle Class % of Total Vehicles
	Day	Evening	Night	
Automobile	77.5%	12.9%	9.6%	97.42%
Medium Truck	84.8%	4.9%	10.3%	1.84%
Heavy Truck	86.5%	2.7%	10.8%	0.74%

4773 Hollywood Project
Appendix A: Noise Calculation Worksheets
HVAC Calculations

Receptor and Direction	Project Source	Building Floor (Source)	Number	Horizontal Distance (ft)	Source Elevation (ft)	Source Height (ft)	Receptor Elevation (ft)	Receptor Height (ft)	Diagonal Distance (ft)	Reference Noise Level (dBA)	Reference Distance (ft)	Distance Atten-uation (dBA)	Acoustic al Usage Factor	Individual Attenuated Noise Level (dBA Leq)	Parapet & Roofline Shielding Reduction (dB)	Individual Reduced Noise Level (dBA Leq)	Compos ite Noise Level	Compos ite Sound Intensit y	Day-time Amb-ient	Day-time W/Pr oject	Day-time Inc-rease	Night-time Amb-ient	Night-time W/Pr oject	Night-time Inc-rease
Multifamily Residences, North	Res. Dweilling Units	Roof	86	50.0	60.2	3.0	18.0	5.0	64	62	3.28	25.8	100.0	36.2	20	16.2	35.5	3563						
	Res. Amenity & Office	Roof	4	50.0	60.2	3.0	18.0	5.0	64	62	3.28	25.8	100.0	36.2	20	16.2	22.2	166						
	Lobby	Roof	1	50.0	60.2	3.0	18.0	5.0	64	64	3.28	25.8	100.0	38.2	20	18.2	18.2	66						
	Commercial	Roof	1	50.0	60.2	3.0	18.0	5.0	64	71	3.28	25.8	100.0	45.2	20	25.2	25.2	329						
		Total	**90**														**36.2**		49.1	49.3	0.2	41.5	42.6	1.1
Multifamily Residences, West	Res. Dweilling Units	Roof	86	135.0	60.2	3.0	10.0	5.0	143	62	3.28	32.8	100.0	29.2	20	9.2	28.5	714						
	Res. Amenity & Office	Roof	4	135.0	60.2	3.0	10.0	5.0	143	62	3.28	32.8	100.0	29.2	20	9.2	15.2	33						
	Lobby	Roof	1	135.0	60.2	3.0	10.0	5.0	143	64	3.28	32.8	100.0	31.2	20	11.2	11.2	13						
	Commercial	Roof	1	135.0	60.2	3.0	10.0	5.0	143	71	3.28	32.8	100.0	38.2	20	18.2	18.2	66						
		Total	**90**														**29.2**		54.4	54.4	0.0	42.5	42.7	0.2
Multifamily Residences, Northeast	Res. Dweilling Units	Roof	86	110.0	60.2	3.0	10.0	5.0	120	62	3.28	31.3	100.0	30.7	20	10.7	30.1	1017						
	Res Amenity & Office	Roof	4	110.0	60.2	3.0	10.0	5.0	120	62	3.28	31.3	100.0	30.7	20	10.7	16.7	47						
	Lobby	Roof	1	110.0	60.2	3.0	10.0	5.0	120	64	3.28	31.3	100.0	32.7	20	12.7	12.7	19						
	Commercial	Roof	1	110.0	60.2	3.0	10.0	5.0	120	71	3.28	31.3	100.0	39.7	20	19.7	19.7	94						
		Total	**90**														**30.7**		49.1	49.2	0.1	41.5	41.8	0.3
School, East	Res. Dweilling Units	Roof	86	280.0	60.2	3.0	0.0	5.0	286	62	3.28	38.8	100.0	23.2	20	3.2	22.5	179						
	Res Amenity & Office	Roof	4	280.0	60.2	3.0	0.0	5.0	286	62	3.28	38.8	100.0	23.2	20	3.2	9.2	8						
	Lobby	Roof	1	280.0	60.2	3.0	0.0	5.0	286	64	3.28	38.8	100.0	25.2	20	5.2	5.2	3						
	Commercial	Roof	1	280.0	60.2	3.0	0.0	5.0	286	71	3.28	38.8	100.0	32.2	20	12.2	12.2	17						
		Total	**90**														**23.2**		55.8	55.8	0.0	43.9	43.9	0.0
Church, East	Res. Dweilling Units	Roof	86	25.0	60.2	3.0	0.0	5.0	63	62	3.28	25.7	100.0	36.3	20	16.3	35.6	3655						
	Res Amenity & Office	Roof	4	25.0	60.2	3.0	0.0	5.0	63	62	3.28	25.7	100.0	36.3	20	16.3	22.3	170						
	Lobby	Roof	1	25.0	60.2	3.0	0.0	5.0	63	64	3.28	25.7	100.0	38.3	20	18.3	18.3	67						
	Commercial	Roof	1	25.0	60.2	3.0	0.0	5.0	63	71	3.28	25.7	100.0	45.3	20	25.3	25.3	338						
		Total	**90**														**36.3**		70.2	70.2	0.0	58.8	58.8	0.0

Source: Envicom Corporation, June 2024.

Source of HVAC Refence noise levels: York International Corporation, Technical Guide for SINGLE PACKAGE AIR CONDITIONER/ELECTRIC HEAT 14 SEER - R-410A - 208/230 V - 1 PHASE 2 TO 5 NOMINAL TONS MODELS: PCE4*24 TO 60. Accessed at https://www.yorknow.com/pub/media/documentation/PCE4_1ph_208-230_Gen4_Tech-Guide.pdf on July 11, 2023. Specifications for 2-Ton and 3-Ton packaged heating and cooling unit. The sound power levels (Lw) of 70 dBA and 72 dBA are equivalent to sound pressure levels of 62 dBA Leq and 64 dBA Leq at 3.28 feet, assuming half-spherical propagation of sound due to roof mounting. Bryant Corporation, Product Data for 582K/559K Legacy Line™ Single Packaged Rooftop 3 to 6 Nominal Tons, 2018. Accessed https://resource.carrierenterprise.com/is/content/Watscocom/bryant_582kj06a130a2a0aa_article_7407364701310260_en_ss on July 11, 2022. Specifications for 559K 06 5-Ton packaged heating and cooling unit. The specified sound power level (Lw) of 79 dBA is equivalent to a sound pressure level of 71 dBA Leq at 1 meter (3.28 feet), assuming a half-spherical propagation of sound due to roof mounting.

Notes:
Source Elevation is based on building height above ground level at the northern edge of the site.
The distance to HVAC was based on the conservative assumption that HVAC units would be 30 feet from the roofline for a given sensitive receptor.
Acoustical Usage factor of 100% conservatively assumes continuous HVAC operation in a given hour for all HVAC units.
The church and school are not expected to typically operate at night. Nighttime noise levels and noise level increase at these locations are provided for informational purposes.
Existing ambient daytime and nightime noise levels at the residences to the north were conservatively based on the lowest hourly average daytime and nighttime ambient noise levels measured at LT1.
Existing ambient daytime noise levels at the residences to the west were conservatively based on measured off-peak daytime noise levels at ST1 and existing nighttime noise levels were based on ST1 adjusted to the pattern of LT1.
Existing ambient daytime noise levels at the school to the east were conservatively based on measured off-peak daytime noise levels at ST2 and existing nighttime noise levels were based on ST2 adjusted to the pattern of LT1.
Existing ambient daytime noise levels at the church to the east were conservatively based on measured off-peak daytime noise levels at ST3 and existing nighttime noise levels were based on ST3 adjusted to the pattern of LT1.

4773 Hollywood Project
Appendix A: Noise Calculation Worksheets
Noise Barrier Calculations: Operational - Parapet and Roofline

Barrier	**Parapet/Roofline (North)**		**Parapet/Roofline (West)**		**Parapet/Roofline (East)**		**Parapet/Roofline (East)**		**Parapet/Roofline (East)**
Receiver	**Residences (2F)**		**Residences (2F)**		**Residences (2F)**		**Church**		**School**
Sources	**HVAC**		**HVAC**		**HVAC**		**HVAC**		**HVAC**
Barrier Height (m)	1.40		1.40		1.40		1.40		1.40
Barrier Elevation (m)	18.36		18.36		18.36		18.36		18.36
Source Height (m)	0.91		0.91		0.91		0.91		0.91
Source Elevation (m)	18.36		18.36		18.36		18.36		18.36
Receptor Height (m)	1.52		1.52		1.52		1.52		1.52
Receptor Elevation (m)	5.49		3.05		3.05		0.00		0.00
Source to Barrier Horizontal Distance (m)	9.15		11.59		4.27		5.79		5.79
Barrier to Receiver Horizontal Distance (m)	4.88		29.57		29.27		3.35		81.10
Source to Receiver Horizontal Distance (m)	14.02		41.16		33.54		9.15		86.89
A (Source to Barrier Path) (m)	9.16		11.60		4.30		5.81		5.81
B (Barrier to Receiver Path) (m)	13.65		33.25		32.97		18.55		83.12
C (Barrier Width) (m)	0.00		0.00		0.00		0.00		0.00
Frequency (Hertz)	1000		1000		1000		1000		1000
Wavelength (m)	0.343		0.343		0.343		0.343		0.343
Fresnel Number	51.2		21.5		21.8		88.7		11.9
Barrier Reduction (dBA)	**20**		**20**		**20**		**20**		**20**

Source: Envicom Corporation, June 2023.
Calculations based on: Bies, David A. and Hansen, Colin H., Engineering Noise Control, Third Edition, 2006.

m = meters, dBA= A-weighted decibels, 2F = Second Floor

4773 Hollywood Project
Appendix A: Noise Calculation Worksheets
Construction Vibration

Receptor	Direction	Equipment	PPV (in/sec) at 25 ft	Distance	PPV (in/sec)	Threshold	Exceedance
Garage	North	Vibratory Roller	0.21	20	0.293	0.3	No
Garage	North	Caisson Drilling	0.089	12	0.268	0.3	No
Garage	North	Large Bulldozer	0.089	12	0.268	0.3	No
Garage	North	Loaded Trucks	0.076	11	0.260	0.3	No
Residences	North	Vibratory Roller	0.21	20	0.293	0.3	No
Residences	North	Caisson Drilling	0.089	12	0.268	0.3	No
Residences	North	Large Bulldozer	0.089	12	0.268	0.3	No
Residences	North	Loaded Trucks	0.076	11	0.260	0.3	No
Residences	West	Vibratory Roller	0.21	80	0.037	0.3	No
Residences	West	Caisson Drilling	0.089	80	0.016	0.3	No
Residences	West	Large Bulldozer	0.089	80	0.016	0.3	No
Residences	West	Loaded Trucks	0.076	80	0.013	0.3	No
Residences	Northeast	Vibratory Roller	0.21	35	0.127	0.3	No
Residences	Northeast	Caisson Drilling	0.089	45	0.037	0.3	No
Residences	Northeast	Large Bulldozer	0.089	35	0.054	0.3	No
Residences	Northeast	Loaded Trucks	0.076	35	0.046	0.3	No
School	East	Vibratory Roller	0.21	250	0.007	0.5	No
School	East	Caisson Drilling	0.089	250	0.003	0.5	No
School	East	Large Bulldozer	0.089	250	0.003	0.5	No
School	East	Loaded Trucks	0.076	250	0.002	0.5	No
Church	East	Vibratory Roller	0.21	23	0.238	0.25	No
Church	East	Caisson Drilling	0.089	13	0.237	0.25	No
Church	East	Large Bulldozer	0.089	13	0.237	0.25	No
Church	East	Loaded Trucks	0.076	12	0.229	0.25	No

Source: Envicom Corporation, June 2024.

Reference Vibration levels from U.S. Department of Transportation, Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, September 2018.

NOISE IMPACT ANALYSIS

4773 Hollywood Mixed-Use Project
City of Los Angeles

Envicom Project # 2023-065-01

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1.0 INTRODUCTION

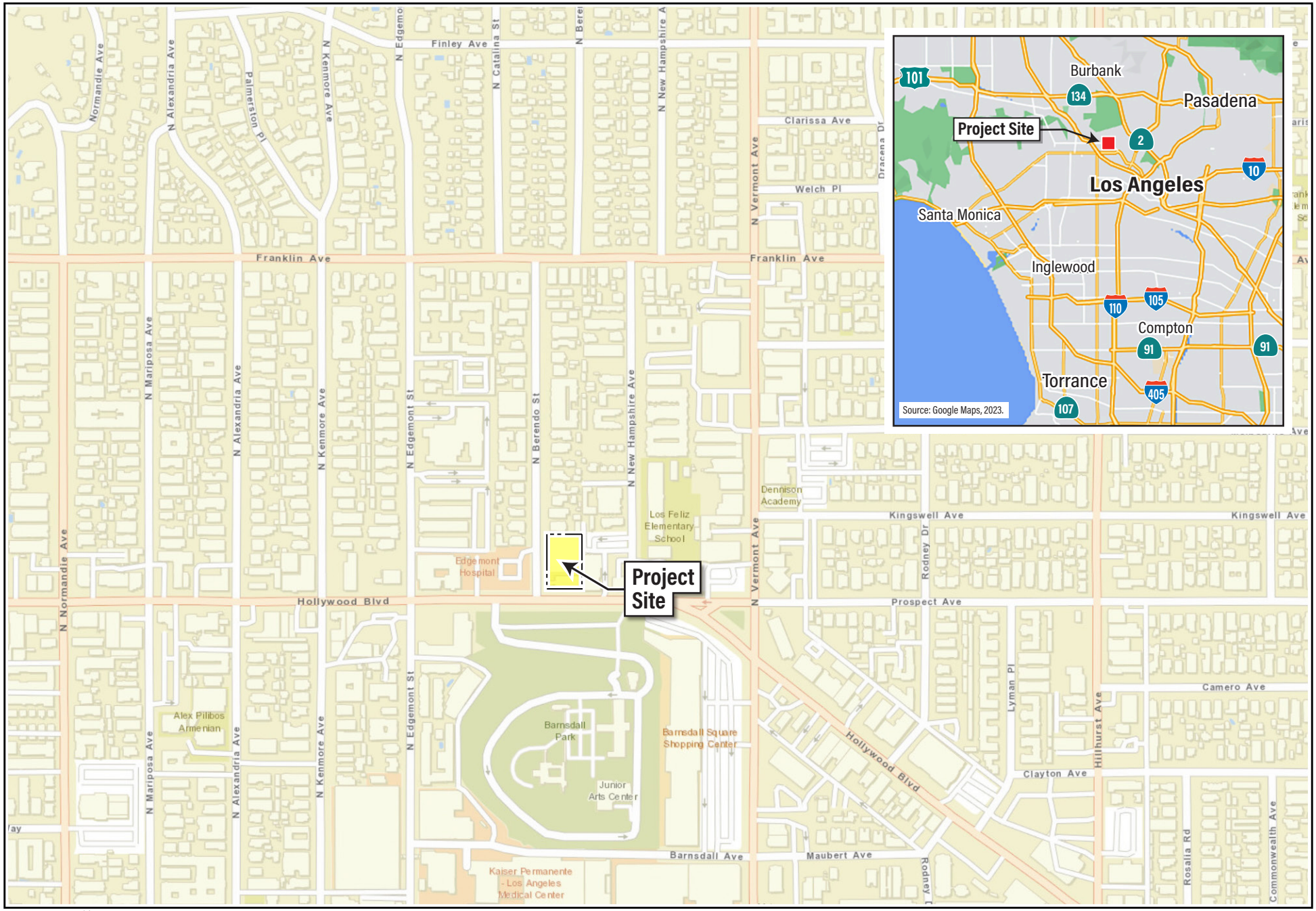
1.1 Purpose of Study

The purpose of this Noise Impact Analysis is to identify, describe, and evaluate the significance of potential noise impacts resulting from the construction and operation of a proposed infill mixed-use residential and commercial development located at 4773 Hollywood Boulevard (Project).

1.2 Project Summary

The proposed Project would develop a 0.654-acre infill site (Project site) within a 0.716-acre property located at 4773 Hollywood Boulevard as shown in **Figure 1, Regional Location Map**. The Project site is located in the Hollywood Community Plan Area of the City of Los Angeles. The proposed Project consists of the construction, operation, and maintenance of an approximately 93,286-square foot Mixed-Use Multi-Family Residential development, consisting of approximately 2,596 square feet of ground floor commercial uses and 86 apartment dwelling units (90,690 square feet). As shown on the Project plan set, the proposed Project consists of a six-story building with an additional subterranean parking floor, constructed to a maximum height of approximately 69 feet to the top of the parapet (exclusive of the elevator and stair shafts). The Project commercial use will be located on the ground floor, along the Hollywood Boulevard frontage. The Project will also provide a residential lobby on the ground floor and amenity space on the second floor and sixth floor. Courtyard areas would be located on the second and sixth floor, including a spa pool on the sixth floor. Vehicular access would be from an existing driveway on N. Berendo Street. The trash and recycling enclosure would be located on the ground floor within the building. The project grading would require approximately 20,000 cubic yards of soil export hauling, including a 15 percent buffer to account for potential unanticipated grading.

Surrounding land uses consist of a church to the east and a library/bookstore, N. New Hampshire Avenue, and an elementary school further to the east; Hollywood Boulevard and Barnsdall Art Park to the south; N. Berendo Street, multifamily residential uses, and a parking lot associated with an office building to the west; and multifamily and single-family residential uses to the north.



Source: ESRI World Street Map, 2023.

envicom

Regional Location Map

FEET 0 250 500

FIGURE 1

2.0 NOISE AND VIBRATION FUNDAMENTALS

2.1 Noise Characteristics

The following introduces the fundamental definitions and concepts used to qualify and quantify noise and vibration impacts used throughout this study.

In a basic sense, noise is unwanted sound as perceived by a receptor. Sound is energy transmitted in waves through a compressible medium such as air. There are a variety of parameters that describe the rates of oscillation of sound waves, the distance between successive troughs or crests, the speed of propagation, and the pressure level (or energy content), of a given sound wave. Sound pressure level is the most common descriptor used to describe the perceived “loudness” of an ambient sound level. The standard measurement unit of sound pressure is called a decibel (dB).

Given that sound pressure levels can vary in intensity by over one million times within the range of human hearing, a logarithmic scale similar to the Richter Scale used to measure seismicity is used to keep sound intensity numbers convenient and manageable. The ear is not equally sensitive to all sound frequencies within the entire spectrum, so sound pressure levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called "A-weighting", written as dBA. Subsequent references to decibels in this discussion written as "dB" should be understood as A-weighted. Doubling the number of noise sources would produce a 3 dB increase in the noise level. A 3 dB increase in noise is considered barely perceptible in an outdoor environment while a 1 dB increase is considered barely perceptible in a controlled laboratory environment. A 5 dB increase in noise is considered readily perceptible, a 10 dB increase is perceived as twice as loud, a 20 dB increase is perceived as four times as loud, and a 30 dB increase is perceived as eight times as loud.

Variations in noise exposure over time are expressed in terms of a steady-state energy level equivalent to the energy content of the time period, called Leq. Because human receptors are more sensitive to unwanted noise intrusion during the evening and at night hours, additional dB increments are added to noise levels in a 24-hour noise descriptor: either the Day-Night Average Level (Ldn) or the Community Noise Equivalent Level (CNEL). The Ldn metric adds a penalty of 10 dB for the nighttime hours of 10:00 p.m. to 7:00 a.m., while CNEL adds both the 10 dB nighttime penalty and a penalty of 5 dB for the evening hours of 7:00 p.m. to 10:00 p.m.

There are varying effects of noise and associated standards and metrics set forth by agencies to address such effects. For example, the U.S. Occupational Safety and Health Administration (OSHA) and the State’s Division of Occupational Safety and Health (also known as Cal/OSHA) have adopted regulations designed to protect workers against the effects of occupational noise exposure. Per Cal/OSHA, the permissible noise exposure for 8 hours is 90 dBA Leq, which is the limit for potential hearing loss.[1] In addition, based on an urban noise survey conducted by the Environmental Protection Agency (EPA), the relationship between noise level and annoyance ranges from seven percent of the population annoyed at a noise level of 55 dBA (Ldn) to 23 percent annoyed at 70 dBA (Ldn).[2] Furthermore, per the EPA, sleep disturbance is one of the main major causes of annoyance due to noise. Two components of sleep disturbance include falling asleep and awakening. The EPA states that noise levels of 40 to 50 dBA could result in difficulty in falling asleep

[1] Cal/OSHA, Title 8 Regulations, Subchapter 7; General Industry Safety Orders, Group 15. Occupational Noise, Article 105. Control of Noise Exposure, §5096. Exposure Limits for Noise, Table N-1 Permissible Noise Exposure.

[2] EPA, Noise Effects Handbook: A Desk Reference to Health and Welfare Effects of Noise, Page 6-2, October 1979, Revised July 1981.

for some people, and noise levels of 70 dBA or higher would likely result in awakening.[3] As another example, the Federal Transit Authority (FTA) also states that there may be adverse community reaction to construction noise and sets forth its own criteria of 80 dBA Leq (8-hour) for FTA construction activity noise near residential uses during daytime hours.[4]

2.2 Vibration Characteristics

As described in the California Department of Transportation (Caltrans) Transportation and Construction Vibration Guidance Manual, the operation of construction equipment generates groundborne vibration.[5] Maintenance operations and traffic traveling on roadways can also be a source of such vibration. If amplitudes are high enough, ground vibration has the potential to damage structures, cause cosmetic damage (e.g., crack plaster), or disrupt the operation of vibration-sensitive equipment, such as electron microscopes. Ground vibration and groundborne noise can also be a source of annoyance to individuals who live or work close to vibration-generating activities. Construction activities typically associated with high levels of vibration include pile driving, demolition activity, blasting, and crack-and-seat operations.

Traffic, including heavy trucks traveling on a highway, rarely generates vibration amplitudes high enough to cause structural or cosmetic damage. However, there have been cases in which heavy trucks traveling over potholes or other discontinuities in the pavement have caused vibration high enough to result in complaints from nearby residents. These types of issues typically can be resolved by smoothing the roadway surface. Vibration in the ground and in structures is described in terms of the motion of a particle (i.e., a particle in or on the ground or structure). The concepts of particle displacement, velocity, and acceleration are used to describe how the ground or structure respond to excitation. Vibratory motion is commonly described by identifying the peak particle velocity (PPV) in inches per second (in/sec) or by root mean square (RMS) vibration velocity in the decibel scale (VdB). PPV is generally accepted as the most appropriate descriptor for evaluating the potential for building damage.[6] PPV in/sec expresses the peak velocity of a vibration signal, while RMS expresses an average.

There are also varying effects of construction vibration and associated standards and metrics that have been established by various agencies to address such effects. These include effects associated with building damage with criteria for specific building types set forth by Caltrans and the FTA. These agencies have also established guidelines regarding construction vibration related to human annoyance.

[3] EPA, Noise Effects Handbook: A Desk Reference to Health and Welfare Effects of Noise, Page 6-2, October 1979, Revised July 1981.
[4] FTA, Transit Noise and Vibration Impact Assessment Manual, Chapter 7.1, p. 179, September 2018.
[5] California Department of Transportation, Transportation and Construction Vibration Guidance Manual, Report No. CT-HWANP-RT-20-365.01.01, April 2020.
[6] U.S. Department of Transportation, Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, September 2018

3.0 REGULATORY SETTING

City Policies and Regulations Related to Noise

Los Angeles General Plan

The Noise Element of the City General Plan sets forth general objectives and policies related to reduction or elimination of noise or noise impacts from land development or land use changes.[7] The Noise Element of the City General Plan applies to the City as a whole. This element addresses noise mitigation regulations, strategies, and programs, and delineates federal, state, and City jurisdiction relative to rail, automotive, aircraft, and nuisance noise. The Noise Element defines noise sensitive land uses as single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodging, and other residential uses; places of assembly including churches or houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves; and parks. The Noise Element has CNEL guidelines for noise-related land use compatibility, but does not include specific or mandatory standards, policies, or guidance related to thresholds or analysis of construction noise and vibration. The noise and land use compatibility guidelines from Exhibit I of the Noise Element are provided in **Table 3-1, Land Use Compatibility Guidelines**.

Table 3-1
Land Use Compatibility Guidelines

Land Use Category	Day-Night Average Exterior Sound Level (CNEL dB)						
	50	55	60	65	70	75	80
Residential Single Family, Duplex, Mobile Home	A	C	C	C	N	U	U
Residential Multi-Family	A	A	C	C	N	U	U
Transient Lodging, Motel, Hotel	A	A	C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	C	C	N	N	U
Auditorium, Concert Hall, Ampitheater	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	C/U	U	U
Playground, Neighborhood Park	A	A	A	A/N	N	N/U	U
Golf Course, Riding Stable, Water Recreation, Cemetery	A	A	A	A	N	A/N	U
Office Building, Business, Commercial, Professional	A	A	A	A/C	C	C/N	N
Agriculture, Industrial, Manufacturing, Utilities	A	A	A	A	A/C	C/N	N

A = Normally acceptable. Specified land use is satisfactory, based upon assumption buildings involved are conventional construction, without any special noise insulation.

C = Conditionally acceptable. New construction or development only after a detailed analysis of noise mitigation is made and needed noise insulation features are included in project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice.

N = Normally unacceptable. New construction or development generally should be discouraged. A detailed analysis of noise reduction requirements must be made and noise insulation features included in the design of a project.

U = Clearly unacceptable. New construction or development generally should not be undertaken.

As shown in Table 3-1, for residential multifamily uses an exterior sound level of up to 60 dB CNEL is normally acceptable for land use compatibility, and up to 70 dB CNEL is conditionally acceptable for new construction after a detailed analysis of noise mitigation is made and needed noise insulation features are included in the Project design. For single family residential up to 55 dB CNEL is normally acceptable. Conventional construction with closed windows and fresh air supply systems or air conditioning normally will suffice as adequate insulation features for land use compatibility of residences within a noise environment of 65 dB CNEL. Noise levels above 70 dB CNEL are considered normally unacceptable for residential uses and require a detailed analysis of noise reduction requirements and noise insulation features in Project design.

City Noise Ordinance

The LAMC is the regulatory means to implement the goals and policies of the General Plan, including the Noise Element. The City's noise standards for non-transportation sources are articulated in Chapter XI, Noise Regulation, of the LAMC, which contains the City's Noise Ordinances. This Chapter of the LAMC restricts the level of noise that one type of land use or activity may broadcast across the property line of an adjacent land use. **Construction Noise**

- LAMC Section 112.05 limits the maximum noise level of powered equipment or powered hand tools (e.g., construction equipment, including off-highway trucks). According to LAMC Section 112.05, any powered equipment or hand tool that produces a maximum noise level exceeding 75 dBA within 500 feet of a residential zone, when measured at a distance of 50 feet from the source, is prohibited unless compliance is technically infeasible.[8]
- LAMC Section 41.40(a) and (c) restricts construction activity to the hours below:
    - Monday through Friday between 7:00 a.m. to 9:00 p.m.
    - Saturdays and National Holidays between 8:00 a.m. to 6:00 p.m.
    - Sundays, no construction except for individual residents.

Operational Noise

Section 111.03 of the LAMC establishes presumed ambient noise levels as a function of zoning and times of day provided in **Table 3-2, Presumed Ambient Noise Levels in the City Noise Ordinance**. As noted in LAMC Section 111.03, in the absence of site-specific ambient noise measurements, these presumed ambient noise levels may be used as a baseline for the evaluation of noise increases. At the boundary between two zones, the presumed ambient noise level of the quieter zone shall be used.

Table 3-2
Presumed Ambient Noise Levels in the City Noise Ordinance

Zone	Presumed Ambient Noise Level dB(A)	
	DAY [1]	NIGHT [2]
A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, & R5	50	40
P, PB, CR, C1, C1.5, C2, C4, C5, and CM	60	55
M1, MR1, and MR2	60	55
M2 and M3	65	65

Source: Los Angeles Municipal Code, Section 111.03.
[1] Daytime levels apply from 7:00 a.m. to 10:00 p.m.
[2] Nighttime levels apply from 10:00 p.m. to 7:00 a.m.

[8] The City defines "technically feasible" to mean that "noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment."

.The LAMC provides the following regulatory requirements related to noise generation in the City:

- The site includes two parcels zoned C2-1D (Commercial Zone) and one parcel zoned RD 1.5-1XL (Residential Zone)[9] which the LAMC indicates would have a presumed ambient noise level of 50 dBA in daytime hours (7:00 a.m. to 10:00 p.m.) and 40 dBA in nighttime hours (10:00 p.m. to 7:00 a.m.), using the presumed ambient noise level of the quieter Residential Zone.
- LAMC Section 112.02 prohibits any heating, ventilation, and air conditioning (HVAC) systems within any zone of the City from causing an increase in ambient noise levels on 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. Gas powered blowers are prohibited within 500 feet of a residence at any time.

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

With regard to vibration, LAMC Section 91.3307.1 states, "Adjoining public and private property shall be protected from damage during construction, remodeling, and demolition work. Protection must be provided for footings, foundations, party walls, chimneys, skylights, and roofs. Provisions shall be made to control water runoff and erosion during construction or demolition activities."

Los Angeles CEQA Thresholds Guide

In 2006, the City set forth the *Los Angeles CEQA Thresholds Guide,* which was intended to provide guidance, as a voluntary tool, for CEQA impact analysis. The 2006 *Los Angeles CEQA Thresholds Guide* was the City's "initial effort" at guidelines for evaluating potential CEQA impacts and stated that it was, "intended to be available as a voluntary tool."[10] These thresholds were developed based on more open-ended noise questions within Appendix G of the CEQA Guidelines that have since been revised. In the years following its publication, the City found that the guidelines for construction noise and vibration impact analysis were overly sensitive and resulting in conclusions of significant impacts on the environment, where the impact was temporary in nature and not necessarily impactful to public health.[11]

Los Angeles CEQA Thresholds Updates Related to Construction Noise and Vibration

In 2024, the City adopted updated thresholds for construction noise and vibration, which recognize the urban nature of much of the City and the expectation that daytime construction activities are a common activity within an urban environment. The thresholds also distinguish between daytime and nighttime construction activities where nighttime construction activities are the activities that may have the greater

[9] City of Los Angeles, Department of City Planning, Zoning Information and Map Access System (ZIMAS), accessed on September 18, 2023 at: http://zimas.lacity.org/

[10] City of Los Angeles, Department of City Planning, L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles, 2006.

[11] City of Los Angeles, Department of City Planning, Construction Noise and Vibration: Proposed Updates to Thresholds and Methodology, December 2023.

potential to create intrusive noise and impact sleep. Potential human health impacts are addressed by the absolute thresholds below and increases in ambient noise levels are addressed in the nighttime thresholds below, including consideration of sleep disruption.

The construction noise thresholds are focused on impacts to sensitive uses. The Noise Element defines noise-sensitive land uses as single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodging, and other residential uses; places of assembly including churches or houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves; and parks.

The adopted City thresholds are as follows:[12]

Construction Noise

Daytime - Increase Over Ambient: None for daytime construction activities (between 7:00 A.M. and 7:00 P.M. Monday through Friday, and between 8:00 A.M. and 6:00 P.M. on Saturdays)

Daytime - Absolute Threshold: Maximum 80 dBA Leq (8-hour) absolute threshold at sensitive uses (at the property line with outdoor uses or at the exterior of the building), including outdoor public recreational areas

Nighttime - Increase Over Ambient: Maximum 5 dBA increase above the ambient noise level at sensitive uses (between 7:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturdays, and anytime on Sundays or national holidays). Certain mat pour activities are exempt from this provision.

Nighttime - Absolute Noise:

- Maximum 55 dBA Leq for sensitive uses within older buildings that would have operable windows that may be open
- Maximum 65 dBA Leq for sensitive uses with windows closed that are not operable and are single-glazed
- Maximum 70 dBA Leq for sensitive uses that have newer construction (i.e., the structures have been designed to ensure that an interior 45 dBA is obtained with double- paned windows). Certain mat pour activities are exempt from this provision.

Construction Vibration

Daytime - Human Annoyance: No numerical threshold

Nighttime - Human Annoyance: Maximum 80 VdB at the exterior of a sensitive use building

Building Damage: Construction activities shall not exceed the following building damage thresholds for the identified structures:

- Fragile Buildings: 0.1 PPV
- Historic Buildings: 0.25 PPV
- Older Residential Structures: 0.3 PPV

[12] City of Los Angeles, Department of City Planning, Construction Noise and Vibration: Proposed Updates to Thresholds and Methodology, December 2023.

- New Residential Structures: 0.5 PPV
- Modern Industrial/Commercial Buildings: 0.5 PPV

4.0 EXISTING CONDITIONS

4.1 Ambient Transportation Noise Levels

As noted in the Noise Element of the City General Plan, transportation systems are a primary source of urban noise. Management of noise from the most significant of these sources (aircraft, trains and freeways) is generally preempted by federal and state authority. Primary municipal authority is regulation of land use. Management of noise emanating from freeways is generally within the authority of federal and state jurisdictions, namely, the Federal Highway Administration (FHWA) and Caltrans. Existing sources of transportation noise in the Project vicinity include traffic on Hyperion Avenue and North Hoover Street.

4.2 Ambient Noise Levels

LAMC Chapter XI, Noise Regulation, Section 111.03 provides presumed ambient noise levels based on zoning. The site is zoned Commercial and Residential, so the presumed ambient daytime noise level for the Project site would be 50 dB and the presumed ambient nighttime noise level would be 40 dB.

To establish existing noise conditions in the Project vicinity, Envicom Corporation (Envicom) staff measured ambient noise levels using a Larson Davis LxT sound level meter meeting the American National Standards Institute (ANSI) S1.4 Class 1 standard in intervals of at least 15 minutes (short term, or ST) at three locations. Envicom also obtained a 24-hour (long term, or LT) measurement at one location on June 28, 2023 to measure nighttime levels and 24-hour variations in noise levels. The results of ambient noise measurements at the Project site are provided in **Table 4-1, Ambient Noise Measurements** and **Table 4-2, 24-Hour Noise Levels at LT1**, and their locations are shown in **Figure 2, Noise Measurement Locations**. During these measurements, measured average wind speeds ranged from 0.7 miles per hour (mph) to 1.7 mph and maximum wind speeds ranged from 3.0 mph to 5.5 mph. Temperatures ranged from 71.8° Fahrenheit (F) to 77.9° F and humidity ranged from 46.8% to 57.3%. As shown in Table 4-1, measured ambient 15-minute noise levels on the Project site and Project vicinity range from 54.4 dB to 70.2 dB Leq. As shown on Tables 4-1 and 4-2, measured noise levels at LT1 at the southern portion of Project site, range from ambient hourly averages of 41.5 dB to 59.5 dB Leq with a 24-hour average noise level of 57.3 dB CNEL.

4.3 Ambient Vibration Levels

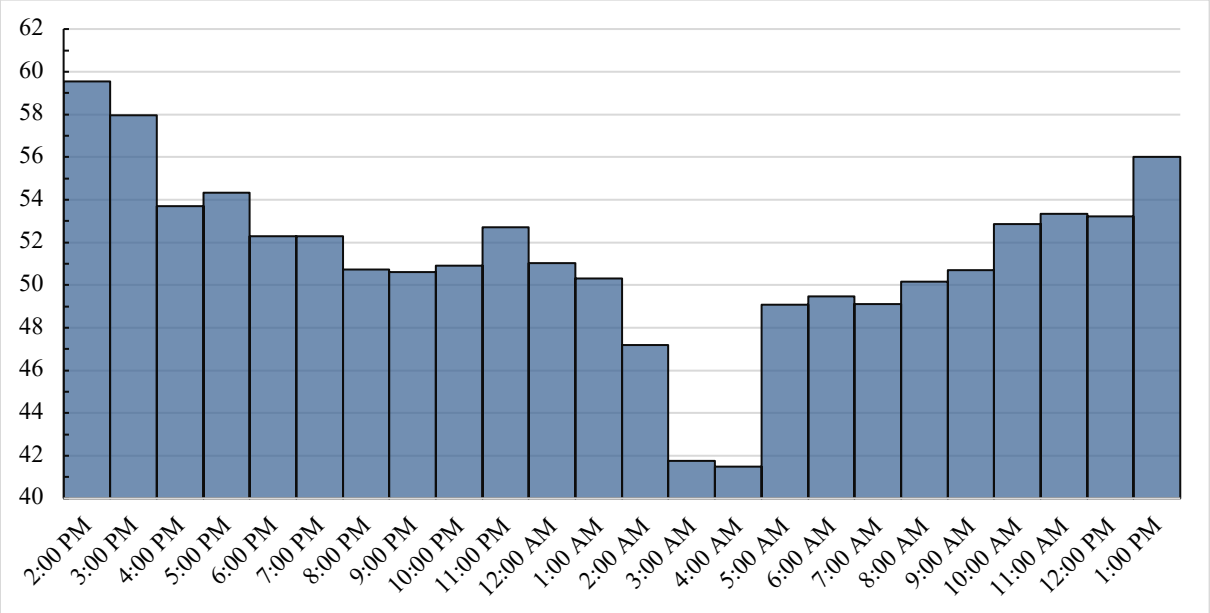
Traffic on roadways in the project vicinity, including heavy trucks traveling on a highway, are unlikely to generate substantial levels of groundbourne vibration. There are no sources of substantial vibration levels in the project area under existing conditions.

Table 4-1
Ambient Noise Measurements

Number	Location	Time and Date	dB Leq[1]	dB CNEL	Primary Noise Sources
ST1	West of the Project site, in front of the residence at 1717 N. Berendo Street	11:30 a.m. – 11:47 a.m., 6/28/2023	54.4	N/A	Traffic on Hollywood Boulevard
ST2	East of the Project site adjacent to the northwest corner of 4739 Hollywood Boulevard, on N. New Avenue Hampshire Road	11:02 a.m. – 11:18 a.m., 6/28/2023	55.8	N/A	Distant traffic on Hollywood Boulevard
ST3	Southeast of Project site, in front of the church at 4747 Hollywood Boulevard	10:36 a.m. – 10:52 p.m., 6/28/2023	70.2	N/A	Distant traffic on Hollywood Boulevard
LT1	Northern portion of Project site, approximately 220 feet from the center of the closest travel lane of Hollywood Boulevard	2:00 p.m., 6/28/2023– 2:00 p.m., 6/29/2023	41.5 – 59.5 [a]	57.3	Distant traffic on Hollywood Boulevard

Source: Envicom Corporation, field visits June 28 and June 29, 2023. Measured using a Larson Davis LxT Sound Level Meter meeting the ANSI S1.4 Class 1 standard.
[1] Leq is the average noise level equivalent to the energy content of the time period.
[a] Range of hourly averages (Leq) from 24-hour measurement.
N/A = Not Applicable

Table 4-2
24-Hour Noise Levels at LT1





Source: Google Earth Pro, Aug. 1, 2021.

envicom

Noise Measurement Locations

FEET 0 35 70

FIGURE 2

5.0 THRESHOLDS OF SIGNIFICANCE

The State CEQA Guidelines Appendix G Environmental Checklist Form includes the following questions regarding noise generation:

- 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?
- Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?
- For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?

Local noise standards presented in the City's General Plan and/or codified in the LAMC (introduced above in Regulatory Setting) and relied on in this analysis to determine whether the Project would exceed the CEQA threshold, include the following:

5.1 Standards for Increase in Ambient Noise Levels

Construction Noise

Los Angeles CEQA Thresholds Update

As Project construction activities would occur during typical work hours and not between 7:00 P.M. and 7:00 A.M. Monday through Friday, between 6:00 P.M. and 8:00 A.M. on Saturdays, or anytime on Sundays or national holidays, construction activities that exceed 80 dBA Leq (8-hour) or more at a noise sensitive use would be significant.

Los Angeles Municipal Code

LAMC Section 112.05 sets a noise standard for construction equipment of 75 dBA at 50 feet. LAMC Section 112.05 also specifies that "Said noise limitations shall not apply where compliance therewith is technically infeasible," and defines "technical infeasibility" as meaning that noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

Operational Noise

Local General Plan

The Noise Element of the City General Plan considers noise levels less than 60 dB CNEL to be normally acceptable for residential multifamily use, and noise levels of up to 70 dB CNEL are considered conditionally acceptable for residential uses if noise insulation features[13] are included in project design. For the adjacent multifamily residences, noise levels below 60 dB CNEL are normally acceptable and noise levels below 70 dB CNEL are conditionally acceptable.

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

[13] The City's General Plan Noise Element notes that "Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice."

between 10:00 p.m. and 7:00 a.m. Gas powered blowers are prohibited within 500 feet of a residence at any time.

5.1.2 Standards for Excessive Groundborne Vibration

For the purpose of analyzing groundborne vibration impacts, the following analysis relies on the threshold of 0.3 PPV in/sec for older residential buildings as the threshold of significance for the residential buildings in the vicinity. The school is analyzed using the threshold of 0.5 PPV in/sec for modern industrial/commercial buildings. The analysis uses the threshold of 0.25 PPV in/sec for historic buildings for the adjacent church to the east, because it is a historic building (see Table 3-3).

5.1.3 Standards for Airport Noise

For projects located within two miles of a public airport, a conditionally acceptable sound exposure up to 65 dB CNEL for multifamily residential uses is the threshold of significance from the Noise Element of the City General Plan.

6.0 IMPACT ANALYSIS

6.1 Noise Level Increases in Excess of Applicable Standards

The following analysis evaluates the potential noise levels resulting from the Project during construction and operations. The analysis then considers whether these effects would exceed applicable standards and/or thresholds of significance.

Construction Noise

Construction Equipment Noise

A conceptual construction fleet list of equipment anticipated to be used onsite during construction is presented in **Table 6-1, Construction Equipment Noise Levels.** Based on the Construction Noise Handbook prepared by the FHWA, which includes a national database of construction equipment noise levels, Table 6-1 identifies the highest (Lmax) noise levels associated with the equipment types anticipated to be used for construction of the project at a distance of 50 feet between the equipment and receptor.

Table 6-1
Construction Equipment Noise Levels

Phase	Quantity and Equipment Type[1]	Lmax at 50 ft (dB) [2, 3]	Usage Factor (U.F.) [3]	Leq at 50 feet (dB)
Site Preparation	2 Tractor/Loader/Backhoe	78	40	74.0
Grading (including soil export)	1 Excavator	81	40	77.0
	1 Dozer	82	40	78.0
	2 Loaders	79	40	75.0
Building Construction	1 Drill Rig	84	20	77.0
	1 Crane	81	16	73.0
	3 Forklifts	75	20	68.0
	2 Loaders	79	40	75.0
	6 Concrete Trucks	79	20	75.0
	1 Concrete Pump	81	50	78.0
Paving	1 Backhoe	78	40	74.0
	1 Paver	77	50	74.0
	2 Cement/Mortar Mixers	80	50	77.0
	1 Roller	80	20	73.0
Architectural Coating (Painting)	2 Air Compressors	78	40	74.0

[1] Source of equipment: Lazer Properties, email communication.
[2] Lmax levels are for individual equipment pieces. Each piece of equipment would operate at a distance from other equipment.
[3] Source: Federal Highway Administration, Construction Noise Handbook, 2006, Ch. 9, Construction Equipment Noise Levels and Ranges.

As shown on Table 6-1, some of the project construction equipment would generate noise levels exceeding 75 dB at a distance of 50 feet. Therefore, as regulatory compliance, the project would be required to use mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment, to the extent technically feasible. Mufflers may reduce construction equipment noise levels by 5-10 dBA,[14] but this reduction has conservatively not been assumed in the calculations in this analysis.

[14] United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, Table V, Noise Control for Construction Equipment, December 31. 1971.

Construction activities would occur in phases such as site preparation, grading, building construction, paving, and architectural coating, with each phase involving the use of different types or numbers of construction equipment. Therefore, the equipment shown in Table 6-1 would only need to be operated during the specific phase indicated in the table, rather than all at once. Because decibels are logarithmic units, sound levels from multiple sources cannot be added by ordinary arithmetic means. For example, when the sound pressure level of two sources is equal, the resulting noise level is 3 dB greater than the noise level of one source. Thus, the calculations in Table 6-1 consider a "usage factor" that accounts for this.

Standard, industry-wide noise attenuation regulatory compliance measures (RCMs) and construction "best practices" in urban or otherwise noise-sensitive areas would be incorporated into the Project's construction activities:

RCM-NO-1 (Demolition, Grading, and Construction Activities):

The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331[15] and 161,574[16] and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

RCM-NO-2 (Hours of Construction):

Pursuant to LAMC Section 41.40(a) and (c), construction activity at the project site would be restricted to 7:00 a.m. to 9:00 p.m. on weekdays, 8:00 a.m. to 6:00 p.m. on Saturdays or national holidays, and prohibited on Sundays.

As part of the project, standard, industry-wide noise attenuation RCMs and construction "best practices" in urban or otherwise noise-sensitive areas would be incorporated into the Project's construction activities. Temporary construction barriers would be placed along the northern edge of the project site facing the multifamily residences, the northern portion of the western edge facing the residences across N. Berendo Street, and the eastern edge facing the multifamily residences on N. New Hampshire Street, the church on Hollywood Boulevard, and the school across N. New Hampshire Street as part of Project Design Feature 1 (PDF-NO-1) (Temporary Construction Noise Barrier), discussed below. Noise barriers can be reasonably be expected to achieve noise reductions of up to 20 dB depending on height and material. A tall barrier would be required to achieve such reductions, especially considering that the multifamily residential buildings to the north and west have second floor dwelling units and the building to the north is also above the existing grade of the project site. Taller noise barriers can be feasibly achieved by using prefabricated barrier products or by mounting acoustical blanketing or other materials on a rigid framework.

PDF-NO-1 (Temporary Construction Noise Barrier)

All barriers shall be of sufficient linear extent to obscure the line of sight from the project construction equipment and the affected sensitive receptors. Barriers shall be free of gaps or holes, and shall be designed as follows:

Northern Barrier. A temporary construction barrier along the entire northern edge of the Project site facing the multifamily residences will be in place during the Project construction (including grading and building construction). The barrier will be least 21 feet in height above the project site existing grade level at the northern edge of the Project Site. The barrier will be made of a material

[15] Los Angeles Municipal Code, Chapter XI, Noise Regulation, Added by Ordinance No. 144,331, Effective March 2, 1973.
[16] Los Angeles Municipal Code, Section 112.03, Construction Noise, Amended by Ordinance No. 161,574, Effective September 8, 1986.

with a Sound Transmission Class (STC) rating of at least STC-33 or a transmission loss of at least 23 decibels (dB) at 500 hertz. Such a barrier would provide a noise reduction of 13 dB.[17]

Eastern Barrier. A temporary construction barrier along the eastern edge of the project site facing the multifamily residences on N. New Hampshire Street, the church on Hollywood Boulevard, and the school across N. New Hampshire Street will be in place during the Project construction (including site preparation, grading, building construction, and paving), excluding architectural coating. The barrier will be least 8 feet in height above the existing grade level of the eastern edge of the Project site. The barrier will be made of a material with a Sound Transmission Class (STC) rating of at least STC-30 or a transmission loss of at least 20 decibels (dB) at 500 hertz. Such a barrier would provide a noise reduction of 10 dB at the church, 9 dB at the multifamily residences, and 6 dB at the school.

PDF-NO-2 (Noise Minimization)

The Project contractor(s) shall employ state-of-the-art noise minimization strategies when using mechanized construction equipment. Construction activities shall be scheduled and coordinated so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. Construction equipment shall not idle when not in use. The contractor shall place noise construction equipment as far from the Project Site edges as practicable.

PDF-NO-3 (Noise Control Devices)

Noise-generating equipment operated at the Project Site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

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

PDF-NO-4 (Evening Construction Prohibition)

Exterior construction activity will not occur between the hours of 7:00 p.m. and 9:00 p.m. on weekdays, in addition to the restrictions of RCM-NO-2.

The increase in ambient noise levels during Project construction, with the barrier plan in place, is shown below in **Table 6-2, Construction Noise Levels at Sensitive Receptors**. The RCNM construction noise model is shown in **Appendix A, Noise Calculation Worksheets.** The nearest sensitive receptors during construction would be the multifamily residences to the north, northeast, and west and the church and school to the east.

[17] A barrier's noise-reducing potential is equal to its transmission loss value minus 10 dBA.

Table 6-2
Construction Noise Levels at Sensitive Receptors

Noise Sensitive Land Use	Direction and Location	Distance (feet) [1]	Phase	Project Construction Noise Levels without Barrier (dB Leq 8-hour) [2]	Barrier Insertion Loss (dB) [3, 4]	Project Construct-ion Noise Levels with Barrier (dB Leq 8-hour) [3]	Noise Threshold (dB Leq 8-hour)	Exceedance?
Multi-family Residences	North, N. Berendo Street	15	Site Prep.	76.4	0	76.4	80	No
			Grading	83.2	13	70.2	80	No
			Building Con.	81.3	13	68.3	80	No
			Paving	79.6	0	79.6	80	No
			Arch. Coating	65.0	0	65.0	80	No
Multi-family Residences	West, N. Berendo Street	80	Site Prep.	67.5	0	67.5	80	No
			Grading	73.8	0	73.8	80	No
			Building Con.	74.4	0	74.4	80	No
			Paving	71.6	0	71.6	80	No
			Arch. Coating	62.0	0	62.0	80	No
Multi-family Residences [4]	Northeast, N. New Hampshire Avenue	90	Site Prep.	63.2	9	54.2	80	No
			Grading	69.7	9	60.7	80	No
			Building Con.	69.4	9	60.4	80	No
			Paving	67.0	9	58.0	80	No
			Arch. Coating	56.0	0	56.0	80	No
School [4]	East, N. New Hampshire Avenue	250	Site Prep.	61.0	6	55.0	80	No
			Grading	67.1	6	61.1	80	No
			Building Con.	68.2	6	62.2	80	No
			Paving	65.2	6	59.2	80	No
			Arch. Coating	56.0	0	56.0	80	No
Church	East, Hollywood Boulevard	<10	Site Prep.	80.3	10	70.3	80	No
			Grading	87.1	10	77.1	80	No
			Building Con.	85.5	10	75.5	80	No
			Paving	83.7	10	73.7	80	No
			Arch. Coating	70.0	0	70.0	80	No

Source of equipment: Lazer Properties, email communication; Source of calculations: Envicom Corporation, June 2024.

[1] Distance from center of construction activity to the affected structure.

[2] Average noise levels are generated using FHWA RCNM. Consistent with City guidance, the loudest piece of equipment for each construction phase is modeled for one (1) hour at the edge of the Site and for its remaining hours at the center of the Site, while the other equipment is modeled at the center of the site..

[3] Construction noise levels include reductions from temporary construction noise barriers along the northern and eastern edges of the Project site, implemented as a project design feature.

[4] The noise barrier reductions at the multifamily residences to the northeast and the school to the east are due to the temporary noise barriers required for other sensitive receptors. Construction noise levels at these sensitive receptors would not exceed the threshold of 80 dB Leq 8-hour, even without a barrier, as shown in the fifth column of this table

As shown on Table 6-2, with the Project's temporary construction noise barrier feature, the Project construction activities would not result in 8-hour average noise levels of 80 dBA Leq or more at the nearest sensitive receptors. In addition, the Project noise barriers would ensure compliance with LAMC Section 112.05. Therefore, Project construction noise impacts would be less than significant.

Construction Traffic Noise

In addition to noise from on-site operation of construction equipment, Project construction would produce noise from off-site vehicular traffic. The primary source of construction traffic noise would be hauling truck trips. Section 112.05 of the LAMC does not regulate noise levels from vehicles on public roadways, including road legal trucks, such as delivery vehicles, concrete mixing trucks, pumping trucks, and haul trucks. However, the operation of these vehicles would still comply with the construction hours restrictions set forth by Section 41.40 of the LAMC. In addition, the Project's hauling trucks would use major roadways and freeways, which already carry large volumes of vehicle traffic, including trucks. Based on the required soil export, the Project would temporarily add an estimated 104 truck trips per day on the roadways during the grading phase.[18] Hollywood Boulevard, east of Berendo Street currently has 20,730 daily vehicle trips, as discussed later in this report. Other roadways that haul trucks would use would be major roadways or freeways with similar or greater numbers of vehicle trips. The project truck trips would not substantially increase the number of vehicles on the roadways and accordingly would not have the potential to substantially increase average traffic noise levels. Therefore, off-site noise impacts from Project construction traffic would be less than significant.

Operation

Traffic Noise

Upon completion, Project-generated vehicle trips would cause an incremental increase in traffic noise levels on local streets throughout the Project area. Doubling the number of noise sources would produce a 3 dB increase in the noise level. Therefore, a doubling of traffic volumes would generally be required to result in a 3 dB increase in noise. The Project transportation study prepared by Gibson Transportation Consulting, Inc. provided traffic volumes on local roadways in the project vicinity for the existing year (2023) and future year (2026) without the Project and with the Project.[19] Future traffic volumes include cumulative trips from related projects.[20] The peak hour intersection turn volumes from the traffic counts were tabulated to obtain roadway segment volumes. The resulting peak hour traffic volumes were multiplied by a typical factor of 10 to estimate Average Daily Traffic (ADT). Traffic noise levels were modeled based on ADT, roadway widths, and vehicle speeds using the FHWA RD-77-108 model[21] with the California-specific vehicle noise (CALVENO) curves,[22] as shown in Appendix A, Noise Calculation Worksheets. **Table 6-3, Project-Related Traffic Noise** shows existing baseline traffic noise levels, traffic noise levels with the Project, and the Project-related traffic noise increase.

[18] 20,000 cubic yards / 16 cubic yards/truck = 1,250 truck loads or 2,500 one-way truck trips; 2,500 truck trips / 24 days = 104 truck trips/day. Envicom Corporation, Air Quality Impact Analysis, Appendix A: CalEEMod Version 2022.1.1.21 Computer Model Output, March 2024.

[19] Gibson Transportation Consulting, Inc., Transportation Assessment for 4773 Hollywood Boulevard, Hollywood, California, February 2024.

[20] Gibson Transportation Consulting, Inc., Transportation Assessment for 4773 Hollywood Boulevard, Hollywood, California, February 2024.

[21] Federal Highway Administration, FHWA Highway Traffic Noise Prediction Model, January 1, 1978.

[22] Hendriks, Rudolf W., California Vehicle Noise Emission Levels, 1985.

Table 6-3
Project-Related Traffic Noise

Roadway Segment	Existing Daily Trips	Existing Traffic Noise (dB CNEL)	Existing With Project Daily Trips	Existing With Project Traffic Noise (dB CNEL)	Project-Related Traffic Noise Increase (dB CNEL)
Berendo Street, south of Franklin Ave	1,080	47.7	1,300	48.5	0.8
Franklin Ave, east of Berendo Street	12,990	62.6	13,070	62.6	0.0
Franklin Ave, west of Berendo Street	12,310	62.4	12,450	62.4	0.0
Vermont Ave, north of Franklin Ave	12,330	64.2	12,380	64.3	0.0
Vermont Ave, south of Franklin Ave	13,550	64.6	13,550	64.6	0.0
Franklin Ave, east of Vermont Ave	11,900	63.9	11,940	63.9	0.0
Franklin Ave, west of Vermont Ave	11,820	63.9	11,910	63.9	0.0
Berendo Street, north of Hollywood Blvd	1,380	48.8	1,590	49.4	0.6
Hollywood Blvd, east of Berendo Street	20,730	66.1	20,800	66.1	0.0
Hollywood Blvd, west of Berendo Street	21,150	66.2	21,290	66.2	0.0
New Hampshire Ave, north of Hollywood Blvd	1,680	49.6	1,680	49.6	0.0
Hollywood Blvd, east of New Hampshire Ave	20,200	66.0	20,270	66.0	0.0
Hollywood Blvd, west of New Hampshire Ave	20,520	66.1	20,590	66.1	0.0

Source: Envicom Corporation, February 2024, based on Federal Highway Administration, FHWA Highway Traffic Noise Prediction Model, January 1, 1978.
Traffic Data Source: Gibson Transportation Consulting, Inc., Transportation Assessment for 4773 Hollywood Boulevard, Hollywood, California, February 2024.
Note: Noise levels shown are modelled at a distance of 50 feet from the center of the outermost travel lane.

As shown in Table 6-3, the Project-related noise increases would be up to 0.8 dB on Berendo Street and 0.0 dB on other roadways. These noise level increases would be less than 1 dB and would not be perceptible to the human ear, even in a controlled laboratory environment. Therefore, the Project's potential traffic-related permanent increases in ambient noise levels would be less than significant.

Cumulative traffic noise increases are shown on **Table 6-4, Cumulative Traffic Noise**. As shown on Table 6-4, cumulative noise increases on Berendo Street would be 1.3 dB and 1.6 dB. These noise level increases would be less than 3 dB and would not be perceptible to the human ear in a typical outdoor environment. Cumulative noise level increases on other roadways would be 0.2 dB or less, which would not be a

perceptible increase to the human ear, even in a controlled laboratory environment. In addition, those increases would be due to the related projects and not the Project. Therefore, the cumulative potential traffic-related permanent increases in ambient noise levels would be less than significant.

Table 6-4
Cumulative Traffic Noise

Roadway Segment	Existing Daily Trips	Existing Traffic Noise (dB CNEL)	Future With Project Daily Trips	Future With Project Traffic Noise (dB CNEL)	Cumulative Traffic Noise Increase (dB CNEL)
Berendo Street, south of Franklin Ave	1,080	47.7	1,550	49.3	1.6
Franklin Ave, east of Berendo Street	12,990	62.6	13,550	62.8	0.2
Franklin Ave, west of Berendo Street	12,310	62.4	12,960	62.6	0.2
Vermont Ave, north of Franklin Ave	12,330	64.2	12,810	64.4	0.2
Vermont Ave, south of Franklin Ave	13,550	64.6	13,970	64.8	0.1
Franklin Ave, east of Vermont Ave	11,900	63.9	12,330	64.1	0.2
Franklin Ave, west of Vermont Ave	11,820	63.9	12,350	64.1	0.2
Berendo Street, north of Hollywood Blvd	1,380	48.8	1,860	50.1	1.3
Hollywood Blvd, east of Berendo Street	20,730	66.1	21,500	66.3	0.2
Hollywood Blvd, west of Berendo Street	21,150	66.2	22,080	66.4	0.2
New Hampshire Ave, north of Hollywood Blvd	1,680	49.6	1,730	49.8	0.1
Hollywood Blvd, east of New Hampshire Ave	20,200	66.0	20,950	66.2	0.2
Hollywood Blvd, west of New Hampshire Ave	20,520	66.1	21,280	66.2	0.2

Source: Envicom Corporation, February 2024, based on Federal Highway Administration, FHWA Highway Traffic Noise Prediction Model, January 1, 1978.
Traffic Data Source: Gibson Transportation Consulting, Inc., Transportation Assessment for 4773 Hollywood Boulevard, Hollywood, California, February 2024.
Note: Noise levels shown are modelled at a distance of 50 feet from the center of the outermost travel lane.

Landscape Maintenance Noise

During operations, the Project could result in the periodic use of landscaping maintenance equipment such as backpack blowers, hedge trimmers, etc., for upkeep of landscaping or planters. Contractors would reasonably be expected to conduct routine maintenance during daytime hours, therefore avoiding the period when such equipment noise is restricted between 10:00 p.m. and 7:00 a.m. within a residential zone or

within 500 feet of a residence at any time, as required by LAMC Section 112.04. Therefore, the Project's potential noise effects due to periodic routine maintenance of outdoor landscaping would be less than significant.

Stationary Equipment Noise

The Project would introduce stationary noise sources in the form of roof-mounted HVAC units. Noise is most audible where there is a direct line-of-sight from the source to the receiver. Any solid barrier that breaks the line-of-sight between the source and the receiver greatly reduces the noise levels from the source because most of the acoustical energy is either reflected back in the direction of the source, scattered, or absorbed by the barrier. The remaining acoustical energy must travel through the barrier or be diffracted over or around the barrier to be heard, both of which reduce acoustical energy transmitted to the receiver. The Project's roof-mounted equipment would be six stories above grade, in which case the building itself acts as a barrier since the equipment would not have a line of sight to a person at ground level or on an inhabited floor of any building in the immediate vicinity. In addition, the equipment would be located behind the building parapet, which would ensure that the units cannot be seen from any vantage point that is not at or above the elevation of the building roof.

The proposed HVAC units would also be required to comply with the City's noise ordinance standards within the LAMC. LAMC Section 112.02, prohibits any HVAC unit from exceeding the ambient noise level on any other occupied property by more than 5 dBA, as discussed in RCM-NO-3.

RCM-NO-3 (**HVAC Noise**):

> Pursuant to LAMC Section 112.02, no project HVAC unit would exceed the ambient noise level on any other occupied property by more than 5 dBA.

HVAC noise levels at sensitive receptors were calculated, as shown in Appendix A, and the results of these calculations are shown in **Table 6-5, Daytime HVAC Noise Levels** and **Table 6-6, Nighttime HVAC Noise Levels**. Noise levels were conservatively calculated at the second floors of the residential buildings, which are the highest floors of these buildings. Existing ambient daytime and nighttime noise levels at the residences to the north and northeast were conservatively based on the lowest hourly average daytime and nighttime ambient noise levels measured at LT1, shown on Table 4-2. Existing ambient daytime noise levels at the residences to the west were conservatively based on measured off-peak daytime noise levels at ST1 (shown on Table 4-1) and existing nighttime noise levels were based on ST1 adjusted to the pattern of LT1 (shown on Table 4-2). Existing ambient daytime noise levels at the school to the east were conservatively based on measured off-peak daytime noise levels at ST2, (shown on Table 4-1), and existing nighttime noise levels were based on ST2 adjusted to the pattern of LT1 (shown on Table 4-2). Existing ambient daytime noise levels at the church to the east were conservatively based on measured off-peak daytime noise levels at ST3 and existing nighttime noise levels were based on ST3 adjusted to the pattern of LT1 (shown on Table 4-2).

As shown on Tables 6-5 and 6-6, HVAC noise-related permanent increases in ambient noise levels would be less than 5 dB at the nearest sensitive receptors and would comply with LAMC Section 112.02 as part of RCM-NO-3. All other sensitive receptors would experience lower noise levels because they are further away. In addition, noise level increases of less than 5 dB would not be readily perceptible increases. Therefore, the potential noise effects from stationary equipment would be less than significant.

Table 6-5
Daytime HVAC Noise Levels

Noise-Sensitive Land Use	Total Project HVAC Noise Levels (dB Leq)	Existing Ambient Noise Levels (dB Leq)	Project HVAC Plus Ambient (dB Leq)	Project Increment (dB Leq)	Exceeds 5 dB?
Multifamily Residences to the North	36.2	49.1	49.3	0.2	No
Multifamily Residences to the West	29.2	54.4	54.4	0.0	No
Multifamily Residences to the Northeast	30.7	49.1	49.1	0.1	No
School to the East	23.2	55.8	55.8	0.0	No
Church to the East	36.3	70.2	70.2	0.0	No
Source: Envicom Corporation, October 2023.					

Table 6-6
Nighttime HVAC Noise Levels

Noise-Sensitive Land Use	Total Project HVAC Noise Levels (dB Leq)	Existing Ambient Noise Levels (dB Leq)	Project HVAC Plus Ambient (dB Leq)	Project Increment (dB Leq)	Exceeds 5 dB?
Multifamily Residences to the North	36.2	41.5	42.6	1.1	No
Multifamily Residences to the West	29.2	42.5	42.7	0.2	No
Multifamily Residences to the Northeast	30.7	41.5	41.8	0.3	No
School to the East	23.2	43.9	43.9	0.0	No
Church to the East	36.3	58.8	58.8	0.0	No
Source: Envicom Corporation, October 2023. Note: The church and school are not expected to typically operate during nighttime, as defined by LAMC, Section 111.03 (10:00 p.m. to 7:00 a.m.).					

Parking Structure Noise

The Project proposes enclosed automobile parking consisting of a partially subterranean floor and part of the ground floor. As the parking is enclosed, sensitive receptors would be shielded from parking. Any short-lived instantaneous noise levels from the parking entrance and ramp would be similar to noise levels already occurring in the vicinity from on-street parking and existing parking lots and would not increase ambient average noise levels due to their short duration. Therefore, the Project's potential noise effects due to parking structure noise would be less than significant.

6.2 Groundborne Vibration

Construction

Construction Equipment Vibration

Construction generates groundborne vibration when heavy equipment travels over unpaved surfaces or engages in soil movement; however, the ground surface dampens groundborne vibration over a short distance. The Project would not use impact pile driving and would use cast in drilled hole (CIDH) piles for the deep foundation of the Project building, which would result in lower vibration levels. As part of the Project, standard, industry-wide noise attenuation RCMs and construction "best practices" in urban or otherwise vibration-sensitive areas would be incorporated into the Project's construction activities.

PDF-NO-5 (Vibration Minimization):

The Project contractor(s) shall not operate certain equipment within specified distances from off-site structures. Project plans shall specify the following restricted areas, noting that:

- No vibratory rollers shall operate within 20 feet of any off-site structure or within 23 feet of the church to the east at 4759 Hollywood Boulevard. Within this distance, a non-vibratory roller shall be used instead.
- No large bulldozers shall operate within 12 feet of any off-site structure or within 13 feet of the church to the east at 4759 Hollywood Boulevard. Within this distance, smaller equipment shall be used instead.
- No loaded trucks travelling on unpaved surfaces shall operate within 11 feet of any off-site structure or within 12 feet of the church to the east at 4759 Hollywood Boulevard.

PDF-NO-6 (Vibration Monitoring):

Vibration monitoring shall be employed at the existing historic church building at 4759 Hollywood Boulevard on the eastern property line. This structure shall be surveyed and monitored for movement. Surveys and monitoring shall be conducted from within the Project site and public right of way.

Prior to site preparation, the Applicant shall retain the services of an acoustical engineer or other qualified professional to develop and implement a structural monitoring program during construction. The performance standards of the structural monitoring program shall include the following:

- Documentation, consisting of video and/or photographic documentation of accessible and visible areas on the exterior of the affected buildings.
- A registered civil engineer, certified engineering geologist, or vibration control engineer shall review the appropriate vibration criteria for the identified building, taking into consideration its age, construction, condition, and other factors related to vibration sensitivity in order to develop additional recommendations for the structural monitoring program.
- Vibration sensors shall be installed near the identified building to monitor for horizontal and vertical movement. These sensors shall remain in place for the duration of site preparation, grading, excavation, deep foundation (cast in drilled hole pile) installation, building construction, and paving.
- The vibration sensors shall be equipped with real-time warning system capabilities that can immediately alert construction supervisors when monitored vibration levels approach or exceed threshold limits. The registered civil engineer, certified engineering geologist, or vibration control engineer shall determine the appropriate limits.
- Should an exceedance of vibration thresholds occur, work in the vicinity of the affected area shall be halted and the building shall be inspected for any damage. Results of the inspection shall be logged. In the event that damage occurs, the damage shall be repaired in consultation with a qualified preservation consultant. In the event of an exceedance, feasible steps to reduce vibratory levels shall be undertaken, such as halting/staggering concurrent activities and utilizing lower-vibratory techniques.

Construction generates groundborne vibration when heavy equipment travels over unpaved surfaces or engages in soil movement; however, the ground surface dampens ground-borne vibration over a relatively short distance. The reference vibration levels at 25 feet between the source and receptor from the FTA

Noise and Vibration Impact Assessment Manual may be used in the following formulas to calculate PPV in/sec for other distances.[23]

$$PPV_{equipment} = PPV_{ref} * (25/D)^{1.5}$$

Where:

- *$PPV_{equipment}$ = peak particle velocity (PPV) in inches/second of the equipment adjusted for distance*
- *PPV_{ref} = reference vibration level (PPV) in inches/second at 25 feet*
- *D = distance from the equipment to the receiver*

The predicted vibration levels generated by construction equipment is provided in terms of PPV in/sec and VdB in **Table 6-7, Groundborne Vibration Levels from Project Construction Equipment**.

Table 6-7
Groundborne Vibration Levels from Project Construction Equipment

Affected Structure	Equipment	Reference Vibration Levels at 25 ft (PPV in/sec) [1]	Attenuated Vibration Levels at Nearest Structure		Thresh-old	Exceedance?
			Distance (ft) [2]	PPV in/sec		
Garage of Multifamily Residences to the North	Vibratory Roller	0.21	20	0.293	0.3	No
	Caisson Drilling	0.089	12	0.268	0.3	No
	Large Bulldozer	0.089	12	0.268	0.3	No
	Loaded Trucks	0.076	11	0.260	0.3	No
Multifamily Residences to the North	Vibratory Roller	0.21	20	0.293	0.3	No
	Caisson Drilling	0.089	12	0.268	0.3	No
	Large Bulldozer	0.089	12	0.268	0.3	No
	Loaded Trucks	0.076	11	0.260	0.3	No
Multifamily Residences to the West	Vibratory Roller	0.21	80	0.037	0.3	No
	Caisson Drilling	0.089	80	0.016	0.3	No
	Large Bulldozer	0.089	80	0.016	0.3	No
	Loaded Trucks	0.076	80	0.013	0.3	No
Multifamily Residences to the Northeast	Vibratory Roller	0.21	35	0.127	0.3	No
	Caisson Drilling	0.089	45	0.037	0.3	No
	Large Bulldozer	0.089	35	0.054	0.3	No
	Loaded Trucks	0.076	35	0.046	0.3	No
School to the East	Vibratory Roller	0.21	250	0.007	0.5	No
	Caisson Drilling	0.089	250	0.003	0.5	No
	Large Bulldozer	0.089	250	0.003	0.5	No
	Loaded Trucks	0.076	250	0.002	0.5	No

[23] U.S. Department of Transportation, Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, September 2018.

Affected Structure	Equipment	Reference Vibration Levels at 25 ft (PPV in/sec) [1]	Attenuated Vibration Levels at Nearest Structure		Thresh-old	Exceedance?
			Distance (ft) [2]	PPV in/sec		
Church to the East	Vibratory Roller	0.21	23	0.238	0.25	No
	Caisson Drilling	0.089	13	0.237[a]	0.25	No
	Large Bulldozer	0.089	13	0.237	0.25	No
	Loaded Trucks	0.076	12	0.229	0.25	No

Source: Envicom Corporation, June 2024.

[1] U.S. Department of Transportation, Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, September 2018.

[2] Distance from the edge of equipment operation. Distances for vibratory rollers, loaded trucks, and large bulldozers reflect PDF-NO-5 (Vibration Minimization), which limits the distance that vibratory rollers, large bulldozers, and loaded trucks (on unpaved surfaces) would operate from the multifamily residences to the north at 1722-1724 ½ N. Berendo Street, their associated garage, and the church to the east at 4759 Hollywood Boulevard.

[a] In the event CIDH pile installation is required closer than 13 feet to the church at 4759 Hollywood Boulevard, PDF-NO-6 would control vibration levels such that they would still not exceed the FTA criteria for buildings extremely susceptible to vibration damage, 0.12 PPV in/sec.

As shown on Table 6-7, Project construction would not exceed the respective criteria for potential building damage at the nearest buildings. All other buildings would experience lower vibration levels because they are further away. As the Project's vibration impacts would not result in structural damage and structural vibration impacts would be considered less than significant.

Regarding potential human annoyance, vibration levels would be the temporary and intermittent. In addition, RCM-NO-2 would ensure compliance with Section 41.40 of the LAMC, limiting construction to 7:00 a.m. to 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays, thereby excluding hours when people typically sleep. Therefore, human annoyance vibration impacts would be considered less than significant.

Construction Traffic Vibration

In addition to noise from on-site operation of construction equipment, Project construction would potentially create vibration from off-site vehicular traffic. The primary source of potential vibration levels would be hauling truck trips. These truck trips would be limited to the hours of construction allowed by Section 41.40 of the LAMC, 7:00 a.m. to 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays, as ensured by RCM-NO-2.

Vehicle traffic, including trucks, on smooth roadways rarely, if ever, results in perceptible vibration levels.[24] Most complaints about vibration from trucks are due to the rattling of windows or items affixed to walls, which is usually the result of airborne noise rather than groundborne vibration.[25] The Project's hauling trucks would use major roadways and freeways, which already carry large volumes of vehicle traffic, including trucks, and thus buildings and residents along the route would not be exposed to higher vibration levels than the low levels that they currently experience. The timing of truck hauling would also avoid the hours when people typically sleep. Vibration from project construction traffic would be far below the levels

[24] California Department of Transportation, Transportation and Construction Vibration Guidance Manual, Report No. CT-HWANP-RT-20-365.01.01, April 2020.

[25] U.S. Department of Transportation, Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, September 2018.

that could potentially damage buildings and would not create substantial human annoyance. Therefore, off-site vibration impacts from Project construction traffic would be less than significant.

Operation

After construction is complete, and the proposed mixed-use building is occupied, Project operations would be similar to surrounding uses and would not include any sources of substantial groundborne vibration. Therefore, groundborne vibration from Project operations would be further below applicable thresholds.

6.3 Airport Noise

A project located within the vicinity of a private airstrip or an airport land use plan, or where such plan has not been adopted, within two miles of a public airport or public use airport, may result in a significant impact if the project would expose people residing or working in the project area to excessive noise levels. The Project site is not located within two miles of a public airport or public use airport. The project is not located in the vicinity of a private airstrip. The nearest airport to the project site is the Hollywood Burbank Airport, 7.0 miles away, to the northwest. Los Angeles International Airport (LAX) is 11.8 miles away, to the southwest. The site does not fall into the land use plan area, influence area, or 65 dBA CNEL contour of any airport.[26] Therefore, the Project would not result in the exposure of residents or those working in the project area to excessive noise levels from a private airstrip or public airport.

[26] Los Angeles County Airport Land Use Commission, Los Angeles County Airport Land Use Plan. December 19, 1991. Revised December 1, 2004.

7.0 CONCLUSIONS

As evaluated above, the Project's potential noise effects during construction and operations would not exceed the City's applicable noise standards, with the incorporation of the following regulatory compliance and Project design features:

RCM-NO-1 (Demolition, Grading, and Construction Activities):

The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331[27] and 161,574[28] and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

RCM-NO-2 (**Hours of Construction**):

Pursuant to LAMC Section 41.40(a) and (c) construction activity at the project site would be restricted to 7:00 a.m. to 9:00 p.m. on weekdays, 8:00 a.m. to 6:00 p.m. on Saturdays or national holidays, and prohibited on Sundays.

RCM-NO-3 (**HVAC Noise**):

Pursuant to LAMC Section 112.02, no project HVAC unit would exceed the ambient noise level on any other occupied property by more than 5 dBA.

PDF-NO-1 (Temporary Construction Noise Barrier):

All barriers shall be of sufficient linear extent to obscure the line of sight from the Project construction equipment and the affected sensitive receptors. Barriers shall be free of gaps or holes, and shall be designed as follows:

Northern Barrier: A temporary construction barrier along the entire northern edge of the Project site facing the multifamily residences will be in place during the Project construction (including grading and building construction). The barrier will be least 21 feet in height above the Project site existing grade level at the northern edge of the Project site. The barrier will be made of a material with a Sound Transmission Class (STC) rating of at least STC-33 or a transmission loss of at least 23 decibels (dB) at 500 hertz. Such a barrier would provide a noise reduction of 13 dB.

Eastern Barrier: A temporary construction barrier along the eastern edge of the Project site facing the multifamily residences on N. New Hampshire Street, the church on Hollywood Boulevard, and the school across N. New Hampshire Street will be in place during the Project construction (including site preparation, grading, building construction, and paving), excluding architectural coating. The barrier will be least 8 feet in height above the existing grade level at the eastern edge of the Project Site. The barrier will be made of a material with a Sound Transmission Class (STC) rating of at least STC-30 or a transmission loss of at least 20 decibels (dB) at 500 hertz. Such a barrier would provide a noise reduction of 10 dB at the church, 9 dB at the multifamily residences, and 6 dB at the school.

[27] Los Angeles Municipal Code, Chapter XI, Noise Regulation, Added by Ordinance No. 144,331, Effective March 2, 1973.
[28] Los Angeles Municipal Code, Section 112.03, Construction Noise, Amended by Ordinance No. 161,574, Effective September 8, 1986.

PDF-NO-2 (Noise Minimization):

The Project contractor(s) shall employ state-of-the-art noise minimization strategies when using mechanized construction equipment. Construction activities shall be scheduled and coordinated so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. Construction equipment shall not idle when not in use. The contractor shall place noise construction equipment as far from the Project Site edges as practicable.

PDF-NO-3 (Noise Control Devices):

Noise-generating equipment operated at the Project Site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

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

PDF-NO-4 (Evening Construction Prohibition):

Construction activity will not occur between the hours of 7:00 p.m. and 9:00 p.m. on weekdays, in addition to the restrictions of RCM-NO-2.

Based upon the analysis above, the Project's potential vibration during construction and operations would not exceed the applicable vibration standards, with the incorporation of the following Project design features:

PDF-NO-5 (Vibration Minimization):

The Project contractor(s) shall not operate certain equipment within specified distances from off-site structures. Project plans shall specify the following restricted areas, noting that:

- No vibratory rollers shall operate within 20 feet of any off-site structure within 23 feet of the church to the east at 4759 Hollywood Boulevard. Within this distance, a non-vibratory roller shall be used instead.
- No large bulldozers shall operate within 12 feet of any off-site structure or within 13 feet of the church to the east at 4759 Hollywood Boulevard. Within this distance, smaller equipment shall be used instead.
- No loaded trucks travelling on unpaved surfaces shall operate within 11 feet of any off-site structure or within 12 feet of the church to the east at 4759 Hollywood Boulevard.

PDF-NO-6 (Vibration Monitoring):

Vibration monitoring shall be employed at the existing historic church building at 4759 Hollywood Boulevard on the eastern property line. This structure shall be surveyed and monitored for movement. Surveys and monitoring shall be conducted from within from within the Project site and public right of way.

Prior to site preparation, the Applicant shall retain the services of an acoustical engineer or other qualified professional to develop and implement a structural monitoring program during

construction. The performance standards of the structural monitoring program shall include the following:

- Documentation, consisting of video and/or photographic documentation of accessible and visible areas on the exterior of the affected buildings.
- A registered civil engineer, certified engineering geologist, or vibration control engineer shall review the appropriate vibration criteria for the identified building, taking into consideration its age, construction, condition, and other factors related to vibration sensitivity in order to develop additional recommendations for the structural monitoring program.
- Vibration sensors shall be installed near the identified building to monitor for horizontal and vertical movement. These sensors shall remain in place for the duration of site preparation, grading, excavation, deep foundation (cast in drilled hole pile) installation, building construction, and paving.
- The vibration sensors shall be equipped with real-time warning system capabilities that can immediately alert construction supervisors when monitored vibration levels approach or exceed threshold limits. The registered civil engineer, certified engineering geologist, or vibration control engineer shall determine the appropriate limits.
- Should an exceedance of vibration thresholds occur, work in the vicinity of the affected area shall be halted and the building shall be inspected for any damage. Results of the inspection shall be logged. In the event that damage occurs, the damage shall be repaired in consultation with a qualified preservation consultant. In the event of an exceedance, feasible steps to reduce vibratory levels shall be undertaken, such as halting/staggering concurrent activities and utilizing lower-vibratory techniques.

Therefore, the proposed infill mixed-use residential and commercial development would not result in significant noise and vibration impacts.

APPENDIX A

Noise Calculation Worksheets

4773 Hollywood Mixed-Use Project
Appendix A: Noise Calculation Worksheets
Construction Noise

Receptor:	Residences to the North														
Phase	Equipment	RCNM Equipment	No.	Measured Noise at 50 feet (dBA Lmax)	Hourly Usage Factor [1]	Hourly Average Noise Level at 50 feet (dBA Leq)	Hours/day	8-hour Average Noise Level at 50 feet (dBA Leq 8-hr)	Distance (ft)	Construction Equipment Leq 8-hour (dBA) Without Barrier	Total Noise Level (dBA Leq 8-hour) Without Barrier	Barrier Insertion Loss (dBA)	Construction Equipment Leq 8-hour (dBA)	Total Noise Level (dBA Leq 8-hour)	Exceedance? (Yes/No)
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	1	65.0	15	75.4		0	75.4		
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	7	73.4	120	65.8		0	65.8		
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	8	74.0	120	66.4	76.4	0	66.4	76.4	No
Grading	Excavator	Excavator	1	81	40	77.0	8	77.0	120	69.4		13	56.4		
Grading	Rubber Tired Dozers	Dozer	1	85	40	81.0	1	72.0	15	82.4		13	69.4		
Grading	Rubber Tired Dozers	Dozer	1	85	40	81.0	5	79.0	120	71.4		13	58.4		
Grading	Loader	Front End Loader	1	80	40	76.0	7	75.4	120	67.8		13	54.8		
Grading	Loader	Front End Loader	1	79	40	75.0	7	74.4	120	66.8	83.2	13	53.8	70.2	No
Building Construction	Concrete Pump	Pumps	1	81	50	78.0	1	69.0	15	79.4		13	66.4		
Building Construction	Bore/Drill Rigs	Auger Drill Rig	1	84	20	77.0	6	75.8	120	68.2		13	55.2		
Building Construction	Cranes	Crane	1	81	16	73.0	4	70.0	120	62.4		13	49.4		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	120	59.2		13	46.2		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	120	59.2		13	46.2		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	120	59.2		13	46.2		
Building Construction	Tractors/Loaders/Backhoes	Front End Loader	1	79	40	75.0	7	74.4	120	66.8		13	53.8		
Building Construction	Tractors/Loaders/Backhoes	Front End Loader	1	79	40	75.0	7	74.4	120	66.8		13	53.8		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	120	64.4		13	51.4		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	120	64.4		13	51.4		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	120	64.4		13	51.4		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	120	64.4		13	51.4		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	120	64.4		13	51.4		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	120	64.4		13	51.4		
Building Construction	Concrete Pump	Pumps	1	81	50	78.0	7	77.4	120	69.8	81.3	13	56.8	68.3	No
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	1	68.0	15	78.4		0	78.4		
Paving	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	7	73.4	120	65.8		0	65.8		
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	5	74.9	120	67.3		0	67.3		
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	6	75.7	120	68.1		0	68.1		
Paving	Pavers	Paver	1	77	50	74.0	7	73.4	120	65.8		0	65.8		
Paving	Rollers	Roller	1	80	20	73.0	7	72.4	120	64.8	79.6	0	64.8	79.6	No
Architectural Coating	Air Compressors	Compressor (Air)	1	78	40	74.0	1	65.0	15	75.4		0	75.4		
Architectural Coating	Air Compressors	Compressor (Air)	1	78	40	74.0	5	72.0	120	64.4	65.0	0	64.4	65.0	No

Note: Hours of equipment operation were obtained from the CalEEMod data in the Project Air Quality Impact Analysis. Consistent with City guidance, the loudest piece of equipment for each construction phase is modeled for one (1) hour at the edge of the Site and for its remaining hours at the center of the Site, while the other equipment is modeled at the center of the site.

4773 Hollywood Mixed-Use Project
Appendix A: Noise Calculation Worksheets
Construction Noise

Receptor:	Residences to the West														
Phase	Equipment	RCNM Equipment	No.	Measured Noise at 50 feet (dBA Lmax)	Hourly Usage Factor [1]	Hourly Average Noise Level at 50 feet (dBA Leq)	Hours/day	8-hour Average Noise Level at 50 feet (dBA Leq 8-hr)	Distance (ft)	Construction Equipment Leq 8-hour (dBA) Without Barrier	Total Noise Level (dBA Leq 8-hour) Without Barrier	Barrier Insertion Loss (dBA)	Construction Equipment Leq 8-hour (dBA)	Total Noise Level (dBA Leq 8-hour)	Exceedance? (Yes/No)
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	1	65.0	80	60.9		0	60.9		
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	7	73.4	165	63.1		0	63.1		
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	8	74.0	165	63.7	67.5	0	63.7	67.5	No
Grading	Excavator	Excavator	1	81	40	77.0	8	77.0	165	66.7		0	66.7		
Grading	Rubber Tired Dozers	Dozer	1	85	40	81.0	1	72.0	80	67.9		0	67.9		
Grading	Rubber Tired Dozers	Dozer	1	85	40	81.0	5	79.0	165	68.6		0	68.6		
Grading	Loader	Front End Loader	1	80	40	76.0	7	75.4	165	65.1		0	65.1		
Grading	Loader	Front End Loader	1	79	40	75.0	7	74.4	165	64.1	73.8	0	64.1	73.8	No
Building Construction	Concrete Pump	Pumps	1	81	50	78.0	1	69.0	80	64.9		0	64.9		
Building Construction	Bore/Drill Rigs	Auger Drill Rig	1	84	20	77.0	6	75.8	165	65.4		0	65.4		
Building Construction	Cranes	Crane	1	81	16	73.0	4	70.0	165	59.7		0	59.7		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	165	56.4		0	56.4		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	165	56.4		0	56.4		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	165	56.4		0	56.4		
Building Construction	Tractors/Loaders/Backhoes	Front End Loader	1	79	40	75.0	7	74.4	165	64.1		0	64.1		
Building Construction	Tractors/Loaders/Backhoes	Front End Loader	1	79	40	75.0	7	74.4	165	64.1		0	64.1		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	165	61.6		0	61.6		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	165	61.6		0	61.6		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	165	61.6		0	61.6		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	165	61.6		0	61.6		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	165	61.6		0	61.6		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	165	61.6		0	61.6		
Building Construction	Concrete Pump	Pumps	1	81	50	78.0	7	77.4	165	67.0	74.4	0	67.0	74.4	No
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	1	68.0	80	63.9		0	63.9		
Paving	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	7	73.4	165	63.1		0	63.1		
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	5	74.9	165	64.6		0	64.6		
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	6	75.7	165	65.4		0	65.4		
Paving	Pavers	Paver	1	77	50	74.0	7	73.4	165	63.0		0	63.0		
Paving	Rollers	Roller	1	80	20	73.0	7	72.4	165	62.1	71.6	0	62.1	71.6	No
Architectural Coating	Air Compressors	Compressor (Air)	1	78	40	74.0	1	65.0	80	60.9		0	60.9		
Architectural Coating	Air Compressors	Compressor (Air)	1	78	40	74.0	5	72.0	165	61.6	62.0	0	61.6	62.0	No

Note: Hours of equipment operation were obtained from the CalEEMod data in the Project Air Quality Impact Analysis. Consistent with City guidance, the loudest piece of equipment for each construction phase is modeled for one (1) hour at the edge of the Site and for its remaining hours at the center of the Site, while the other equipment is modeled at the center of the site.

4773 Hollywood Mixed-Use Project
Appendix A: Noise Calculation Worksheets
Construction Noise

Receptor:	Residences to the Northeast														
Phase	Equipment	RCNM Equipment	No.	Measured Noise at 50 feet (dBA Lmax)	Hourly Usage Factor [1]	Hourly Average Noise Level at 50 feet (dBA Leq)	Hours/day	8-hour Average Noise Level at 50 feet (dBA Leq 8-hr)	Distance (ft)	Construction Equipment Leq 8-hour (dBA) Without Barrier	Total Noise Level (dBA Leq 8-hour) Without Barrier	Barrier Insertion Loss (dBA)	Construction Equipment Leq 8-hour (dBA)	Total Noise Level (dBA Leq 8-hour)	Exceedance? (Yes/No)
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	1	65.0	90	59.9		9	50.9		
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	7	73.4	325	57.2		9	48.2		
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	8	74.0	325	57.8	63.2	9	48.8	54.2	No
Grading	Excavator	Excavator	1	81	40	77.0	8	77.0	325	60.8		9	51.8		
Grading	Rubber Tired Dozers	Dozer	1	85	40	81.0	1	72.0	90	66.9		9	57.9		
Grading	Rubber Tired Dozers	Dozer	1	85	40	81.0	5	79.0	325	62.7		9	53.7		
Grading	Loader	Front End Loader	1	80	40	76.0	7	75.4	325	59.2		9	50.2		
Grading	Loader	Front End Loader	1	79	40	75.0	7	74.4	325	58.2	69.7	9	49.2	60.7	No
Building Construction	Concrete Pump	Pumps	1	81	50	78.0	1	69.0	90	63.9		9	54.9		
Building Construction	Bore/Drill Rigs	Auger Drill Rig	1	84	20	77.0	6	75.8	325	59.5		9	50.5		
Building Construction	Cranes	Crane	1	81	16	73.0	4	70.0	325	53.8		9	44.8		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	325	50.5		9	41.5		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	325	50.5		9	41.5		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	325	50.5		9	41.5		
Building Construction	Tractors/Loaders/Backhoes	Front End Loader	1	79	40	75.0	7	74.4	325	58.2		9	49.2		
Building Construction	Tractors/Loaders/Backhoes	Front End Loader	1	79	40	75.0	7	74.4	325	58.2		9	49.2		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	325	55.8		9	46.8		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	325	55.8		9	46.8		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	325	55.8		9	46.8		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	325	55.8		9	46.8		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	325	55.8		9	46.8		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	325	55.8		9	46.8		
Building Construction	Concrete Pump	Pumps	1	81	50	78.0	7	77.4	325	61.2	69.4	9	52.2	60.4	No
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	1	68.0	90	62.9		9	53.9		
Paving	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	7	73.4	325	57.2		9	48.2		
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	5	74.9	325	58.7		9	49.7		
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	6	75.7	325	59.5		9	50.5		
Paving	Pavers	Paver	1	77	50	74.0	7	73.4	325	57.2		9	48.2		
Paving	Rollers	Roller	1	80	20	73.0	7	72.4	325	56.2	67.0	9	47.2	58.0	No
Architectural Coating	Air Compressors	Compressor (Air)	1	78	40	74.0	1	65.0	90	59.9		9	50.9		
Architectural Coating	Air Compressors	Compressor (Air)	1	78	40	74.0	5	72.0	325	55.7	56.0	0	55.7	56.0	No

Note: Hours of equipment operation were obtained from the CalEEMod data in the Project Air Quality Impact Analysis. Consistent with City guidance, the loudest piece of equipment for each construction phase is modeled for one (1) hour at the edge of the Site and for its remaining hours at the center of the Site, while the other equipment is modeled at the center of the site.

4773 Hollywood Mixed-Use Project
Appendix A: Noise Calculation Worksheets
Construction Noise

Receptor:	School to the East														
Phase	Equipment	RCNM Equipment	No.	Measured Noise at 50 feet (dBA Lmax)	Hourly Usage Factor [1]	Hourly Average Noise Level at 50 feet (dBA Leq)	Hours/day	8-hour Average Noise Level at 50 feet (dBA Leq 8-hr)	Distance (ft)	Construction Equipment Leq 8-hour (dBA) Without Barrier	Total Noise Level (dBA Leq 8-hour) Without Barrier	Barrier Insertion Loss (dBA)	Construction Equipment Leq 8-hour (dBA)	Total Noise Level (dBA Leq 8-hour)	Exceedance? (Yes/No)
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	1	65.0	250	51.0		6	45.0		
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	7	73.4	325	57.2		6	51.2		
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	8	74.0	325	57.8	61.0	6	51.8	55.0	No
Grading	Excavator	Excavator	1	81	40	77.0	8	77.0	325	60.8		6	54.8		
Grading	Rubber Tired Dozers	Dozer	1	85	40	81.0	1	72.0	250	58.0		6	52.0		
Grading	Rubber Tired Dozers	Dozer	1	85	40	81.0	5	79.0	325	62.7		6	56.7		
Grading	Loader	Front End Loader	1	80	40	76.0	7	75.4	325	59.2		6	53.2		
Grading	Loader	Front End Loader	1	79	40	75.0	7	74.4	325	58.2	67.1	6	52.2	61.1	No
Building Construction	Concrete Pump	Pumps	1	81	50	78.0	1	69.0	250	55.0		6	49.0		
Building Construction	Bore/Drill Rigs	Auger Drill Rig	1	84	20	77.0	6	75.8	325	59.5		6	53.5		
Building Construction	Cranes	Crane	1	81	16	73.0	4	70.0	325	53.8		6	47.8		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	325	50.5		6	44.5		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	325	50.5		6	44.5		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	325	50.5		6	44.5		
Building Construction	Tractors/Loaders/Backhoes	Front End Loader	1	79	40	75.0	7	74.4	325	58.2		6	52.2		
Building Construction	Tractors/Loaders/Backhoes	Front End Loader	1	79	40	75.0	7	74.4	325	58.2		6	52.2		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	325	55.8		6	49.8		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	325	55.8		6	49.8		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	325	55.8		6	49.8		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	325	55.8		6	49.8		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	325	55.8		6	49.8		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	325	55.8		6	49.8		
Building Construction	Concrete Pump	Pumps	1	81	50	78.0	7	77.4	325	61.2	68.2	6	55.2	62.2	No
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	1	68.0	250	54.0		6	48.0		
Paving	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	7	73.4	325	57.2		6	51.2		
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	5	74.9	325	58.7		6	52.7		
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	6	75.7	325	59.5		6	53.5		
Paving	Pavers	Paver	1	77	50	74.0	7	73.4	325	57.2		6	51.2		
Paving	Rollers	Roller	1	80	20	73.0	7	72.4	325	56.2	65.2	6	50.2	59.2	No
Architectural Coating	Air Compressors	Compressor (Air)	1	78	40	74.0	1	65.0	250	51.0		0	51.0		
Architectural Coating	Air Compressors	Compressor (Air)	1	78	40	74.0	5	72.0	325	55.7	56.0	0	55.7	56.0	No

Note: Hours of equipment operation were obtained from the CalEEMod data in the Project Air Quality Impact Analysis. Consistent with City guidance, the loudest piece of equipment for each construction phase is modeled for one (1) hour at the edge of the Site and for its remaining hours at the center of the Site, while the other equipment is modeled at the center of the site.

4773 Hollywood Mixed-Use Project
Appendix A: Noise Calculation Worksheets
Construction Noise

Receptor:	Church to the East														
Phase	Equipment	RCNM Equipment	No.	Measured Noise at 50 feet (dBA Lmax)	Hourly Usage Factor [1]	Hourly Average Noise Level at 50 feet (dBA Leq)	Hours/day	8-hour Average Noise Level at 50 feet (dBA Leq 8-hr)	Distance (ft)	Construction Equipment Leq 8-hour (dBA) Without Barrier	Total Noise Level (dBA Leq 8-hour) Without Barrier	Barrier Insertion Loss (dBA)	Construction Equipment Leq 8-hour (dBA)	Total Noise Level (dBA Leq 8-hour)	Exceedance? (Yes/No)
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	1	65.0	10	79.0		10	69.0		
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	7	73.4	65	71.2		10	61.2		
Site Preparation	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	8	74.0	65	71.7	80.3	10	61.7	70.3	No
Grading	Excavator	Excavator	1	81	40	77.0	8	77.0	65	74.7		10	64.7		
Grading	Rubber Tired Dozers	Dozer	1	85	40	81.0	1	72.0	10	86.0		10	76.0		
Grading	Rubber Tired Dozers	Dozer	1	85	40	81.0	5	79.0	65	76.7		10	66.7		
Grading	Loader	Front End Loader	1	80	40	76.0	7	75.4	65	73.2		10	63.2		
Grading	Loader	Front End Loader	1	79	40	75.0	7	74.4	65	72.2	87.1	10	62.2	77.1	No
Building Construction	Concrete Pump	Pumps	1	81	50	78.0	1	69.0	10	82.9		10	72.9		
Building Construction	Bore/Drill Rigs	Auger Drill Rig	1	84	20	77.0	6	75.8	65	73.5		10	63.5		
Building Construction	Cranes	Crane	1	81	16	73.0	4	70.0	65	67.8		10	57.8		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	65	64.5		10	54.5		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	65	64.5		10	54.5		
Building Construction	Forklifts	Man Lift	1	75	20	68.0	6	66.8	65	64.5		10	54.5		
Building Construction	Tractors/Loaders/Backhoes	Front End Loader	1	79	40	75.0	7	74.4	65	72.2		10	62.2		
Building Construction	Tractors/Loaders/Backhoes	Front End Loader	1	79	40	75.0	7	74.4	65	72.2		10	62.2		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	65	69.7		10	59.7		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	65	69.7		10	59.7		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	65	69.7		10	59.7		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	65	69.7		10	59.7		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	65	69.7		10	59.7		
Building Construction	Concrete Trucks	Concrete Mixer Truck	1	79	40	75.0	4	72.0	65	69.7		10	59.7		
Building Construction	Concrete Pump	Pumps	1	81	50	78.0	7	77.4	65	75.1	85.5	10	65.1	75.5	No
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	1	68.0	10	81.9		10	71.9		
Paving	Tractors/Loaders/Backhoes	Backhoe	1	78	40	74.0	7	73.4	65	71.2		10	61.2		
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	5	74.9	65	72.7		10	62.7		
Paving	Cement and Mortar Mixers	Drum Mixer	1	80	50	77.0	6	75.7	65	73.5		10	63.5		
Paving	Pavers	Paver	1	77	50	74.0	7	73.4	65	71.1		10	61.1		
Paving	Rollers	Roller	1	80	20	73.0	7	72.4	65	70.2	83.7	10	60.2	73.7	No
Architectural Coating	Air Compressors	Compressor (Air)	1	78	40	74.0	1	65.0	10	79.0		0	79.0		
Architectural Coating	Air Compressors	Compressor (Air)	1	78	40	74.0	5	72.0	65	69.7	70.0	0	69.7	70.0	No

Note: Hours of equipment operation were obtained from the CalEEMod data in the Project Air Quality Impact Analysis. Consistent with City guidance, the loudest piece of equipment for each construction phase is modeled for one (1) hour at the edge of the Site and for its remaining hours at the center of the Site, while the other equipment is modeled at the center of the site.

4773 Hollywood Project
Appendix A: Noise Calculation Worksheets
Noise Barrier Calculations: Construction

Barrier	Northern Property Line		Eastern Property Line		Eastern Property Line		Eastern Property Line
Receptor	Residences (2F), North		Residences (2F), NE		School, East		Church, East
Sources	Construction		Construction		Construction		Construction
Barrier Height (m)	6.40		2.44		2.44		2.44
Barrier Elevation (m)	0.00		0.00		0.00		0.00
Source Height (m)	2.00		2.00		2.00		2.00
Source Elevation (m)	0.00		0.00		0.00		0.00
Receptor Height (m)	1.52		1.52		1.52		1.52
Receptor Elevation (m)	5.49		3.05		0.00		0.00
Source to Barrier Horizontal Distance (m)	34.15		35.06		21.34		19.82
Barrier to Receiver Horizontal Distance (m)	2.44		25.91		77.74		3.05
Source to Receiver Horizontal Distance (m)	36.59		60.98		99.09		22.87
A (Source to Barrier Path) (m)	34.43		35.06		21.35		19.82
B (Barrier to Receiver Path) (m)	2.51		26.00		77.75		3.18
C (Barrier Width) (m)	0.00		0.00		0.00		0.00
Frequency (Hertz)	500		500		500		500
Wavelength (m)	0.686		0.686		0.686		0.686
Fresnel Number	1.04		0.26		0.03		0.41
Barrier Reduction (dBA)	**13**		**9**		**6**		**10**

Source: Envicom Corporation, June 2024.
Calculations based on: Bies, David A. and Hansen, Colin H., Engineering Noise Control, Third Edition, 2006.
Source Elevation is based on building height above ground level at the northern edge of the site.

m = meters, dBA= A-weighted decibels, 2F = Second Floor

4773 Hollywood Project
Appendix A: Noise Calculation Worksheets
FHWA RD-77-108 Traffic Noise Model

Scenario	Roadway	ADT	Speed (mph)	# of Lanes	Median Width (ft)	Near-Far Lane Center Distance (ft)	Distance CL (ft)	Model Distance from Center of Nearest Lane (ft)	Receptor Distance: Far Lane Center (ft)	Receptor: Equiv-alent Distance (ft)	Average Leq(1hour) by Time (dB)			CNEL (dB)	Distance (ft) from Centerline to CNEL Contour		
											Day	Evening	Night		70 dB	65 dB	60 dB
Existing	Berendo Street, south of Franklin Ave	1,080	15	2	0	12	56	50	62	56	46.8	41.5	39.0	**47.7**	<50	<50	<50
Existing	Franklin Ave, east of Berendo Street	12,990	25	2	0	12	56	50	62	56	61.5	57.6	53.7	**62.6**	<50	<50	84
Existing	Franklin Ave, west of Berendo Street	12,310	25	2	0	12	56	50	62	56	61.3	57.4	53.5	**62.4**	<50	<50	81
Existing	Vermont Ave, north of Franklin Ave	12,330	35	4	0	36	68	50	86	66	63.0	60.1	55.2	**64.2**	<50	60	130
Existing	Vermont Ave, south of Franklin Ave	13,550	35	4	0	36	68	50	86	66	63.4	60.5	55.6	**64.6**	<50	64	139
Existing	Franklin Ave, east of Vermont Ave	11,900	30	2	0	12	56	50	62	56	62.8	59.3	55.0	**63.9**	<50	<50	102
Existing	Franklin Ave, west of Vermont Ave	11,820	30	2	0	12	56	50	62	56	62.8	59.3	54.9	**63.9**	<50	<50	102
Existing	Berendo Street, north of Hollywood Blvd	1,380	15	2	0	12	56	50	62	56	47.9	42.6	40.0	**48.8**	<50	<50	<50
Existing	Hollywood Blvd, east of Berendo Street	20,730	35	4	10	46	73	50	96	69	64.9	62.0	57.1	**66.1**	<50	87	187
Existing	Hollywood Blvd, west of Berendo Street	21,150	35	4	10	46	73	50	96	69	65.0	62.1	57.2	**66.2**	<50	88	190
Existing	New Hampshire Ave, north of Hollywood Blvd	1,680	15	2	0	12	56	50	62	56	48.7	43.4	40.9	**49.6**	<50	<50	<50
Existing	Hollywood Blvd, east of New Hampshire Ave	20,200	35	4	10	46	73	50	96	69	64.8	61.9	57.0	**66.0**	<50	85	184
Existing	Hollywood Blvd, west of New Hampshire Ave	20,520	35	4	10	46	73	50	96	69	64.9	62.0	57.1	**66.1**	<50	86	186
Existing WP	Berendo Street, south of Franklin Ave	1,300	15	2	0	12	56	50	62	56	47.6	42.3	39.8	**48.5**	<50	<50	<50
Existing WP	Franklin Ave, east of Berendo Street	13,070	25	2	0	12	56	50	62	56	61.6	57.7	53.7	**62.6**	<50	<50	84
Existing WP	Franklin Ave, west of Berendo Street	12,450	25	2	0	12	56	50	62	56	61.4	57.5	53.5	**62.4**	<50	<50	81
Existing WP	Vermont Ave, north of Franklin Ave	12,380	35	4	0	36	68	50	86	66	63.0	60.1	55.2	**64.3**	<50	61	131
Existing WP	Vermont Ave, south of Franklin Ave	13,550	35	4	0	36	68	50	86	66	63.4	60.5	55.6	**64.6**	<50	64	139
Existing WP	Franklin Ave, east of Vermont Ave	11,940	30	2	0	12	56	50	62	56	62.8	59.3	55.0	**63.9**	<50	<50	102
Existing WP	Franklin Ave, west of Vermont Ave	11,910	30	2	0	12	56	50	62	56	62.8	59.3	55.0	**63.9**	<50	<50	102
Existing WP	Berendo Street, north of Hollywood Blvd	1,590	15	2	0	12	56	50	62	56	48.5	43.2	40.7	**49.4**	<50	<50	<50
Existing WP	Hollywood Blvd, east of Berendo Street	20,800	35	4	10	46	73	50	96	69	64.9	62.0	57.1	**66.1**	<50	87	188
Existing WP	Hollywood Blvd, west of Berendo Street	21,290	35	4	10	46	73	50	96	69	65.0	62.1	57.2	**66.2**	<50	88	191
Existing WP	New Hampshire Ave, north of Hollywood Blvd	1,680	15	2	0	12	56	50	62	56	48.7	43.4	40.9	**49.6**	<50	<50	<50
Existing WP	Hollywood Blvd, east of New Hampshire Ave	20,270	35	4	10	46	73	50	96	69	64.8	61.9	57.0	**66.0**	<50	86	184
Existing WP	Hollywood Blvd, west of New Hampshire Ave	20,590	35	4	10	46	73	50	96	69	64.9	62.0	57.1	**66.1**	<50	86	186
Future	Berendo Street, south of Franklin Ave	1,330	15	2	0	12	56	50	62	56	47.7	42.4	39.9	**48.6**	<50	<50	<50
Future	Franklin Ave, east of Berendo Street	13,470	25	2	0	12	56	50	62	56	61.7	57.8	53.9	**62.8**	<50	<50	86
Future	Franklin Ave, west of Berendo Street	12,820	25	2	0	12	56	50	62	56	61.5	57.6	53.7	**62.6**	<50	<50	83
Future	Vermont Ave, north of Franklin Ave	12,760	35	4	0	36	68	50	86	66	63.2	60.3	55.4	**64.4**	<50	62	133
Future	Vermont Ave, south of Franklin Ave	13,970	35	4	0	36	68	50	86	66	63.6	60.6	55.7	**64.8**	<50	66	142
Future	Franklin Ave, east of Vermont Ave	12,290	30	2	0	12	56	50	62	56	62.9	59.5	55.1	**64.1**	<50	<50	104
Future	Franklin Ave, west of Vermont Ave	12,260	30	2	0	12	56	50	62	56	62.9	59.4	55.1	**64.0**	<50	<50	104
Future	Berendo Street, north of Hollywood Blvd	1,650	15	2	0	12	56	50	62	56	48.6	43.3	40.8	**49.6**	<50	<50	<50
Future	Hollywood Blvd, east of Berendo Street	21,430	35	4	10	46	73	50	96	69	65.1	62.1	57.2	**66.3**	<50	89	191
Future	Hollywood Blvd, west of Berendo Street	21,940	35	4	10	46	73	50	96	69	65.2	62.2	57.3	**66.4**	<50	90	194
Future	New Hampshire Ave, north of Hollywood Blvd	1,730	15	2	0	12	56	50	62	56	48.8	43.5	41.0	**49.8**	<50	<50	<50
Future	Hollywood Blvd, east of New Hampshire Ave	20,880	35	4	10	46	73	50	96	69	65.0	62.0	57.1	**66.2**	<50	87	188
Future	Hollywood Blvd, west of New Hampshire Ave	21,210	35	4	10	46	73	50	96	69	65.0	62.1	57.2	**66.2**	<50	88	190
Future WP	Berendo Street, south of Franklin Ave	1,550	15	2	0	12	56	50	62	56	48.4	43.1	40.5	**49.3**	<50	<50	<50
Future WP	Franklin Ave, east of Berendo Street	13,550	25	2	0	12	56	50	62	56	61.7	57.8	53.9	**62.8**	<50	<50	86
Future WP	Franklin Ave, west of Berendo Street	12,960	25	2	0	12	56	50	62	56	61.5	57.6	53.7	**62.6**	<50	<50	83
Future WP	Vermont Ave, north of Franklin Ave	12,810	35	4	0	36	68	50	86	66	63.2	60.3	55.4	**64.4**	<50	62	134
Future WP	Vermont Ave, south of Franklin Ave	13,970	35	4	0	36	68	50	86	66	63.6	60.6	55.7	**64.8**	<50	66	142
Future WP	Franklin Ave, east of Vermont Ave	12,330	30	2	0	12	56	50	62	56	62.9	59.5	55.1	**64.1**	<50	<50	105
Future WP	Franklin Ave, west of Vermont Ave	12,350	30	2	0	12	56	50	62	56	62.9	59.5	55.1	**64.1**	<50	<50	105
Future WP	Berendo Street, north of Hollywood Blvd	1,860	15	2	0	12	56	50	62	56	49.2	43.8	41.3	**50.1**	<50	<50	<50
Future WP	Hollywood Blvd, east of Berendo Street	21,500	35	4	10	46	73	50	96	69	65.1	62.2	57.3	**66.3**	<50	89	192
Future WP	Hollywood Blvd, west of Berendo Street	22,080	35	4	10	46	73	50	96	69	65.2	62.3	57.4	**66.4**	<50	91	195
Future WP	New Hampshire Ave, north of Hollywood Blvd	1,730	15	2	0	12	56	50	62	56	48.8	43.5	41.0	**49.8**	<50	<50	<50
Future WP	Hollywood Blvd, east of New Hampshire Ave	20,950	35	4	10	46	73	50	96	69	65.0	62.0	57.1	**66.2**	<50	87	188
Future WP	Hollywood Blvd, west of New Hampshire Ave	21,280	35	4	10	46	73	50	96	69	65.0	62.1	57.2	**66.2**	<50	88	190

Source: Envicom Corporation, June 2024 based on Federal Highway Administration, FHWA Highway Traffic Noise Prediction Model, January 1, 1978.
Traffic Data Source: Gibson Transportation Consulting, Inc., Transportation Assessment for 4773 Hollywood Boulevard, Hollywood, California, February 2024.

WP = With Project, ADT = Average Daily Traffic, mph = miles per hour, ft = feet, dB = decibel, CNEL = Community Equivalent Noise Level.

Vehicle Class Fleet Mix and Time Distribution

Vehicle Class	% of Vehicle Class at Time			Vehicle Class % of Total Vehicles
	Day	Evening	Night	
Automobile	77.5%	12.9%	9.6%	97.42%
Medium Truck	84.8%	4.9%	10.3%	1.84%
Heavy Truck	86.5%	2.7%	10.8%	0.74%

4773 Hollywood Project
Appendix A: Noise Calculation Worksheets
HVAC Calculations

Receptor and Direction	Project Source	Building Floor (Source)	Number	Horizontal Distance (ft)	Source Elevation (ft)	Source Height (ft)	Receptor Elevation (ft)	Receptor Height (ft)	Diagonal Distance (ft)	Reference Noise Level (dBA)	Reference Distance (ft)	Distance Atten-uation (dBA)	Acoustic al Usage Factor	Individual Attenuated Noise Level (dBA Leq)	Parapet & Roofline Shielding Reduction (dB)	Individual Reduced Noise Level (dBA Leq)	Compos ite Noise Level	Compos ite Sound Intensit y	Day-time Amb-ient	Day-time W/Pr oject	Day-time Inc-rease	Night-time Amb-ient	Night-time W/Pr oject	Night-time Inc-rease
Multifamily Residences, North	Res. Dweilling Units	Roof	86	50.0	60.2	3.0	18.0	5.0	64	62	3.28	25.8	100.0	36.2	20	16.2	35.5	3563						
	Res. Amenity & Office	Roof	4	50.0	60.2	3.0	18.0	5.0	64	62	3.28	25.8	100.0	36.2	20	16.2	22.2	166						
	Lobby	Roof	1	50.0	60.2	3.0	18.0	5.0	64	64	3.28	25.8	100.0	38.2	20	18.2	18.2	66						
	Commercial	Roof	1	50.0	60.2	3.0	18.0	5.0	64	71	3.28	25.8	100.0	45.2	20	25.2	25.2	329						
		Total	**90**														**36.2**		49.1	49.3	0.2	41.5	42.6	1.1
Multifamily Residences, West	Res. Dweilling Units	Roof	86	135.0	60.2	3.0	10.0	5.0	143	62	3.28	32.8	100.0	29.2	20	9.2	28.5	714						
	Res. Amenity & Office	Roof	4	135.0	60.2	3.0	10.0	5.0	143	62	3.28	32.8	100.0	29.2	20	9.2	15.2	33						
	Lobby	Roof	1	135.0	60.2	3.0	10.0	5.0	143	64	3.28	32.8	100.0	31.2	20	11.2	11.2	13						
	Commercial	Roof	1	135.0	60.2	3.0	10.0	5.0	143	71	3.28	32.8	100.0	38.2	20	18.2	18.2	66						
		Total	**90**														**29.2**		54.4	54.4	0.0	42.5	42.7	0.2
Multifamily Residences, Northeast	Res. Dweilling Units	Roof	86	110.0	60.2	3.0	10.0	5.0	120	62	3.28	31.3	100.0	30.7	20	10.7	30.1	1017						
	Res Amenity & Office	Roof	4	110.0	60.2	3.0	10.0	5.0	120	62	3.28	31.3	100.0	30.7	20	10.7	16.7	47						
	Lobby	Roof	1	110.0	60.2	3.0	10.0	5.0	120	64	3.28	31.3	100.0	32.7	20	12.7	12.7	19						
	Commercial	Roof	1	110.0	60.2	3.0	10.0	5.0	120	71	3.28	31.3	100.0	39.7	20	19.7	19.7	94						
		Total	**90**														**30.7**		49.1	49.2	0.1	41.5	41.8	0.3
School, East	Res. Dweilling Units	Roof	86	280.0	60.2	3.0	0.0	5.0	286	62	3.28	38.8	100.0	23.2	20	3.2	22.5	179						
	Res Amenity & Office	Roof	4	280.0	60.2	3.0	0.0	5.0	286	62	3.28	38.8	100.0	23.2	20	3.2	9.2	8						
	Lobby	Roof	1	280.0	60.2	3.0	0.0	5.0	286	64	3.28	38.8	100.0	25.2	20	5.2	5.2	3						
	Commercial	Roof	1	280.0	60.2	3.0	0.0	5.0	286	71	3.28	38.8	100.0	32.2	20	12.2	12.2	17						
		Total	**90**														**23.2**		55.8	55.8	0.0	43.9	43.9	0.0
Church, East	Res. Dweilling Units	Roof	86	25.0	60.2	3.0	0.0	5.0	63	62	3.28	25.7	100.0	36.3	20	16.3	35.6	3655						
	Res Amenity & Office	Roof	4	25.0	60.2	3.0	0.0	5.0	63	62	3.28	25.7	100.0	36.3	20	16.3	22.3	170						
	Lobby	Roof	1	25.0	60.2	3.0	0.0	5.0	63	64	3.28	25.7	100.0	38.3	20	18.3	18.3	67						
	Commercial	Roof	1	25.0	60.2	3.0	0.0	5.0	63	71	3.28	25.7	100.0	45.3	20	25.3	25.3	338						
		Total	**90**														**36.3**		70.2	70.2	0.0	58.8	58.8	0.0

Source: Envicom Corporation, June 2024.

Source of HVAC Refence noise levels: York International Corporation, Technical Guide for SINGLE PACKAGE AIR CONDITIONER/ELECTRIC HEAT 14 SEER - R-410A - 208/230 V - 1 PHASE 2 TO 5 NOMINAL TONS MODELS: PCE4*24 TO 60. Accessed at https://www.yorknow.com/pub/media/documentation/PCE4_1ph_208-230_Gen4_Tech-Guide.pdf on July 11, 2023. Specifications for 2-Ton and 3-Ton packaged heating and cooling unit. The sound power levels (Lw) of 70 dBA and 72 dBA are equivalent to sound pressure levels of 62 dBA Leq and 64 dBA Leq at 3.28 feet, assuming half-spherical propagation of sound due to roof mounting. Bryant Corporation, Product Data for 582K/559K Legacy Line™ Single Packaged Rooftop 3 to 6 Nominal Tons, 2018. Accessed https://resource.carrierenterprise.com/is/content/Watscocom/bryant_582kj06a130a2a0aa_article_7407364701310260_en_ss on July 11, 2022. Specifications for 559K 06 5-Ton packaged heating and cooling unit. The specified sound power level (Lw) of 79 dBA is equivalent to a sound pressure level of 71 dBA Leq at 1 meter (3.28 feet), assuming a half-spherical propagation of sound due to roof mounting.

Notes:
Source Elevation is based on building height above ground level at the northern edge of the site.
The distance to HVAC was based on the conservative assumption that HVAC units would be 30 feet from the roofline for a given sensitive receptor.
Acoustical Usage factor of 100% conservatively assumes continuous HVAC operation in a given hour for all HVAC units.
The church and school are not expected to typically operate at night. Nighttime noise levels and noise level increase at these locations are provided for informational purposes.
Existing ambient daytime and nightime noise levels at the residences to the north were conservatively based on the lowest hourly average daytime and nighttime ambient noise levels measured at LT1.
Existing ambient daytime noise levels at the residences to the west were conservatively based on measured off-peak daytime noise levels at ST1 and existing nighttime noise levels were based on ST1 adjusted to the pattern of LT1.
Existing ambient daytime noise levels at the school to the east were conservatively based on measured off-peak daytime noise levels at ST2 and existing nighttime noise levels were based on ST2 adjusted to the pattern of LT1.
Existing ambient daytime noise levels at the church to the east were conservatively based on measured off-peak daytime noise levels at ST3 and existing nighttime noise levels were based on ST3 adjusted to the pattern of LT1.

4773 Hollywood Project
Appendix A: Noise Calculation Worksheets
Noise Barrier Calculations: Operational - Parapet and Roofline

Barrier	**Parapet/Roofline (North)**		**Parapet/Roofline (West)**		**Parapet/Roofline (East)**		**Parapet/Roofline (East)**		**Parapet/Roofline (East)**
Receiver	**Residences (2F)**		**Residences (2F)**		**Residences (2F)**		**Church**		**School**
Sources	**HVAC**		**HVAC**		**HVAC**		**HVAC**		**HVAC**
Barrier Height (m)	1.40		1.40		1.40		1.40		1.40
Barrier Elevation (m)	18.36		18.36		18.36		18.36		18.36
Source Height (m)	0.91		0.91		0.91		0.91		0.91
Source Elevation (m)	18.36		18.36		18.36		18.36		18.36
Receptor Height (m)	1.52		1.52		1.52		1.52		1.52
Receptor Elevation (m)	5.49		3.05		3.05		0.00		0.00
Source to Barrier Horizontal Distance (m)	9.15		11.59		4.27		5.79		5.79
Barrier to Receiver Horizontal Distance (m)	4.88		29.57		29.27		3.35		81.10
Source to Receiver Horizontal Distance (m)	14.02		41.16		33.54		9.15		86.89
A (Source to Barrier Path) (m)	9.16		11.60		4.30		5.81		5.81
B (Barrier to Receiver Path) (m)	13.65		33.25		32.97		18.55		83.12
C (Barrier Width) (m)	0.00		0.00		0.00		0.00		0.00
Frequency (Hertz)	1000		1000		1000		1000		1000
Wavelength (m)	0.343		0.343		0.343		0.343		0.343
Fresnel Number	51.2		21.5		21.8		88.7		11.9
Barrier Reduction (dBA)	**20**		**20**		**20**		**20**		**20**

Source: Envicom Corporation, June 2023.
Calculations based on: Bies, David A. and Hansen, Colin H., Engineering Noise Control, Third Edition, 2006.

m = meters, dBA= A-weighted decibels, 2F = Second Floor

4773 Hollywood Project
Appendix A: Noise Calculation Worksheets
Construction Vibration

Receptor	Direction	Equipment	PPV (in/sec) at 25 ft	Distance	PPV (in/sec)	Threshold	Exceedance
Garage	North	Vibratory Roller	0.21	20	0.293	0.3	No
Garage	North	Caisson Drilling	0.089	12	0.268	0.3	No
Garage	North	Large Bulldozer	0.089	12	0.268	0.3	No
Garage	North	Loaded Trucks	0.076	11	0.260	0.3	No
Residences	North	Vibratory Roller	0.21	20	0.293	0.3	No
Residences	North	Caisson Drilling	0.089	12	0.268	0.3	No
Residences	North	Large Bulldozer	0.089	12	0.268	0.3	No
Residences	North	Loaded Trucks	0.076	11	0.260	0.3	No
Residences	West	Vibratory Roller	0.21	80	0.037	0.3	No
Residences	West	Caisson Drilling	0.089	80	0.016	0.3	No
Residences	West	Large Bulldozer	0.089	80	0.016	0.3	No
Residences	West	Loaded Trucks	0.076	80	0.013	0.3	No
Residences	Northeast	Vibratory Roller	0.21	35	0.127	0.3	No
Residences	Northeast	Caisson Drilling	0.089	45	0.037	0.3	No
Residences	Northeast	Large Bulldozer	0.089	35	0.054	0.3	No
Residences	Northeast	Loaded Trucks	0.076	35	0.046	0.3	No
School	East	Vibratory Roller	0.21	250	0.007	0.5	No
School	East	Caisson Drilling	0.089	250	0.003	0.5	No
School	East	Large Bulldozer	0.089	250	0.003	0.5	No
School	East	Loaded Trucks	0.076	250	0.002	0.5	No
Church	East	Vibratory Roller	0.21	23	0.238	0.25	No
Church	East	Caisson Drilling	0.089	13	0.237	0.25	No
Church	East	Large Bulldozer	0.089	13	0.237	0.25	No
Church	East	Loaded Trucks	0.076	12	0.229	0.25	No

Source: Envicom Corporation, June 2024.

Reference Vibration levels from U.S. Department of Transportation, Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, September 2018.

City of Los Angeles

Los Angeles Department of Water and Power - Water System

SAR NUMBER **103957**

Fire Service Pressure Flow Report

SERVICE NUMBER **643494**

For: **4773 HOLLYWOOD BLVD** Approved Date: **12-12-2023**

Proposed Service **6 INCH** off of the

8 inch main in **BERENDO ST** on the **EAST** side approximately

100 feet **NORTH** of **NORTH** of **HOLLYWOOD BLVD** The System maximum pressure is

96 psi based on street curb elevation of **420** feet above sea level at this location.

The distance from the DWP street main to the property line is **42** feet

System maximum pressure should be used only for determining class of piping and fittings.

Residual Flow/Pressure Table for water system street main at this location

Flow (gpm)	Press. (psi)	Flow (gpm)	Press. (psi)	Flow (gpm)	Press. (psi)
0	77				
775	76				
1125	75				
1400	74				

Meter Assembly Capacities

Domestic Meters	
1 inch =	56 gpm
1-1/2 inch =	96 gpm
2 inch =	160 gpm
3 inch =	220 gpm
4 inch =	400 gpm
6 inch =	700 gpm
8 inch =	1500 gpm
10 inch =	2500 gpm

Fire Service	
2 inch =	250 gpm
4 inch =	600 gpm
6 inch =	1400 gpm
8 inch =	2500 gpm
10 inch =	5000 gpm

FM Services	
8 inch =	2500 gpm
10 inch =	5000 gpm

These values are subject to change due to changes in system facilities or demands.

Notes: Combo service approved, includes domestic demand of 6" DOM service of 700 GPM

This information will be sent to the Department of Building and Safety for plan checking.

This SAR is valid for one year from 12-12-23. Once the SAR expires, the applicant needs to re-apply and pay applicable processing fee.

For additional information contact the Water Distribution Services Section **CENTRAL (213) 367-1216**

PERLA PINEDA-LEON	PERLA PINEDA-LEON	148-198
Prepared by	**Approved by**	**Water Service Map**

City of Los Angeles
Bureau of Engineering

Sewer Capacity Availability Request (SCAR)

To: Bureau of Sanitation
The following request is submitted to you on behalf of the applicant requesting to connect to the public sewer system. Please verify that the capacity exists at the requested location for the proposed developments shown below. The results are good for 180 days from the date the sewer capacity approval from the Bureau of Sanitation. Lateral connection of development shall adhere to Bureau of Engineering Sewer Design Manual Section F 480. **If not listed in the Proposed Facility Description section of the SCAR, sewer ejector use is prohibited.**

Job Address:	**4773 W HOLLYWOOD BLVD**	Sanitation Scar ID:	**71-6869-0124**
Date Submitted	12/05/2023	Request Will Serve Letter?	Yes
BOE District:	Central District		
Applicant:	CHRISTIAN BRAGANZA		
Address:	319 Main Street	City :	El Segundo
State:	CA	Zip:	90245
Phone:	(951) 383-0690	Fax:	
Email:	christian.braganza@labibfunk.com	BPA No.	23010-10000-03540
S-Map:	469	Wye Map:	4698-3

SIMM Map - Maintenance Hole Locations

No.	Street Name	U/S MH	D/S MH	Diam. (in)	Approved Flow %	Notes
1	HOLLYWOOD BLVD	46916021	46916019	12	100.00	

Proposed Facility Description

No.	Proposed Use Description	Sewage Generation (GPD)	Unit	Qty	GPD
1	RESIDENTIAL: APT - BACHELOR	75	DU	63	4,725
2	RESIDENTIAL: APT - 1 BDRM. *6	110	DU	12	1,320
3	RESIDENTIAL: APT - 2 BDRMS *6	150	DU	11	1,650
4	RETAIL AREA (LESS THAN 100,000 SF)	25	KGSF	2,617	65
5	LOBBY OF RETAIL AREA *1	50	KGSF	1,373	69
			Proposed Total Flow (gpd):		**7,829**

Remarks 1): Approved for the maximum allowable capacity of 7,829 GPD (5.44 gpm).

Note: Results are good for 180 days from the date of approval by the Bureau of Sanitation

Date Processed: 01/08/2024 Expires On: 07/06/2024

Processed by: Albert Lew
Bureau of Sanitation
Phone: 323-342-6207
Sanitation Status: Approved
Reviewed by: Sunbula Azieh
on 01/04/2024

Submitted by: Steve Melgar
Bureau of Engineering
Central District
Phone:

Fees Collected	No	SCAR FEE	$0.00
Date Collected		SCAR Status:	**Approved**

Scar Request Number: 5538

Scar Request Number: 5538

City of Los Angeles
Bureau of Engineering

SEWER CAPACITY AVAILABILITY REVIEW FEE (SCARF) - Frequently Asked Questions

SCAR stands for Sewer Capacity Availability Review that is performed by the Department of Public Works, Bureau of Sanitation. This review evaluates the existing sewer system to determine if there is adequate capacity to safely convey sewage from proposed development projects, proposed construction projects, proposed groundwater dewatering projects and proposed increases of sewage from existing facilities. The SCAR Fee (SCARF) recovers the cost, incurred by the City, in performing the review for any SCAR request that is expected to generate 10,000 gallons per day (gpd) of sewage.

The SCARF is based on the effort required to perform data collection and engineering analysis in completing a SCAR. A brief summary of that effort includes, but is not limited to, the following:

1. Research and trace sewer flow levels upstream and downstream of the point of connection.
2. Conduct field surveys to observe and record flow levels. Coordinate with maintenance staff to inspect sewer maintenance holes and conduct smoke and dye testing if necessary.
3. Review recent gauging data and in some cases closed circuit TV inspection (CCTV) videos.
4. Perform gauging and CCTV inspection if recent data is not available.
5. Research the project location area for other recently approved SCARs to evaluate the cumulated impact of all known SCARs on the sewer system.
6. Calculate the impact of the proposed additional sewage discharge on the existing sewer system as it will be impacted from the approved SCARs from Item 6 above. This includes tracing the cumulative impacts of all known SCARs, along with the subject SCAR, downstream to insure sufficient capacity exist throughout the system.
7. Correspond with the applicant for additional information and project and clarification as necessary.
8. Work with the applicant to find alternative sewer connection points and solutions if sufficient capacity does not exist at the desired point of connection.

Questions and Answers:

1. **When is the SCARF applied, or charged?**
   It applies to all applicants seeking a Sewer Capacity Availability Review (SCAR). SCARs are generally required for Sewer Facility Certificate applications exceeding 10,000 gpd, or request from a property owner seeking to increase their discharge thru their existing connection by 10,000 gpd or more, or any groundwater related project that discharges 10,000 gpd or more, or any proposed or future development for a project that could result in a discharge of 10,000 gpd.
2. **Why is the SCARF being charged now when it has not been in the past?**
   The City has seen a dramatic increase in the number of SCARs over 10,000 gpd in the last few years and has needed to increase its resources, i.e., staff and gauging efforts, to respond to them. The funds collected thru SCARF will help the City pay for these additional resources and will be paid by developers and property owners that receive the benefit from the SCAR effort.
3. **Where does the SCARF get paid?**
   The Department of Public Works, Bureau of Engineering (BOE) collects the fee at its public counters. Once the fee is paid then BOE prepares a SCAR request and forwards it to the BOS where it is reviewed and then returned to BOE. BOE then informs the applicant of the result. In some cases, BOS works directly with the applicant during the review of the SCAR to seek additional information and work out alternative solutions

Scar Request Number: 5538

Los Angeles Department of Water & Power

BUILDING A STRONGER L.A.

Karen Bass, Mayor

Board of Commissioners
Nicole Neeman Brady, Vice President
Nurit Katz
Mia Lehrer
George S. McGraw
Wilma J. Pinder
Chante L. Mitchell, Secretary

Martin L. Adams, General Manager and Chief Engineer

March 21, 2024

Mr. Shakil Jiwa
Green MEP
20341 Irvine Ave D3
Newport Beach, CA 92660

Dear Mr. Jiwa:

Subject: Will Serve
4773 Hollywood Blvd - New Residential (87 Units)

This is in response to your letter dated on March 21, 2024 regarding electric service for the proposed project at the above address.

Electric service is available and will be provided in accordance with the Department of Water and Power Rules and Regulations. The estimated power requirement for this proposed project is part of the total load growth forecast for the City and has been taken into account in the planned growth of the power system.

If you have any questions regarding this matter, please call Mr. Ryan Daly, at (213) 367-6046.

Sincerely,

Vahe Boyajian

Vahe Boyajian
Electrical Engineer

c: Ryan Daly



4773 Hollywood Boulevard

Historical Resources Technical Report

Prepared for:

Armbruster Goldsmith & Delvac LLP

Prepared by:

Architectural Resources Group

Architectural Resources Group
Los Angeles, California

August 24, 2023

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Appendix A. Historical Resources in the Vicinity of the Project Site, Built Environment Resource Directory and SurveyLA Resources ..... A

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1. Executive Summary

1.1 Introduction

At the request of Armbruster Goldsmith & Delvac LLP, Architectural Resources Group (ARG) has prepared this Historical Resources Technical Report for the project at 4773 Hollywood Boulevard (APN 5589-030-030) (the Project). The Project Site is located on the northeast corner of Hollywood Boulevard and N. Berendo Street (Project Site, or Site), in the Hollywood Community Plan Area (CPA) of the City of Los Angeles. There are no existing buildings on the Project Site.

The Project involves the construction of an 83,583 square-foot, six-story building which includes ground-floor commercial space, 86 residential units, and 92 parking stalls within at-grade and subterranean parking levels. Please see Section 6.3 for more details on the Project.

The purpose of this Historical Resources Technical Report is to fulfill the requirements of the California Environmental Quality Act (CEQA) as they relate to potential impacts to historical resources. According to the CEQA Guidelines, "a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment."[1] This report includes a determination of whether historical resources are present on and in the vicinity of the Project Site. It also includes an evaluation of potential impacts of the Project to historical resources on and in the vicinity of the Project Site. Finally, as the Project Site is across Hollywood Boulevard from Barnsdall Park and the Frank Llyod Wright Hollyhock House, which are collectively a UNESCO World Heritage Site, the report includes an evaluation of any potential issues relating to that designation.

ARG arrives at the following conclusions regarding the Project and Project Site:

There are no historical resources on the Project Site; it is vacant. There are historical resources in the vicinity of the Project Site. For the purposes of this report, the vicinity includes parcels abutting and across the street from the Project Site. These include:

- 4759 Hollywood Boulevard, which was found to be eligible for the National Register of Historic Places, California Register of Historical Resources, and as a Los Angeles Historic-Cultural Monument (HCM) through SurveyLA, the citywide historic resources survey of Los Angeles. This property is located directly to the east of the Project Site.
- Barnsdall Art Park (also Aline Barnsdall Complex), which includes the following additional resources:
    - Hollyhock House
    - Barnsdall Art Park Arts Center (Residence A)
    - Garage/Chauffeur's Quarters
    - Animal Cages
    - Spring House and Dry Streambed
    - Schindler Terrace

[1] California Public Resources Code, Section 21084.1.

Barnsdall Art Park (also known as the Aline Barnsdall Complex) is listed on the National Register and California Register, and as a National Historic Landmark (NHL). The Hollyhock House, Barnsdall Art Park, and Barnsdall Art Park Arts Center (Residence A) are also listed individually as Historic-Cultural Monuments. The garage/chauffeur's quarters, animal cages, spring house, and Schindler Terrace are contributors to the Aline Barnsdall Complex NHL.

The Hollyhock House, including Barnsdall Park, is also part of the 20th-Century Architecture of Frank Lloyd Wright UNESCO World Heritage Site, which was inscribed in 2019 and consists of eight properties designed by master architect Frank Lloyd Wright.

ARG conducted an analysis of the Project and its potential to impact historical resources on and in the vicinity of the Project Site. ARG finds that the Project would not have a direct impact on any historical resources, since there are none present on the Project Site. Additionally, ARG finds that the Project would not result in any indirect impacts to historical resources located in the vicinity of the Project Site. The Project would not require the alteration or demolition of any of these adjacent historical resources, nor will it result in any changes that will materially impair the significance of the resources. The Project is located outside of the World Heritage Site buffer zone and would not impact the character of the Hollyhock House, as defined by the nomination, nor would it result in significant view impacts to and from the World Heritage Site. The following sections provide a contextual basis for analysis and a discussion of how this determination was made.

1.2 Methodology

For the preparation of this Technical Report, ARG performed the following tasks for research, documentation, and analysis:

- Conducted a site visit of the subject property and surrounding area on May 3, 2023 to assess existing conditions with written notes and digital photographs.
- Reviewed applicable background materials including the California Built Environment Resource Directory (BERD) and the City of Los Angeles's HistoricPlacesLA (HPLA) historic resources inventory database.
- Reviewed state and local technical bulletins, ordinances, and other materials related to the evaluation of historical resources.
- Reviewed the 20th-Century Architecture of Frank Lloyd Wright UNESCO World Heritage Site Nomination Text and all other related documents.
- Conducted primary and secondary source research related to the history of the Project Site and the surrounding area.
- Analyzed the Project to determine whether it would result in any potential impacts to historical resources under CEQA.

Research materials were obtained from the following sources: Los Angeles Public Library (multiple collections); Los Angeles Department of Building and Safety Online Building Records;

various online repositories; and ARG's in-house library collection. A complete list of references is included at the end of this report.

1.3 Preparer Qualifications

This report was prepared by Katie Horak, Principal; and Elysha Paluszek, Associate, both of whom meet the *Secretary of the Interior's Professional Qualifications Standards*, 36 CFR Part 61, in the discipline of Architectural History. Resumes for Ms. Horak and Ms. Paluszek are included in Appendix B.

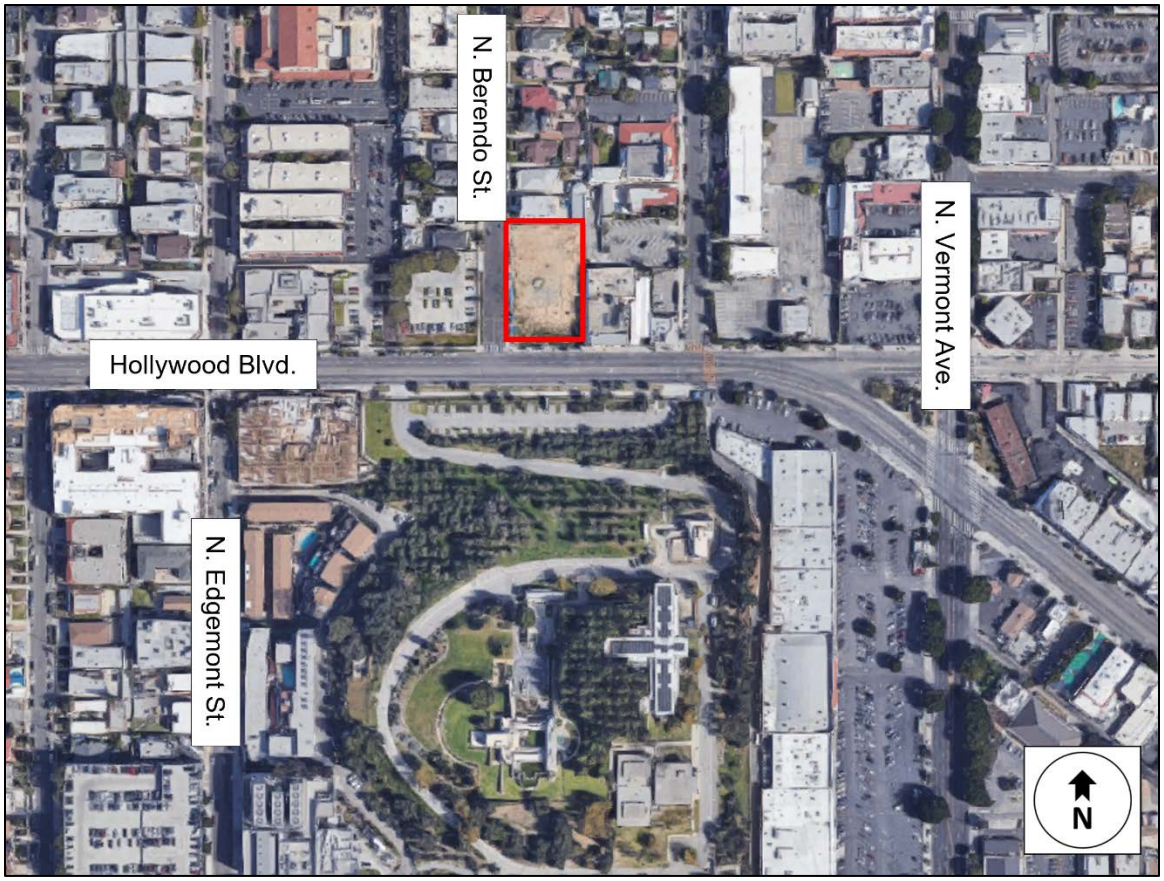
2. Description of Existing Conditions

2.1 General Setting

The Project Site is located on the north side of Hollywood Boulevard in the Hollywood CPA in the City of Los Angeles. Development in the vicinity is a mix of low-rise and mid-rise construction. To the north, blocks are developed with single- and multi-family residences, while development along Hollywood Boulevard is primarily low-rise commercial. To the south is Barnsdall Art Park, which is set upon a moderately graded hill and developed with grass lawns, groves of trees, and a variety of buildings (see Section 5.3: Adjacent Historical Resources). Aside from Barnsdall Art Park, the surrounding topography is generally flat.



Project location map. The Project Site is outlined in red (Google Maps; adapted by ARG, 2023).



Project Site map. The Project Site is outlined in red. (Google Maps; adapted by ARG, 2023).

Existing Conditions Photos, Setting



N. Berendo Street and the Project Site (right) from Hollywood Boulevard, looking north (ARG, 2023).



Parking lot west of the Project Site, looking northwest (ARG, 2023).



View along Hollywood Boulevard, looking southwest from N. Berendo Street and Hollywood Boulevard (ARG, 2023).



Barnsdall Art Park, south of the Project Site, looking south from N. Berendo Street and Hollywood Boulevard (ARG, 2023).



Hollywood Boulevard from the Project Site, looking southeast (ARG, 2023)



Hollywood Boulevard from the Project Site, looking east (ARG, 2023)



N. Berendo Street adjacent and north of the Project Site, looking northeast (ARG, 2023)



N. Berendo Street north of the Project Site, looking northwest (ARG, 2023)

2.2 Project Site Description

The Project Site (located at 4773 Hollywood Boulevard) comprises two parcels at the northeast corner of Hollywood Boulevard and N. Berendo Street. It is rectangular in shape and 28,485 square feet in size.[2] It is abutted by a commercial property to the east and residential property to the north. The parcel itself is vacant.

Existing Conditions Photos, Project Site



View of the Project Site from Hollywood Boulevard, looking northeast (ARG, 2023).



View of the Project Site, looking northwest (ARG, 2023).



View of the Project Site, looking northeast (ARG, 2023).



View of the Project Site, looking southeast (ARG, 2023).

[2] Lot size obtained from the Los Angeles County Assessor.

3. Site History and Development Chronology

3.1 History of the Site and Surrounding Area

The area surrounding the Project Site, now Hollywood, was originally part of two Spanish land grants – Rancho La Brea and Rancho Los Feliz. In the nineteenth century, the area was devoted to agriculture. In 1886, Harvey and Daieda Wilcox purchased a portion of Rancho La Brea and began subdividing it for development. Other developers soon followed, and by the early twentieth century, Hollywood was being divided into large real estate tracts.[3] The region's growing streetcar system, which arrived in 1900, made Hollywood increasingly accessible to downtown Los Angeles and neighboring communities. Streetcar lines in the vicinity included those along Hollywood Boulevard (originally Prospect Avenue), Vermont Avenue, Fountain Avenue, and Los Feliz Boulevard.[4]

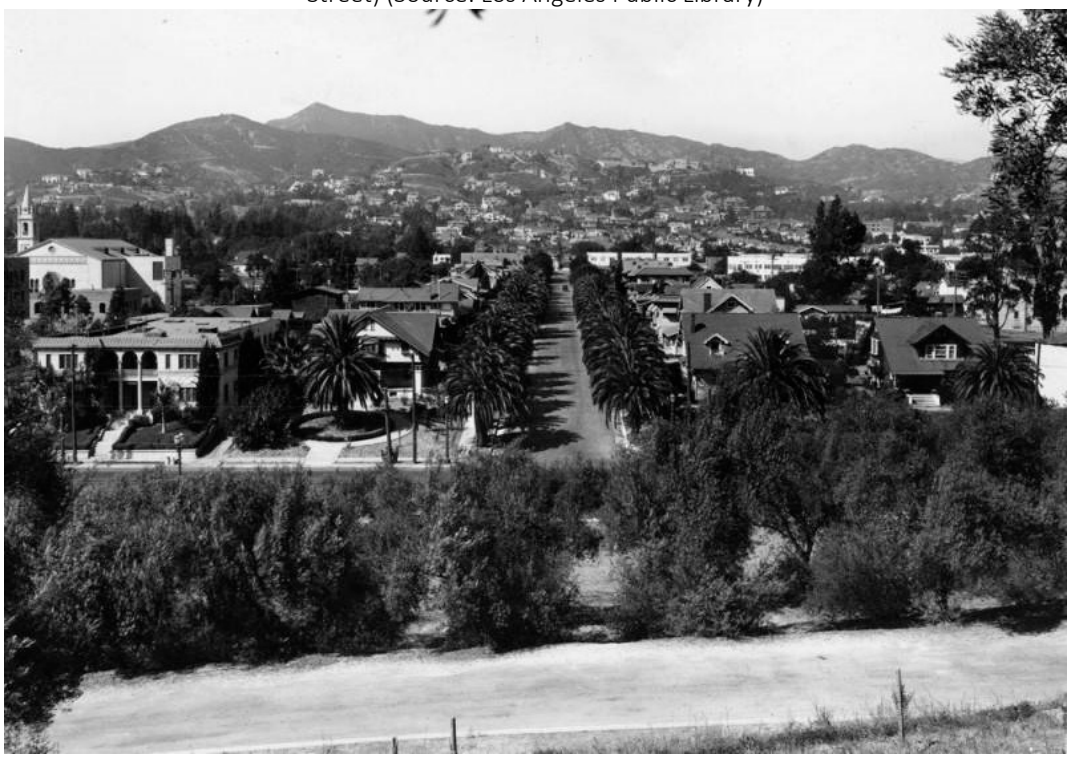
Hollywood was incorporated as a city in 1903 and was consolidated with the City of Los Angeles in 1910. In the early twentieth century, the area's economic driver shifted from agriculture to the entertainment industry.[5] The film industry got its start in Los Angeles after the turn of the century, and soon film studios began opening in Hollywood. The community grew quickly from the 1910s to the 1930s. By the late 1920s, the area surrounding the Project Site was largely built out. Hollywood Boulevard, which borders the Project Site to the south, was initially a residential street; it transitioned to a commercial throughfare in the 1920s. Streets to the north and south developed with single- and multi-family residences due to the streetcar line along Hollywood Boulevard. With the growing popularity of the automobile, residential development expanded further from streetcar lines along major thoroughfares.

N. Berendo Street was developed as part of two tracts named Paul Place and Paul Place No. 2. The land that now comprises the Project Site is part of the Paul Place tract, which was made up of parcels on either side of the south half of the street and was recorded in 1905. N. Berendo Street is developed with a mixture of single-family and small-scale multi-family residences; initially developed in the first decades of the twentieth century, it now includes construction from a variety of periods.

[3] Marc Wanamaker and Robert W. Nudelman, *Images of America: Early Hollywood* (Charleston, SC: Arcadia Publishing, 2007), 19.
[4] Historic Resources Group, "Historic Resources Survey Report: Hollywood Community Plan Area," prepared for the City of Los Angeles Office of Historic Resources, August 2022, rev. November 2015, 6.
[5] HRG, "Historic Resources Survey Report," 6-7.



N. Berendo Street in 1920, looking north from today's Barnsdall Art Park, then known as Olive Hill. The Project Site, developed with two residences, can be seen to the right of the tree-lined street (Berendo Street) (Source: Los Angeles Public Library)



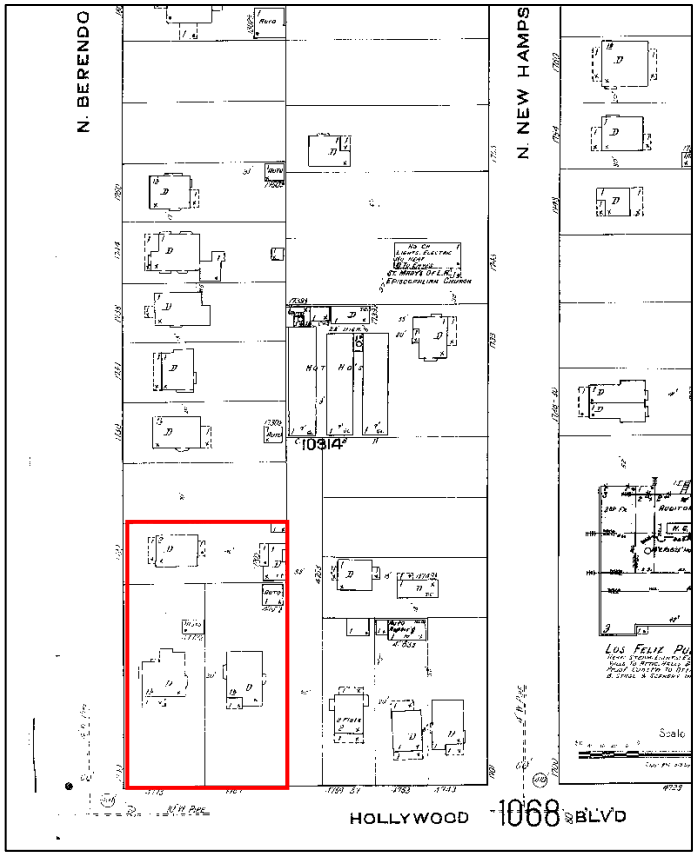
N. Berendo Street in 1931, looking north from Barnsdall Art Park, with the Project Site to the right (Source: Los Angeles Public Library)



View of Barnsdall Art Park looking north, undated photograph. The location of the Project Site is circled in red. (Source: Los Angeles Public Library)

The Project Site was developed with three single-family residences, three detached garages, and a smaller ancillary residence by 1919. These were demolished beginning in the late 1940s (see table in Section 3.2 Development Chronology below). In 1963, the Site was redeveloped with a one-story commercial building. The commercial building was constructed as the district office of the Automobile Club of Southern California and was designed by architects Hunter & Benedict.[6] It served as the district offices for the Automobile Club of Southern California until the mid-1980s. In the 1980s and 1990s, it housed a variety of offices, including telephone offices for Hollywood Pacific Bell and a non-profit science organization.[7] The building was demolished in 2019.[8] Today, the Site is vacant.

[6] Los Angeles Department of Building and Safety, Building Permit No. 1963LA35007, April 8, 1963.
[7] GPA Consulting, "4773 Hollywood Boulevard Historical Resource Technical Report," September 2017, 12-13.
[8] Los Angeles Department of Building and Safety, Building Permit No. 18019-10000-04741, January 24, 2019.



1919 Sanborn Fire Insurance Map, showing the Project Site outlined in red (Source: Los Angeles Public Library)



1962 aerial photograph showing the Project Site (Source: University of California Santa Barbara Frame Finder)



1976 aerial photograph showing the Project Site (Source: University of California Santa Barbara Frame Finder)

3.2 Development Chronology

Following is a chronology of development and use of the Project Site. Source materials include online building permits from the City of Los Angeles Department of Building and Safety, Sanborn Fire Insurance maps, and historic aerial photographs.

The Project Site originally consisted of three parcels that are now tied together. It was developed with three single-family residences, each with associated ancillary buildings. The following table details the development and use of the property at 4773 Hollywood Boulevard. All buildings previously constructed on the Site have been demolished. Permits pertaining to the alteration of the previously constructed buildings are not included.

1905	The parcels that are now part of the Project Site were subdivided as part of the Paul Place Tract.
Pre-1919	Residences and ancillary buildings constructed on the Project Site.
1947	The residence at the southeast side of the Project Site (1700 N. Berendo Street) was demolished.[9]
1962	Residence on the southeast side of the Project Site (4767 Hollywood Boulevard) was demolished.[10] A one-story commercial building was constructed.
1963	Residence on the north side of the Project Site (1720 N. Berendo Street) was demolished and replaced with a parking lot.
2019	The commercial building was demolished.[11]

[9] Los Angeles Department of Building and Safety, Building Permit No. 5599, February 18, 1947.
[10] Los Angeles Department of Building and Safety, Building Permit No. 25786, November 30, 1962.
[11] Los Angeles Department of Building and Safety, Building Permit No. 18019-10000-04741, January 24, 2019.

4. Regulatory Framework

4.1 National Register of Historic Places

The National Register of Historic Places (National Register) is the nation's master inventory of known historic resources. Established under the auspices of the National Historic Preservation Act of 1966, the National Register is administered by the National Park Service (NPS) and includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level. Eligibility for the National Register is addressed in National Register Bulletin (NRB) 15: *How to Apply the National Register Criteria for Evaluation*. NRB 15 states that in order to be eligible for the National Register, a resource must both: (1) be historically significant, and (2) retain sufficient integrity to adequately convey its significance.

Significance is assessed by evaluating a resource against established eligibility criteria. A resource is considered significant if it satisfies any one of the following four National Register criteria:[12]

- Criterion A (events): associated with events that have made a significant contribution to the broad patterns of our history;
- Criterion B (persons): associated with the lives of significant persons in our past;
- Criterion C (architecture): embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction;
- Criterion D (information potential): has yielded or may be likely to yield, information important in prehistory or history.

Once significance has been established, it must then be demonstrated that a resource retains enough of its physical and associative qualities – or *integrity* – to convey the reason(s) for its significance. Integrity is best described as a resource's "authenticity" as expressed through its physical features and extant characteristics. Generally, if a resource is recognizable as such in its present state, it is said to retain integrity, but if it has been extensively altered then it does not. Whether a resource retains sufficient integrity for listing is determined by evaluating the seven aspects of integrity defined by NPS:

- Location (the place where the historic property was constructed or the place where the historic event occurred);
- Setting (the physical environment of a historic property);
- Design (the combination of elements that create the form, plan, space, structure, and style of a property);

[12] Some resources may meet multiple criteria, though only one needs to be satisfied for National Register eligibility.

- Materials (the physical elements that were combined or deposited during a particular period of time and in a particular manner or configuration to form a historic property);
- Workmanship (the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory);
- Feeling (a property's expression of the aesthetic or historic sense of a particular period of time);
- Association (the direct link between an important historic event/person and a historic property).

Integrity is evaluated by weighing all seven of these aspects together and is ultimately a "yes or no" determination – that is, a resource either retains integrity, or it does not.[13] Some aspects of integrity may be weighed more heavily than others depending on the type of resource being evaluated and the reason(s) for significance. Since integrity depends on a resource's placement within a historic context, integrity can be assessed only after it has been concluded that the resource is in fact significant.

4.2 California Register of Historical Resources

The California Register of Historical Resources (California Register) is an authoritative guide used to identify, inventory, and protect historical resources in California. Established by an act of the State Legislature in 1998, the California Register program encourages public recognition and protection of significant architectural, historical, archeological, and cultural resources; identifies these resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under the California Environmental Quality Act (CEQA).

The structure of the California Register program is similar to that of the National Register, though the former more heavily emphasizes resources that have contributed specifically to the development of California. To be eligible for the California Register, a resource must first be deemed significant under one of the following four criteria, which are modeled after the National Register criteria listed above:

- Criterion 1 (events): associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
- Criterion 2 (persons): associated with the lives of persons important to local, California, or national history;
- Criterion 3 (architecture): embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values;

[13] Derived from NRB 15, Section VIII: "How to Evaluate the Integrity of a Property."

- Criterion 4 (information potential): has yielded, or has the potential to yield, information important to the prehistory or history of the local area, state, or the nation.

Mirroring the National Register, the California Register also requires that resources retain sufficient integrity to be eligible for listing. A resource's integrity is assessed using the same seven aspects of integrity used for the National Register. However, since integrity thresholds associated with the California Register are generally less rigid than those associated with the National Register, it is possible that a resource may lack the integrity required for the National Register but still be eligible for listing in the California Register.

Certain properties are automatically listed in the California Register, as follows:[14]

- All California properties that are listed in the National Register;
- All California properties that have formally been determined eligible for listing in the National Register (by the State Office of Historic Preservation);
- All California Historical Landmarks numbered 770 and above; and
- California Points of Historical Interest which have been reviewed by the State Office of Historic Preservation and recommended for listing by the State Historical Resources Commission.

Resources may be nominated directly to the California Register. State Historic Landmarks #770 and forward are also automatically listed in the California Register. There is no prescribed age limit for listing in the California Register, although guidelines state that sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with a resource.

4.3 City of Los Angeles Historic Preservation Ordinances

Los Angeles Historic-Cultural Monument

The local designation programs for the City of Los Angeles include Historic-Cultural Monument (HCM) designation for individual resources and the adoption of Historic Preservation Overlay Zones (HPOZs) for concentrations of buildings, commonly known as historic districts.

The City of Los Angeles Cultural Heritage Ordinance (Chapter 9, Section 22.171 *et seq.* of the Los Angeles Administrative Code) defines an HCM as any site (including significant trees or other plant life located thereon), building, or structure of particular historic or cultural significance to the City of Los Angeles, meaning that it meets one or more of the following criteria:

1. It is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city, or community; or

[14] California Public Resources Code, Division 5, Chapter 1, Article 2, § 5024.1.

2. It is associated with the lives of historic personages important to national, state, city, or local history; or

3. It embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

Local historic preservation ordinances often include standards for determining whether a resource retains sufficient integrity to merit local historic designation, and this language can vary widely from municipality to municipality. Some local ordinances do not mention integrity at all. The Los Angeles Cultural Heritage Ordinance does not include language about integrity. When evaluating historic resources in municipalities where the historic preservation ordinance does not provide guidance for assessing integrity, in accordance with best professional practices it is customary to use the National Register seven aspects of integrity to assess whether or not a resource retains sufficient integrity to convey its significance at the local level.

As with the National and California Registers, in assessing integrity at the local level, some aspects may be weighed more heavily than others depending on the type of resource being evaluated and the reason(s) for its significance. For example, if a property is significant as an excellent example of an architectural style, integrity of design, workmanship and materials may weigh more heavily than integrity of setting. In contrast, if a property is significant for its association with an important event or person, integrity of setting, feeling, and association may weigh more heavily than integrity of design.

4.4 UNESCO World Heritage List

The World Heritage List is a list of properties that are considered to be of outstanding universal value, which is defined as "cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity."[15] The World Heritage List includes sites of both cultural and natural significance.

In 1972, the Member States of UNESCO adopted the *World Heritage Convention* to "to ensure, as far as possible, the proper identification, protection, conservation and presentation of the world's heritage."[16] The World Heritage Committee, the main body in charge of the implementation of the *Convention*, adopted the "Operational Guidelines for the Implementation of the World Heritage Convention" in 1978. They are periodically updated to reflect recent decisions of the World Heritage Committee, and to reflect new concepts, knowledge, or experiences; they were last updated in 2021. The *Operational Guidelines* "aim to facilitate the implementation of the *Convention* concerning the projection of the World Cultural and national heritage." [17] They set

[15] "Operational Guidelines for the Implementation of the World Heritage Convention," II.A.49.
[16] "Operational Guidelines," I.B.5.
[17] "Operational Guidelines," I.A.1.

forth procedures for the inscription of properties on the World Heritage List and the protection and conservation of World Heritage properties, among others.

The Committee developed criteria for the inscription of properties on the World Heritage List and for the provision of international assistance under the World Heritage Fund. To be included on the World Heritage List, sites must be of outstanding universal value and meet at least one out of the following ten selection criteria:

i. to represent a masterpiece of human creative genius;

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

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

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

v. to be an outstanding example of a traditional human settlement, land-use, or sea-use which is representative of a culture (or cultures), or human interaction with the environment especially when it has become vulnerable under the impact of irreversible change;

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

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

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

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

x. to contain the most important and significant natural habitats for in-situ conservation of biological diversity, including those containing threatened species of outstanding universal value from the point of view of science or conservation.[18]

Properties must also meet conditions of integrity and/or authenticity, which are detailed in the "Operational Guidelines" II.E.79 – II.E.95.

[18] "Operational Guidelines," II.D.77.

4.5 CEQA and Historical Resources

CEQA Thresholds

Enacted in 1970, the California Environmental Quality Act (CEQA) is the principal statute mandating environmental assessment of land use and development projects in California. The primary goal of CEQA is to (1) evaluate a project's potential to have an adverse impact on the environment, and (2) minimize these impacts to the greatest extent feasible through the analysis of project alternatives and, if needed, implementation of mitigation measures.

Historical resources are considered to be a part of the environment and are thereby subject to review under CEQA. Section 21084.1 of the California Public Resources Code states that for purposes of CEQA, "a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment."[19] This involves a two-part inquiry. First, it must be determined whether the project involves a historical resource. If it does, then the second part involves determining whether the project may result in a "substantial adverse change in the significance" of the historical resource.

To address these issues, guidelines relating to historical resources were formally codified in October 1998 as Section 15064.5 of the CEQA Guidelines. The guidelines state that for purposes of CEQA compliance, a "historical resource" shall be defined as any one of the following:[20]

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

2. A resource included in a local register of historical resources, or identified as significant in a qualified historical resource survey, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrate that it is not historically or culturally significant.

3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the California Register of Historical Resources.

Once it has been determined that a historical resource is present, it must then be determined whether the project may result in a "substantial adverse change" to that resource. Section 5020.1. of the California Public Resources Code (PRC) defines a substantial adverse change as the "demolition, destruction, relocation, or alteration such that the significance of an historical

[19] California Code of Regulations, Title 14, Chapter 3, Section 15064.5.
[20] California Code of Regulations, Title 14, Chapter 3, Section 15064.5.

resource would be impaired." Furthermore, according to Title 14 of the California Code of Regulations (CCR), the significance of a historical resource is materially impaired when a project:

A. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or

B. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

C. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

5. Historical Resources

5.1 Project Site

There are no historical resources on the Project Site. The commercial building previously located on the Project Site was demolished in 2019 and the Project Site is currently vacant.

5.2 Adjacent Historical Resources

The following section provides details on previously identified historical resources in the vicinity of the Project Site. For the purposes of this report, "vicinity" is defined as parcels adjacent to or abutting the Project Site. Due to the fact that the Hollyhock House World Heritage Site inscription has specific language about construction within a "buffer zone" and important views from the house, these are also taken into consideration. The buffer zone is defined as everything within the city block bounded by Hollywood Boulevard to the north, N. Vermont Avenue to the east, Sunset Boulevard to the south, and N. Edgemont Street to the west.

Completion of this section involved a review of existing historic resources survey data, including a historic resources survey of the Hollywood CPA that was completed as part of SurveyLA in 2010-2011 and the Built Environment Resources Directory (BERD) data for Los Angeles County.

Review of this documentation indicates that there are eight historical resources (including one potential historical resource) in the vicinity of the Project Site. A brief description of each adjacent historical resource is provided in the following sections, along with a map depicting their locations.

Map Ref. #	Name/Address	Designation	Status Codes
1	4759 Hollywood Boulevard	Eligible for the NR, CR, and as an HCM	3S, 3CS, 5S3
2	Barnsdall Art Park (Aline Barnsdall Complex NHL)	Listed on the NR, CR, and as an HCM; NHL; UNESCO World Heritage Site	1S, 5S1
2a	Garage/Chauffeur's Quarters (now Visitor's Center)	Contributor to Aline Barnsdall Complex NHL	1D
2b	Animal Cages	Contributor to Aline Barnsdall Complex NHL	1D
2c	Spring House and Dry Streambed	Contributor to Aline Barnsdall Complex NHL	1D
2d	Schindler Terrace	Contributor to Aline Barnsdall Complex NHL	1D

3	Hollyhock House	Listed on the NR, CR, and as an HCM; NHL; UNESCO World Heritage Site	1S, 1D, 5S1
4	Residence A	Listed on the NR, CR, and as an HCM; part of NHL and UNESCO World Heritage Site	1D, 5S1



Map showing the historical resources in the vicinity of the Project Site. The boundaries of the Aline Barnsdall Complex National Historic Landmark and World Heritage Site are shown in yellow. The buffer zone established for the World Heritage Site is shown in blue. (Map courtesy of Google Maps, annotations by ARG).

4759 Hollywood Boulevard (#1)

The property at 4759 Hollywood Boulevard was evaluated as part of the historic resources survey of the Hollywood CPA in 2010-2011. It was found to be eligible for the National Register of

Historic Places, California Register of Historical Resources, and as a Los Angeles Historic-Cultural Monument (HCM). It was evaluated as an "excellent example of a streetcar-related mixed-use commercial development in Hollywood."[21]

Barnsdall Art Park (#2)

Barnsdall Art Park, also known as the Aline Barnsdall Complex, is listed on the National Register and California Register, and as Historic-Cultural Monument No. 34. It is also listed as a National Historic Landmark. The National Historic Landmark includes Hollyhock House (Aline Barnsdall Residence), garage/chauffeur's quarters (now the Visitor's Center), Residence A, the Spring House and dry streambed, and the Schindler Terrace (map reference #2a-2d).[22]

Barnsdall Art Park is also part of the 20th-Century Architecture of Frank Lloyd Wright UNESCO World Heritage Site. It consists of eight properties around the country designed by master architect Frank Lloyd Wright. The boundary for the Hollyhock House World Heritage Site includes the residence and the surrounding land on Olive Hill that Aline Barnsdall gave to the City of Los Angeles. It also includes the garage/chauffeur's quarters, Spring House, Residence A, the Schindler Terrace, Junior Arts Center, and Municipal Art Gallery. The World Heritage Site delineates a buffer zone that includes Barnsdall Art Park and the surrounding area bounded by Hollywood Boulevard on the north, W. Sunset Boulevard on the south, N. Vermont Avenue on the east, and N. Edgemont Street on the west. Local zoning law restricts height of new development in the buffer zone that could interfere with views from Hollyhock House.[23]

Hollyhock House (#3)

The Hollyhock House is listed on the National Register, California Register, and as Historic-Cultural Monument No. 12. It is also listed as a National Historic Landmark and inscribed as a UNESCO World Heritage Site. Hollyhock House was constructed between 1919 and 1921. It is significant as the work of renowned architect Frank Lloyd Wright.

Residence A (#4)

Residence A, also known as the Barnsdall Art Park Arts Center, is listed on the National Register, California Register, and as Historic-Cultural Monument No. 33. It is included in the National Historic Landmark designation and World Heritage Site inscription. Residence A was designed by Frank Lloyd Wright and Rudolph M. Schindler and constructed in 1919.

[21] Department of City Planning, "SurveyLA Hollywood Community Plan Area Results: Individual Resources," November 2015, 155.
[22] Jeffrey Herr, "Aline Barnsdall Complex National Historic Landmark Nomination," 2005.
[23] Frank Lloyd Wright Building Conservancy, "The 20th-Century Architecture of Frank Lloyd Wright: Nomination of the World Heritage List by the United States of America," 2016, rev. 2019, 83.

6. Impacts Analysis

6.1 Summary of Historical Resource Findings

Pursuant to Section 15064.5(a)(2) of the State CEQA Guidelines (CEQA Guidelines), the term "historical resource" includes a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (California Register). There are eight historical resources (or potential historical resources) located in the vicinity of the Project Site. Following are the identified historical resources within the vicinity of the Site:

- 4759 Hollywood Boulevard (determined individually eligible for listing in the National and California Registers, and as a Los Angeles HCM through SurveyLA)
- Barnsdall Art Park (listed in the National Register, California Register, and as Los Angeles HCM No. 34; listed as a National Historic Landmark and inscribed as a UNESCO World Heritage Site), which contains the following six additional resources:
    - Hollyhock House (listed in the National Register, California Register, and as Los Angeles HCM No. 12; listed as a National Historic Landmark and inscribed as a UNESCO World Heritage Site)
    - Residence A (listed in the National Register, California Register, and as Los Angeles HCM No. 33; listed as a National Historic Landmark and inscribed as part of the UNESCO World Heritage Site)
    - Garage/Chauffeur's Quarters (Contributor to Aline Barnsdall Complex NHL)
    - Animal Cages (Contributor to Aline Barnsdall Complex NHL)
    - Spring House and Dry Streambed (Contributor to Aline Barnsdall Complex NHL)
    - Schindler Terrace (Contributor to Aline Barnsdall Complex NHL)

6.2 Significance Threshold

According to California CEQA Guidelines, a project has the potential to impact a historical resource when the project involves a "substantial adverse change" in the resource's significance. Substantial adverse change is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." [24]

The significance of an historical resource is materially impaired when a project:

a) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, the California Register of Historical Resources; or

[24] CEQA Guidelines, Section 15064.5.

b) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project by a preponderance of evidence that the resource is not historically or culturally significant; or

c) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for the purposes of CEQA.[25]

6.3 Project Description

The subject property consists of two parcels comprising approximately 28,498 sf at the northeast corner of Hollywood Boulevard and N. Berendo Street. The proposed Project proposes the construction of an 83,583 square foot, six-story mixed-use building. The maximum height of the building would be 69'. It would include 86 residential units, associated amenities, 2,671 square feet of ground floor commercial space, and 92 parking stalls within at-grade and subterranean parking levels. It would be U-shaped in plan with a courtyard on the west side. The building would be constructed to account for the incline of the Project Site, which has a higher elevation on the north side than on the south.

6.4 Analysis of Project Impacts

This section includes an analysis of the Project on historical resources, including an analysis of direct impacts to historical resources and an analysis of indirect impacts to historical resources in the vicinity of the Project Site.

Direct Impacts

The Project will not result in direct impacts to historical resources. There are no historical resources located on the Project Site.

Indirect Impacts

The Project would not have an indirect impact on any historical resources located in the vicinity of the Site. For these purposes, "vicinity" is loosely defined as directly adjacent to the Site and/or within view of or from the Site. As described above in *Section 5.2*, there are eight identified historical resources (or potential historical resources) located in the vicinity of the Site:

- 4759 Hollywood Boulevard

[25] CEQA Guidelines, Section 15064.5

- Barnsdall Art Park (Aline Barndsall Complex NHL), which contains the following additional resources:
    - Hollyhock House
    - Residence A
    - Garage/Chauffeur's Quarters
    - Animal Cages
    - Spring House and Dry Streambed
    - Schindler Terrace

An analysis of the Project's potential to have an indirect impact on each of these resources is described below.

4759 Hollywood Boulevard

The Project Site is located directly to the west of the building at 4759 Hollywood Boulevard, which was determined eligible for the National Register, California Register, and as a Los Angeles HCM by SurveyLA, the historic resources survey of the City of Los Angeles.

As noted above, a project has the potential to impact a historical resource if the project would result in a "substantial adverse change" to the significance of a historical resource. Substantial adverse change is the demolition or material alteration in an adverse manner of those physical characteristics of a historical resource that convey its significance and justify its inclusion in, or eligibility for, the California Register.

The proposed Project would not result in the demolition or alteration of the building at 4759 Hollywood Boulevard. The proposed building would be set back from the eastern property line by 10 feet and would not touch the existing building at 4759 Hollywood Boulevard. It would remain completely intact, and the proposed Project would not remove any of the distinctive features of the building.

The building at 4759 Hollywood Boulevard has existed in an urban environment since its construction in 1925, and its setting has changed over time. The surrounding setting of 4759 Hollywood Boulevard has already been compromised by the demolition of the commercial building to the west (formerly on the Project Site) and recent large-scale development such as the five-story residential building to the southwest. Therefore, the construction of the Project would not constitute a drastic change from its existing urban surroundings, and the Project would not have any indirect impacts on the property at 4759 Hollywood Boulevard. It would retain all aspects of integrity that it currently has and would remain eligible for federal, state, and local designation upon completion of the Project.

Barnsdall Art Park, Hollyhock House, Residence A, and Associated Buildings

Following is a discussion of the Project's potential to impact Barnsdall Art Park and its associated buildings, including the Hollyhock House, Residence A, and the contributors to the Aline Barnsdall

Complex NHL. In addition to local, state, and federal designations, this site also has the unique distinction of global recognition as part of a UNESCO World Heritage Site, and the nomination includes language regarding the permissible height of adjacent development to ensure the setting and character of the site is not compromised. In particular, the World Heritage Site nomination delineates a buffer zone, as follows:

> The buffers zone consists of the surrounding urban area below Olive Hill and outside Barnsdall Park that is bounded by Hollywood Boulevard, West Sunset Boulevard, North Vermont Avenue, and North Edgemont Street. This area is protected by local zoning law and City policy that restricts the height of new construction to 15.24 meters (50 feet), a limit identified by the City that will prevent construction that could interfere with views from the Hollyhock House.[26]

In addition, a recent amendment to the Vermont/Western Transit Oriented District Specific Plan (Station Neighborhood Area Plan) further restricted the height of new construction within the buffer zone to 45 feet, but this does not apply to the Project Site.[27]

The World Heritage Site nomination also has this to say about the character of views from the Hollyhock House and the property in general:

> Exterior stairs at the west end ascend to roof terraces that provide views extending from the Hollywood Hills to the Pacific Ocean.[28]
>
> On all sides of the house, pergolas and terraces extend outward to provide sweeping views in some places, intimate vistas in others.[29]
>
> A multi-level spatial experience around the open courtyard moving in and out of dark passageways into bright open space culminates on the roof terrace – one of the first in modern architecture – which provides sweeping views of the surrounding landscape extending from the Hollywood Hills to the Pacific Ocean.[30]

The nomination also includes the following language regarding the protection of views:

> The buffer zone is protected on the north as part of Barnsdall Park. On the south, the restrictions of the City's zoning laws ensure that nothing can be built higher than the existing hospital structure. On the east and west, the City's policy is to limit new construction to a height of 50 feet (15.24m).[31]
>
> City of Los Angeles zoning ordinances offer significant protection to the viewshed from Hollyhock House, both for the buffer zone and beyond. As a result of discussions surrounding the World Heritage Site nomination, the Department of City Planning has

[26] "The 20th-Century Architecture of Frank Lloyd Wright: Nomination of the World Heritage List by the United States of America," 2016, rev. 2019, 83.
[27] Ordinance amending Ordinance No. 173,749.
[28] Ibid, 83.
[29] Ibid, 188.
[30] Ibid, 201.
[31] Ibid, 287.

> adopted a policy to limit the height of new development in this highly urban setting to 15.24m, specifically to protect views to and from Hollyhock House and Barnsdall Park. This height was determined after Department of City Planning staff conducted viewshed analysis from various public vistas atop Olive Hill using 3-D modeling. They concluded that this height limit (even if one additional story were permitted in situations where density incentives apply) would still project the viewshed effectively due to the height (141m, or 462.5 feet) and slope of Olive Hill.[32]

Based on the guidance provided in the World Heritage Site nomination, the Project does not interfere with the character of the World Heritage Site or any of the important views of or from the Hollyhock House and its associated features. The Project Site is located across the street from Barnsdall Art Park and its associated buildings, outside of the northern boundary of the buffer zone. Because it is outside of the buffer zone, the 50 foot height threshold does not apply to the Project.

Furthermore, as quoted above, the nomination states that the buffer zone is protected on the north as part of Barnsdall Park. It does not state that further protection beyond the park is necessary to protect significant views of or from the site. The most important vistas from the Hollyhock House are oriented toward the west, extending from the axial relationship of the house and its westward view across the basin to the Pacific Ocean. The house itself does not have a significant northerly view; rather, when looking from the house toward the north, one sees dense vegetation, the driveway, and other built features of the site like the garage (now the Visitors Center), animal cages, etc. Generally speaking, northerly views from Barnsdall Art Park include the Hollywood Hills, the Hollywood sign, and Griffith Observatory; these views would remain unimpeded after the completion of the Project. The Project's height would not block them due to their distance from the Project Site.

The proposed six-story mixed-use building would be visible from parts other of Barnsdall Park, including the upper parking lot, the driveway, and the parking lot adjacent to Residence A. However, existing development is already visible from these vantage points due to their higher elevation, and protection of this view beyond the buffer zone is not specified in the nomination. The surrounding area is already heavily developed, and the proposed building would merely be one of many buildings visible from that vantage point, including a recently completed five-story residential building to the west of Barnsdall Park on the south side of Hollywood Boulevard.

For the reasons described herein, following the guidance provided in the World Heritage Site nomination, Barnsdall Art Park and its associated buildings, including Hollyhock House, would continue to convey all their important historic and physical characteristics that make them eligible for designation upon completion of the Project. They would continue to retain all aspects of integrity they currently do. Therefore, the Project would not have any indirect impacts on these historical resources.

[32] Ibid, 295.

7. Conclusion

In conclusion, the Project would not have a significant impact on historical resources under CEQA. The Project would not result in direct impacts to historical resources since there are none present on the Project Site.

There are eight identified historical resources (or potential historical resources) in the vicinity of the Project Site. The Project will not result in the demolition of any of these adjacent historical resources, nor would it result in changes that will materially impair the significance of these resources. They would continue to retain sufficient integrity to convey their significance and eligibility for listing following completion of the Project. Therefore, the Project would not have indirect impacts on any historical resources in its vicinity.

8. References

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Appendix A. Historical Resources in the Vicinity of the Project Site, Built Environment Resource Directory and SurveyLA Resources

Primary Nı	OTIS ID	Name	Aliases and Ali	St Number	St Name	City	County	Zip	
	558899	DAVIDIAN BUILDING		4473	HOLLYWOOD BL	LOS ANGEI	LOS ANGEI		90027
	525727	GARAGE	CHAUFFEUR'S QUARTERS^Other Name	4800	HOLLYWOOD BLVD	LOS ANGELES	LOS ANGELES		90027
	525728	ANIMAL CAGES		4800	HOLLYWOOD BLVD	LOS ANGELES	LOS ANGELES		90027
	525729	SPRING HOUSE AND DRY STREAMBED		4800	HOLLYWOOD BLVD	LOS ANGELES	LOS ANGELES		90027
	525730	SCHINDLER TERRACE		4800	HOLLYWOOD BLVD	LOS ANGELES	LOS ANGELES		90027
	525731	JUNIOR ARTS CENTER		4800	HOLLYWOOD BLVD	LOS ANGELES	LOS ANGELES		90027
	525732	MUNICIPAL ART GALLERY		4800	HOLLYWOOD BLVD	LOS ANGELES	LOS ANGELES		90027
19-175268	493555	HOLLYHOCK HOUSE	ZZ**ZZ^Survey Number	4800	HOLLYWOOD BLVD	LOS ANGELES	Los Angeles		90027
19-175269	493556	LITTLE DIPPER	ZZ**ZZ^Survey Number	4800	HOLLYWOOD BLVD	LOS ANGELES	LOS ANGELES		
19-175270	493557	RESIDENCE A	ZZ**ZZ^Survey Number	4800	HOLLYWOOD BLVD	LOS ANGELES	LOS ANGELES		
19-175271	493558	FRENCH-AMERI	ARA'S PASTRY	4949	HOLLYWOOD BL	LOS ANGEI	LOS ANGEI		90027
19-175437	493511			5001	HOLLYWOOD BL	LOS ANGEI	LOS ANGEI		90027
19-176399	496465			5034	HOLLYWOOD BL	LOS ANGEI	LOS ANGELES		
19-175438	493512			5050	HOLLYWOOD BL	LOS ANGEI	LOS ANGEI		90027
19-176400	496466			5060	HOLLYWOOD BL	LOS ANGEI	LOS ANGELES		
19-176401	496467			5066	HOLLYWOOD BL	LOS ANGEI	LOS ANGELES		
19-176402	496468			5068	HOLLYWOOD BL	LOS ANGEI	LOS ANGELES		
19-176403	496472			5070	HOLLYWOOD BL	LOS ANGEI	LOS ANGELES		
19-167765	424473			5101	HOLLYWOOD BL	LOS ANGEI	LOS ANGEI		90028
19-176404	496474			5102	HOLLYWOOD BL	LOS ANGEI	LOS ANGELES		
19-176358	495973	EAST HOLLYWOOD BOULEVAR		5200	HOLLYWOOD BL	LOS ANGEI	LOS ANGELES		
19-167766	424474	EAST HOLLYWOOD BOULEVAR		5201	HOLLYWOOD BL	LOS ANGEI	LOS ANGEI		90027
19-176360	495975	EAST HOLLYWOOD BOULEVAR		5206	HOLLYWOOD BL	LOS ANGEI	LOS ANGELES		
19-167767	424475	HOLLYWOOD H	EAST HOLLYW	5211	HOLLYWOOD BL	LOS ANGEI	LOS ANGEI		90028
19-167932	424595			5216	HOLLYWOOD BL	LOS ANGEI	Los Angele		90027
19-176359	495974	EAST HOLLYWOOD BOULEVAR		5221	HOLLYWOOD BL	LOS ANGEI	LOS ANGELES		
19-175272	493559			5225	HOLLYWOOD BL	LOS ANGEI	LOS ANGEI		90027
19-167933	424596	WHITEHALL MA	ZZ**ZZ^Surve	5272	HOLLYWOOD BL	LOS ANGEI	LOS ANGEI		90027

Evaluation Info	Parcel Num	Constructi	Date Modified
6Y, 12/11/2002, DOE-19-02-1188-0000 | 6Y, 12/11/2002,	5542-006-001	1932	4/5/2018
1D, 03/27/2007, NHL-71000143-0002		1920	4/5/2018
1D, 03/27/2007, NHL-71000143-0003		1920	4/5/2018
1D, 02/17/2007, NHL-71000143-0004		1920	4/5/2018
1D, 03/27/2007, NHL-71000143-0005		1920	4/5/2018
6X, 03/27/2007, NHL-71000143-0006		1967	4/5/2018
6X, 02/27/2007, NHL-71000143-0007		1971	4/5/2018
1D, 05/06/1971, NPS-71000143-0001 | 1S, 03/27/2007, NHL-71000143-0000 | 1S, 03/29/2007, NHL-71000143-0000 | 2D2, 03/31/1994, DOE-19-94-0334-0001 | 2D2, 03/31/1994, HRG940202Z | 2S2, 11/30/1995, DOE-19-95-0388-0000 | 2S2, 11/30/1995, FEMA951024I	5543011901 | 5543009901 | 5543009902	1920	4/5/2018
2D2, 09/30/1994, HRG-270 | 2D2, 09/30/1994, HRG940202Z			4/5/2018
1D, 03/27/2007, NHL-71000143-0001 | 1D, 09/30/1994, NPS-71000143-0002 | 2D2, 03/31/1994, DOE-19-94-0334-0002 | 2D2, 03/31/1994, HRG940202Z		1919	4/5/2018
2S2, 07/01/1994, DOE-19-94-0032-0000 | 2S2, 07/01/1994, HRG940202Z		1930	4/5/2018
6Y, 07/01/1994, DOE-19-94-0033-0000 | 6Y, 07/01/1994, HRG940202Z		1922	4/5/2018
6Y, 04/15/1996, HUD940922B			4/5/2018
6Y, 04/15/1996, HUD940922B | 6Y, 07/01/1994, DOE-19-94-0034-0000 | 6Y,		1927	4/5/2018
6Y, 04/15/1996, HUD940922B			4/5/2018
6Y, 04/15/1996, HUD940922B			4/5/2018
6Y, 04/15/1996, HUD940922B			4/5/2018
6Y, 04/15/1996, HUD940922B			4/5/2018
5S2, , 0053-0588-0000 | 6Y, 09/12/1986, DOE-19-86-005	5544-012-019	1922	4/5/2018
6Y, 04/15/1996, HUD940922B			4/5/2018
2D2, 07/01/1994, DOE-19-94-0459-0001 | 2D2, 07/01/1994, HRG940202Z | 2		1913	4/5/2018
2D2, 07/01/1994, DOE-19-94-0459-0002 | 2D2, 07/01/1994, HRG940202Z | 2		1928	4/5/2018
6Y, 07/01/1994, DOE-19-94-0459-0006 | 6Y, 07/01/1994, HRG940202Z | 6Y, 09/21/199			4/5/2018
2D2, 07/01/1994, DOE-19-94-0459-0003 | 2D2, 07/01/19	HOLLYWOOD HOTE	1927	4/5/2018
2D2, 07/01/1994, DOE-19-94-0459-0004 | 2D2, 07/01/1994, HRG940202Z | 2		1931	4/5/2018
2D2, 07/01/1994, DOE-19-94-0459-0005 | 2D2, 07/01/1994, HRG940202Z | 2		1923	4/5/2018
2D2, 09/30/1994, HRG-0273 | 2D2, 09/30/1994, HRG940202Z		1926	4/5/2018
6Y, 09/30/1994, DOE-19-94-0508-0000 | 6Y, 09/30/1994, HRG940202Z | 7N,		1927	4/5/2018



Primary Address: 4759 W HOLLYWOOD BLVD

Other Address: 4753 W HOLLYWOOD BLVD
4757 W HOLLYWOOD BLVD
4761 W HOLLYWOOD BLVD
4763 W HOLLYWOOD BLVD
1717 N NEW HAMPSHIRE AVE
1717 1/2 N NEW HAMPSHIRE AVE
1721 N NEW HAMPSHIRE AVE

Name:

Year built: 1925

Architectural style: Spanish Colonial Revival, Churrigueresque

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Streetcar Commercial Development, 1873-1934
Sub theme:	No SubTheme
Property type:	Commercial
Property sub type:	Mixed-use Commercial Strip
Criteria:	A/1/1&C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of streetcar-related mixed-use commercial development in Hollywood.



Primary Address: 4949 W HOLLYWOOD BLVD

Other Address: 4951 W HOLLYWOOD BLVD
4953 W HOLLYWOOD BLVD
4955 W HOLLYWOOD BLVD
4957 W HOLLYWOOD BLVD
4959 W HOLLYWOOD BLVD
4961 W HOLLYWOOD BLVD
1703 N KENMORE AVE
1705 N KENMORE AVE
1707 N KENMORE AVE
1709 N KENMORE AVE

Name: French-American Building

Year built: 1930

Architectural style: Mediterranean Revival

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Streetcar Commercial Development, 1873-1934
Sub theme:	No SubTheme
Property type:	Commercial
Property sub type:	Mixed-use Commercial Strip
Criteria:	A/1/1&C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of streetcar-related mixed-use commercial development in Hollywood.

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Appendix B. Resumes

Architectural
Resources Group

KATIE E. HORAK

Principal | Architectural Historian & Preservation Planner



Katie is a Los Angeles-area native and Principal in ARG's Los Angeles office. She has nearly twenty years experience in the field of historic resource management in both the public and private sectors. Katie is a recognized leader in the industry, bringing creative and innovative solutions to complex issues related to historic site documentation, management, and adaptive re-use. Katie brings expertise in policies related to the California Environmental Quality Act (CEQA), Secretary of the Interior's Standards compliance, and provides strategic guidance regarding project approvals, entitlements, and outreach/consensus building.

Relevant Project Experience

- University of California, San Diego, Humanities & Social Sciences Building Repair, San Diego, CA
- City of Los Angeles, Historical Housing and Land Use Study, Los Angeles, CA
- Colony 29, Rehabilitation Study and Concept Design, Palm Springs, CA
- Ocotillo Lodge, Historic Paint Palette Study, Palm Springs, CA
- Inspiration Heights Historic District National Register Nomination, San Diego, CA
- Title Insurance and Trust Company Building, Rehabilitation, Seismic Upgrade, and Historic Preservation Certification Application for Federal Historic Tax Credits, Los Angeles, CA (ongoing)
- Santa Fe Railway Depot, Historic Preservation Certification Application for Federal Historic Tax Credits, Redlands, CA (ongoing)
- City Transfer and Storage Company Warehouse, Historic Preservation Certification Application for Federal Historic Tax Credits, Redlands, CA (ongoing)
- Harrower Laboratory and Clinic, Rehabilitation Study, Glendale, CA
- Lucas Museum of Narrative Art EIR, Historical Resources Technical Report, Los Angeles, CA
- California State University Long Beach, Historic Preservation Consulting, Long Beach, CA
- The Factory at Robertson Lane, Historic Preservation Consulting and Technical Report under CEQA, West Hollywood, CA
- Founders Church of Religious Science, Paul R. Williams, National Register Nomination and HSR, Los Angeles, CA
- Former MCA Headquarters, Paul R. Williams, Beverly Hills Landmark Application, Beverly Hills, CA
- Beverly Fairfax Historic District Historic Resources Survey and National Register Nomination, Los Angeles, CA
- Claremont McKenna College, Historical Resources Technical Report under CEQA, Claremont, CA
- CBS Television City, Historic Consulting, Los Angeles, CA

Education

Master of Heritage Conservation, University of Southern California

University of Oregon, Eugene Historic Preservation Field School in Canova, Italy

Bachelor of Arts, Art (Painting/ Drawing), Whitworth College, Spokane, Washington

Meets the *Secretary of the Interior's Professional Qualifications Standards* in Architectural History

Memberships

President-Elect, Docomomo US

Founding President, Docomomo US, Southern California Chapter

Los Angeles Conservancy

Society of Architectural Historians, Southern California Chapter

Los Angeles Headquarters Association (LAHQ)

Academic Involvement

Adjunct Assistant Professor, University of Southern California.

Current courses taught: *Introduction to Historic Site Documentation*, and *Advanced Documentation: Historic Resources Surveys*

- The Barker Bros, 722 S. Broadway Rehabilitation, Los Angeles, CA
- Pomona College Master Plan EIR, Historical Resources Technical Report under CEQA, Claremont, CA
- Century Plaza Hotel, Historical Resources Technical Report under CEQA, Los Angeles, CA
- 86 S. Fair Oaks, Central Park Apartments, Entitlements Consulting and Concept Design, Pasadena, CA
- Los Angeles Union Station, Historic Structures Report and on-going Historic Preservation Consultation, Los Angeles, CA
- First Congregational Church, Adaptive Re-Use Study, Pasadena, CA
- Arcade Lane Rehabilitation Study, Pasadena, CA
- Claremont Museum of Art at the Depot, Adaptive Re-Use Design Review, Claremont, CA
- Norms Restaurant La Cienega, Historic Structures Report and Design Review, Los Angeles, CA
- SurveyLA, Los Angeles Citywide Historic Resources Survey: Citywide Historic Context Statement (The Ranch House and Los Angeles Modernism), Pilot Survey, Groups 1, 2, 4, 5, 6, 7, 8, 9, and 10 Surveys
- One Bunker Hill, Mills Act Application, Los Angeles, CA
- Hollywood Riviera, Mills Act Application, West Hollywood, CA
- Bay Cities Guaranty Building (Clock Tower Building), Mills Act Application, Santa Monica, CA
- City of Santa Rosa Downtown Station Area Historic Resources Survey Update, Santa Rosa, CA
- Dana Point Citywide Historic Resources Survey, Dana Point, CA
- Historic Signs Survey and Ordinance Review, Burbank, CA
- Beverly Hills Citywide Historic Resources Survey, Beverly Hills, CA
- Arcadia Citywide Historic Resources Survey, Arcadia, CA
- City of Redlands, Historic Context Statement, Redlands, CA
- Santa Monica Citywide Historic Resources Inventory (HRI) Update, Santa Monica, CA
- Casa Verdugo, Historic District Survey, Evaluation Report and Historic Context Statement, Glendale, CA
- South Cumberland Heights, Historic District Survey, Evaluation Report and Historic Context Statement, Glendale, CA
- City of La Cañada Flintridge, Historic Context Statement and Historic Resources Inventory Update, La Cañada Flintridge, CA
- University of California, San Diego, Campus-wide Historic Resources Survey, San Diego, CA
- View Park Historic District National Register Nomination, Los Angeles County, CA

- Niodrara Drive Historic District Evaluation, Glendale, CA
- Modern Architecture Database (content development), for the Los Angeles Conservancy's Curating the City: Modern Architecture in Los Angeles, Los Angeles, CA
- Harry Cohn Estate, 1000 N. Crescent Drive, Landmark Nomination and Rehabilitation, Beverly Hills, CA
- Village Green, Historic Structures Report and Mills Act Application, Los Angeles, CA
- Miracle Mile Historic Preservation Overlay Zone, Historic Resources Survey, Los Angeles, CA
- Jefferson Park Historic Preservation Overlay Zone, Historic Resources Survey, Los Angeles, CA
- Balboa Highlands Historic Preservation Overlay Zone, Historic Resources Survey (in collaboration with community volunteers), Los Angeles, CA
- Windsor Village Historic Preservation Overlay Zone, Historic Resources Survey (in collaboration with community volunteers), Los Angeles, CA
- Country Club Park Historic Preservation Overlay Zone, Historic Resources Survey (in collaboration with community volunteers), Los Angeles, CA
- Garvanza Historic Preservation Overlay Zone, Historic Resources Survey, Los Angeles, CA
- Carthay Square Historic Preservation Overlay Zone (pending), Historic Resources Survey (in collaboration with community volunteers), Los Angeles, CA
- Oxford Square Historic Preservation Overlay Zone, Historic Resources Survey, Los Angeles, CA
- Garden Apartments of Los Angeles County, Historic Context Statement, Los Angeles, CA
- Historic District Assessment Report, San Vicente Apartments, Santa Monica, CA
- Reeder Citrus Ranch, Historic Structures Report, Montclair, CA
- Reno Southern Pacific Railroad Depot, Historic Structure Report, Reno, NV
- Rockhaven Sanitarium, Historic Resource and Conditions Assessment, Glendale, CA
- 844 South Plymouth Blvd, Historic-Cultural Monument Nomination, Los Angeles, CA
- Dunsmuir Flats, Historic-Cultural Monument Nomination (in collaboration with the owner), Los Angeles, CA
- Edinburgh Bungalow Courts, Historic-Cultural Monument Nomination, Los Angeles, CA
- University of Southern California, Historic Resources Survey, Los Angeles, CA
- Figueroa Corridor, Historic Context Report, Los Angeles, CA
- La Rosita Drive-Thru, Historic Resource Assessment and Design Review for compliance with *The Standards*, Redlands, CA
- Alta Heights, Historic Resources Survey, Napa, CA

Architectural
Resources Group

ELYSHA PALUSZEK

Architectural Historian & Preservation Planner



An Architectural historian with nine years of experience, Elysha is adept at research, writing, and the preparation of technical reports related to potential historic resources. A gifted communicator and enthusiastic team member, Elysha has experience with historic resources survey reports, historic context statements, National Register and local landmark nominations, California Environmental Quality Act (CEQA) technical reports, and Section 106 technical reports.

Relevant Project Experience

- City of West Hollywood, Historical Context Study, West Hollywood, CA
- African Americans in California Multiple Property Documentation Form, California (in progress)
- Figueroa and 31st Historical Resources Technical Report, Los Angeles, CA
- City of Los Angeles, Historical Housing and Land Use Study, Los Angeles, CA (in progress)
- Central Avenue, Historic Resource Evaluation, Los Angeles, CA
- 9100 Sunset, Historic Resource Assessment, West Hollywood, CA
- 1921 Wilcox Avenue, Historic Resource Assessment, Los Angeles, CA
- 8228 Sunset Boulevard, Historic Resource Assessment, West Hollywood, CA
- Santa Monica-Malibu Unified School District, Historic Preservation Consulting, Santa Monica, CA
- Eagle Rock Plaza, Historic Resource Assessment, Eagle Rock, CA
- Walnut Nina Historic Resource Assessment, Pasadena, CA
- Hillcrest LGBTQ+ Historic Context Statement, Los Angeles, CA*
- SurveyLA Historic Context Statement, The Shotgun House, Los Angeles, CA*
- San Diego Citywide LGBTQ Historic Context Statement, San Diego, CA*
- Garden Apartment Complexes in the City of Los Angeles Multiple Property Documentation Form, Los Angeles, CA*
- SurveyLA Historic Context Statement, American Colonial Revival, Los Angeles, CA*
- SurveyLA Latino Los Angeles Historic Context Statement, Los Angeles, CA*
- Latinos in 20th Century California Multiple Property Documentation Form, Los Angeles, CA*
- Whittier Historic Context Statement and Non-Residential Historic Resource Survey, Whittier, CA*
- SurveyLA Historic Resource Survey, various CPAs including Southeast Los Angeles (2011), Harbor-Gateway/Wilmington (2012), Silver Lake/Echo Park/Elysian Valley (2013-14), Bel Air/Beverly Crest (2013), Industrial phase (2015), Los Angeles, CA*
- La Habra Historic Resource Survey and Historic Context Statement, La Habra, CA*

Education

Master of Historic Preservation, University of Southern California

Bachelor of Arts, History, College of William and Mary, Williamsburg, Virginia

Meets the *Secretary of the Interior's Professional Qualifications Standards* in Architectural History

Memberships

Docomomo US

Society of Architectural Historians

Los Angeles Conservancy Member

California Preservation Foundation Education Committee

- 141 Eucalyptus Drive, CEQA Historical Resource Report, El Segundo, CA*
- North Hollywood to Pasadena Transit Corridor, Los Angeles, CA*
- 2840 East California Boulevard, CEQA Historical Resource Report, Los Angeles County, CA*
- 9456 Roberds Street, CEQA Historical Resource Report, Rancho Cucamonga, CA*
- 777 Bluebird Canyon Drive, CEQA Historical Resources Report, Laguna Beach, CA*
- 1309-1323 Pacific Avenue, CEQA Historical Resources Report, Los Angeles, CA*
- Santa Monica and Vermont, CEQA Historical Resource Report, Los Angeles, CA*
- Bundy and Amherst, CEQA Historical Resource Report, Los Angeles, CA*
- World Trade Center, CEQA Historical Resource Report, Los Angeles, CA*
- Farmers Insurance Building, CEQA Historical Resource Report, Los Angeles, CA*
- City of Hope Specific Plan, CEQA Historical Resource Report, Duarte, CA*
- Jefferson and La Cienega Project, CEQA Historical Resource Report, Los Angeles, CA*
- City Market of Los Angeles, CEQA Historical Resource Report, Los Angeles, CA*
- Claremont Graduate University Master Plan, CEQA Historical Resource Report, Claremont, CA*
- Bridge Road Bridge Section 106 Report, Ventura County, CA*
- Silverado Canyon Bridge Section 106 Report, Orange County, CA*
- SR-138 Section 106 Report, Palmdale, CA*
- SR-91 Atlantic to Cherry Section 106 Report, Los Angeles, CA*
- SR-91 Central to Acacia Section 106 Report, Los Angeles, CA*
- I-405 Auxiliary Lanes Section 106 Report, Los Angeles, CA*
- Marsh Street Bridge Section 106 Report, San Luis Obispo, CA*
- Inland Rail Trail Section 106 Report, Vista, CA*
- Pete Miller Road Bridge Section 106 Report, Gustine, CA*
- 11th Street/ MacArthur Drive Intersection Section 106 Report, Los Angeles, CA*
- 1111 North Los Robles Avenue, National Register Nomination, Pasadena, CA*
- 1121 North Los Robles Avenue, National Register Nomination, Pasadena, CA*
- Old City Hall, National Register Nomination, Vallejo, CA*
- Old Masonic Temple, National Register Nomination, Vallejo, CA*
- Hotel Rosslyn Annex, National Register Nomination, Los Angeles, CA*
- Hindry House, Pasadena Landmark Nomination, Pasadena, CA*
- Anthony-Kerry House, Historic Structure Report and Cultural Landscape Management Plan, Beverly Hills, CA*
- Sweeten Hall Preservation Plan, Rancho Cucamonga, CA*
- Hughes Industrial Historic District Treatment Plan, Los Angeles, CA*

**work performed prior to joining ARG*

From: Elysha Paluszek
To: David Goldberg
Cc: Katie Horak; Jason Lewis; Matt Dzurec; Evanne St. Charles
Subject: Response - 4773 Hollywood Boulevard Viewshed Impacts
Date: Tuesday, May 6, 2025 11:17:59 AM

Good morning David,

Please find below a response regarding viewshed impacts to the Hollyhock House/Barnsdall Park in response to DCA comments.

“ARG has compiled the following response to comments received from the City of Los Angeles Department of Cultural Affairs regarding impacts to the viewshed of Barnsdall Park. The 2024 Historical Resources Technical Report addressed impacts to the viewshed to Barnsdall Park and its associated buildings, including the Hollyhock House. It did not specifically address potential impacts to views from Residence A or the terrace adjacent to the Hollyhock House garage/chauffeur's quarters.

ARG has reviewed the additional viewshed studies completed by KFA in April 2025 which analyze impacts to views from these locations.

While the additional viewshed studies indicate that the proposed Project would be visible from Residence A and the terrace adjacent to the chauffeur's quarters, it would not impact important views from these locations. The proposed Project, while taller than some buildings directly to the north of Barnsdall Park, is not substantially taller than existing surrounding development. It maintains the height and scale of surrounding construction overall, and it does not impede significant views identified in the World Heritage Site nomination, which include those to the west and north. Due to the height of Olive Hill above the surrounding area, the views of the Hollywood Hills to the north of Residence A and the garage/chauffeur's quarters terrace would remain unimpeded.”

All the best,

Elysha Paluszek
Senior Associate | Architectural Historian & Preservation Planner
She/Her

ARCHITECTURAL RESOURCES GROUP | ***Celebrating 45 Years***
626.583.1401 x105 | e.paluszek@ARGcreate.com

Architects | Planners | Conservators
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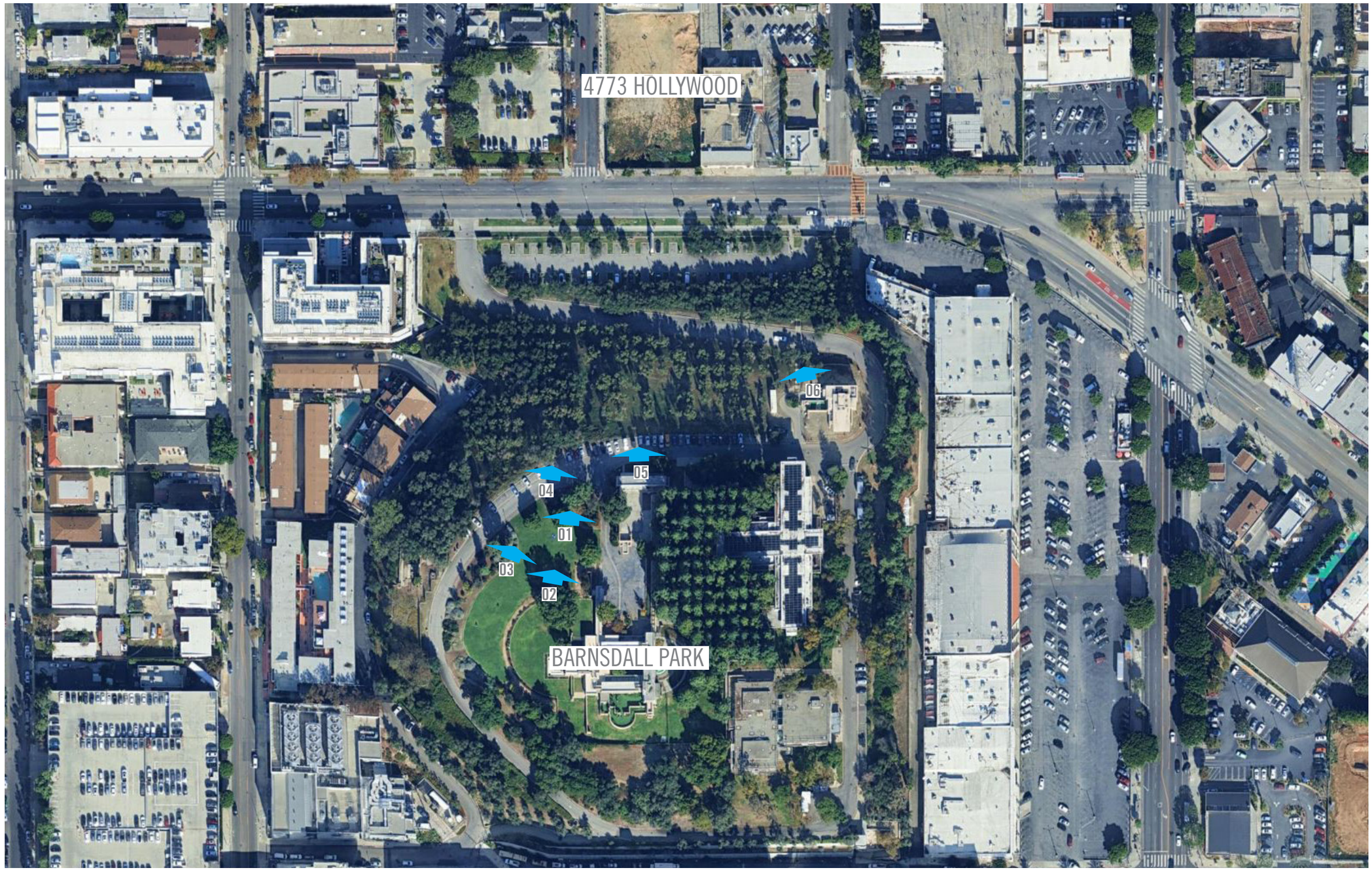

AERIAL VIEW

VISUAL SIMULATION FROM BARNSDALL PARK KEY MAP

04.28.2025

4773 HOLLYWOOD MIXED-USE

4773 HOLLYWOOD BLVD
LOS ANGELES, CA 90027

KFA





VIEW 01

VIEW FROM THE PICNIC AREA

04.28.2025

4773 HOLLYWOOD MIXED-USE

4773 HOLLYWOOD BLVD
LOS ANGELES, CA 90027





VIEW 02

VIEW FROM THE PICNIC AREA

04.28.2025

4773 HOLLYWOOD MIXED-USE

4773 HOLLYWOOD BLVD
LOS ANGELES, CA 90027





VIEW 03

VIEW FROM THE PICNIC AREA

04.28.2025

4773 HOLLYWOOD MIXED-USE

4773 HOLLYWOOD BLVD
LOS ANGELES, CA 90027





VIEW 04

VIEW FROM THE TOP OF LOWER ROAD

04.28.2025

4773 HOLLYWOOD MIXED-USE

4773 HOLLYWOOD BLVD
LOS ANGELES, CA 90027





VIEW 05

VIEW FROM THE CHAUFFEURS QUARTERS

04.28.2025

4773 HOLLYWOOD MIXED-USE

4773 HOLLYWOOD BLVD
LOS ANGELES, CA 90027





VIEW 06

VIEW FROM RESIDENCE A

04.28.2025

4773 HOLLYWOOD MIXED-USE

4773 HOLLYWOOD BLVD
LOS ANGELES, CA 90027

EXHIBIT E – PUBLIC CORRESPONDENCE

Danalynn Dominguez <danalynn.dominguez@lacity.org>

4773 Hollywood hearing

Suriya Prasad <prasad.suriya@yahoo.com> Tue, Jul 22, 2025 at 4:40 PM
To: "danalynn.dominguez@lacity.org" <danalynn.dominguez@lacity.org>

Note below relevant 2018 letter regarding impacts to the historic Hollyhock House from development. Thank you.

Frank Llyod Wright conservancy letter.pdf
1525K

#11 CF 18-0169

FRANK LLOYD WRIGHT BUILDING CONSERVANCY

Date: 9/18/18
Submitted in PLUM Committee
Council File No: 18-0769
Item No.: 11
Communication from Public

April 11, 2016

Mr. David Ambroz
President, City Planning Commission
200 North Spring Street
Los Angeles, CA 90012-2601

Re: Case No: CPC-2013-1595-DB-CUZAA-SPP-SPR (Edgemont Avenue and Hollywood Boulevard)

Dear President Ambroz:

The Frank Lloyd Wright Building Conservancy (FLWBC) is an interested party regarding the proposed project referenced above that is scheduled to come before your commission on 20 April 2016. The FLWBC is an international organization facilitating the preservation and maintenance of Frank Lloyd Wright's surviving structures. It is also the organizing agency coordinating with the National Park Service/U.S. Department of the Interior in the nomination *of Key Masterworks of Modern Architecture by Frank Lloyd Wright*, for UNESCOs World Heritage List (WHL). The nomination was formalized by Secretary Jewell on 30 January 2015. This is a serial nomination comprising ten structures nationwide that includes Los Angeles' Hollyhock House. The inclusion of Hollyhock House in the nomination was approved by City Council in 2006 (CFN 06-0002-S32). The nomination will be considered by the World Heritage Committee (WHC) in July of this year.

In September of 2105 the official site evaluation of Hollyhock House was conducted by the International Council on Sites and Monuments (ICOMOS) which is the official site reviewer for the WHC. This site evaluation compliments multiple desk reviews and is done primarily to verify application data, ascertain the site's viability as a WHL site, and confirm the physical attributes of the site in the context of the site's "Outstanding Universal Value" – the most important criteria for inscription. One aspect of this is the view shed from the site. The ICOMOS reviewer noted that this has already been compromised by the early 21st century enlargement of Kaiser Permanente to the south. In Hollyhock House's favor were the uncompromised view sheds to- the north, east and west.

The article regarding this proposed development in the *Los Feliz Ledger* brought this proposed project to our attention and causes concern. The considerable size and height of the structures will have a significant and compromising impact on the Hollyhock House view shed to the west. The FLWBC is also concerned in learning that granting the applicant's request for a Density Bonus and Conditional Use Approval allows the applicant to bypass city codes that would keep the building height within a limit that would not compromise the western view shed, thereby increasing the probability of a positive outcome for the WHL nomination for Hollyhock House.

We understand that the project has gone through a design revision after a public hearing to address issues raised by various entities however while curb aesthetics have been improved the height is unchanged. We feel that the World Heritage List nomination should be a major factor in determining the advisability of granting the Density Bonus and Conditional Use Approval. An inscription on the World

53 W. Jackson Blvd. Suite 1120 | Chicago, IL 60604 | T 312.663.5500 | F 312.663.5505
savewright.org | preservation@savewright.org

Heritage List is not just a prestigious honor that promotes preservation. The economic benefits from cultural tourism are very rewarding and enduring. A World Heritage site in the city would provide a significant additional boost for Los Angeles and its cultural attractions. The significance is compounded for California as the nomination also includes the Marin County Civic Center.

We encourage you to carefully consider the pros and cons of allowing this proposed project to be approved as revised after the public hearing. We are also available to consult or answer questions regarding the WHL nomination.

Sincerely,

Janet Halstead
Executive Director

cc: Renee Dake Wilson, Vice President, City Planning Commission
Robert L. Ahn, Member, City Planning Commission
Caroline Choe, Member, City Planning Commission
Richard Katz, Member, City Planning Commission
John W. Mack, Member, City Planning Commission
Samantha Millman, Member, City Planning Commission
Dana M. Perlman, Member, City Planning Commission
Veronica Padilla, Member, City Planning Commission

Blake Lamb <blake.lamb@lacity.org>

WHL FLW Decision

1 message

Jeffrey Herr <jeffrey.herr@lacity.org> Mon, Jul 18, 2016 at 2:04 AM
To: Blake Lamb <blake.lamb@lacity.org>
Cc: Christine Peters <christine.peters@lacity.org>, Danielle Brazell <danielle.brazell@lacity.org>, Daniel Tarica <daniel.tarica@lacity.org>, "Thomas, Leslie" <Leslie.A.Thomas@lacity.org>, Mark Edwards <medwards@barnsdall.org>, Isabelle Lutterodt <isabelle.lutterodt@lacity.org>

Blake,

The following information is provided to assist you in determining the outcome of the upcoming Edgemont Development project.

The UNESCO WHC resumed it's work after a one-day hiatus due to the attempted coup. The result of a lively and evenly split committee was to "refer" the FLW nomination. At issue was whether the nomination as written adequately demonstrated the Outstanding Universal Value (OUV) of the 10 sites. A referral means the we have been given the opportunity to fix this problem and resubmit next year at the meeting in Poland. There was universal praise for the signifance of FLW. In fact, there was complete agreement that the WHL without FLW was unacceptable.

Observing the proceedings has been an education. Over several days the committee reviewed the State of Conservation of World Heritage Properties. These are sites already inscribed but in danger of being delisted unless the State Party corrects the problem. Three examples in particular are germane to Hollyhock House: Liverpool Docks, Vienna and Kiev. I will forward the relevant links to you for their complete details. To recap. Liverpool is contemplating permitting a 32-story, mixed use building that would impact the OUV of the site. The Committee will review this next year and if the building is permitted delisting is the likely outcome. In Vienna it is a similar situation with a proposed hotel and ice rink. Kiev, however, proceeded to build and is now being asked to raze the structure to retain the WHL designation for Saint Sophia's Church. It's clear this body takes their mandate seriously.

National Park Service and the FLW Building Conservancy have already begun internal discussions regarding next steps as it will take intense work to be ready for next year. The first step will be to revise our OUV. A reality is that the number of sites compromising the nomination may be reduced if the site does not clearly meet the revised OUV. HH could be eliminated vis a vis the Edgemont Development project. The question is does the City want a World Heritage site? If so, then a conservative approach to the project is required.

This nomination is important to the U.S. but even more so to the FLW universe and, having listened to the debate, by World Heritage. How important is it to the City?

Our site visit review by the ICOMOS reviewer already notes HHs lost view shed to the south. I feel confident in predicting that if our OUV is further compromised the U.S. will drop us from the nomination so that it will not be an impediment the submission next year. Even if we were retained in spite of approving an Edgemont Development that compromised our OUV the WHC would have the ability to remove HH before inscribing an FLW WHL nomination.

It is a complicated issue but I do think a solution can be found. My travel plans have me back in Los Angeles on Friday but that may not be possible. Hoping for the best. I am available by phone if you or anyone has questions. Forwards to follow. Thank you. Jeffrey